

**ANNOTATED
AGENDA
CITY OF ANTIOCH PLANNING COMMISSION
ANTIOCH COUNCIL CHAMBERS
200 "H" STREET**

WEDNESDAY, FEBRUARY 7, 2018

6:30 P.M.

**NO PUBLIC HEARINGS WILL BEGIN AFTER 10:00 P.M.
UNLESS THERE IS A VOTE OF THE PLANNING COMMISSION
TO HEAR THE MATTER**

APPEAL

All items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 p.m. on **THURSDAY, FEBRUARY 15, 2018.**

If you wish to speak, either during "public comments" or during an agenda item, fill out a Speaker Request Form and place in the Speaker Card Tray. This will enable us to call upon you to speak. Each speaker is limited to not more than 3 minutes. During public hearings, each side is entitled to one "main presenter" who may have not more than 10 minutes. These time limits may be modified depending on the number of speakers, number of items on the agenda or circumstances. No one may speak more than once on an agenda item or during "public comments". Groups who are here regarding an item may identify themselves by raising their hands at the appropriate time to show support for one of their speakers.

ROLL CALL

6:34 P.M.

Commissioners

Zacharatos, Chair
Parsons, Vice Chair (**absent**)
Motts
Turnage
Conley (**absent**)
Martin
Schneiderman

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

CONSENT CALENDAR

All matters listed under Consent Calendar are considered routine and are recommended for approval by the staff. There will be one motion approving the items listed. There will be no separate discussion of these items unless members of the Commission, staff or the public request specific items to be removed from the Consent Calendar for separate action.

1. **APPROVAL OF MINUTES:** **December 6, 2017** **APPROVED**

* * *

END OF CONSENT CALENDAR * *

STAFF REPORT

NEW PUBLIC HEARINGS

2. **Z-17-03 – 1600 G Street Rezone** – Roy Johnson requests Planning Commission approval to rezone his property at 1600 G Street (**APN 067-202-014**) from Single Family Residential (R-6) to Convenience Commercial (C-1).

STAFF REPORT

RESOLUTION NO. 2018-07

3. **PDP-16-02 – Delta Fair Village** – Gabriel Chiu, Chiu Family LLC, requests Preliminary Development Plan review of a proposal to develop approximately 308 multi-family units, which would be located in two four story buildings located above two single story parking garages. The project would also include a clubhouse, pool and playground located between the two parking garages. The total square footage of the two new buildings would be approximately 534,734 s.f. The project would demolish a portion of the Delta Fair Village Shopping Center and be constructed in its place. The purpose of a Preliminary Development Plan is to gather feedback from the Planning Commission and others in order for the applicant to become aware of concerns and/or issues prior to final development plan submittal. The project would require the following entitlements: a General Plan amendment, a Planned Development Rezone, a Lot Line Adjustment, a Use Permit and Design Review. The project site is located on the northeast corner of Delta Fair Blvd. and Buchanan Road (**APNs 076-440-029, -030, -031**).

FEEDBACK PROVIDED

STAFF REPORT

ORAL COMMUNICATIONS

Join the Conversation – staff presentation

WRITTEN COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT (8:00 pm)

Notice of Availability of Reports

This agenda is a summary of the discussion items and actions proposed to be taken by the Planning Commission. For almost every agenda item, materials have been prepared by the City staff for the Planning Commission's consideration. These materials include staff reports which explain in detail the item before the Commission 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 Community Development Department located on the 2nd floor of City Hall, 200 "H" Street, Antioch, California, 94509, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday for inspection and copying (for a fee). 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 Community Development Department, who will refer you to the appropriate person.

Notice of Opportunity to Address the Planning Commission

The public has the opportunity to address the Planning Commission on each agenda item. You may be requested to complete a yellow Speaker Request form. Comments regarding matters not on this Agenda may be addressed during the "Public Comment" section on the agenda.

Accessibility

The meetings are accessible to those with disabilities. Auxiliary aids will be made available for persons with hearing or vision disabilities upon request in advance at (925) 779-7009 or TDD (925) 779-7081.

**CITY OF ANTIOCH
PLANNING COMMISSION**

**Regular Meeting
6:30 p.m.**

**December 6, 2017
City Council Chambers**

Vice Chair Parsons called the meeting to order at 6:30 P.M. on Wednesday, December 6, 2017 in the City Council Chambers.

ROLL CALL

| | |
|----------|--|
| Present: | Commissioners Motts, Martin, Conley and Vice Chair Parsons |
| Absent: | Commissioner Turnage and Chair Zacharatos |
| Staff: | Planning Manager, Alexis Morris |
| | Assistant City Engineer, Lynne Filson |
| | Associate Planner, Zoe Merideth |
| | Interim City Attorney, Elizabeth Perez |
| | Minutes Clerk, Kitty Eiden |

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

None.

Vice Chair Parsons stated that all items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 P.M. on Wednesday, December 13, 2017. She discussed the manner in which the meeting would be conducted.

CONSENT CALENDAR

1. **Approval of Minutes:** None

NEW PUBLIC HEARING

2. **AR-17-16, PW 357-302-17 – Somersville Towne Center Out Parcels** – Kevin Le of Courtney + Le Architects requests approval of a design review and tentative parcel map application in order to construct a 3,361 square foot drive thru restaurant and to subdivide one parcel into three parcels approximately 0.48 acres, 0.75 acres and 26.38 acres in size. A use permit for a drive thru in this location was previously approved by the Planning Commission on January 6, 2016. The project site is located in the parking lot of the Somersville Towne Center shopping center at the corner of Somersville Road and Fairview Drive.

The site is identified by Contra Costa County Assessor's Parcel Number (APN) 074-450-036.

Planning Manager Morris presented the staff report dated December 1, 2017 recommending the Planning Commission approve a minor subdivision to subdivide one parcel into three parcels and design review for the phase 1 drive-through building consisting of approximately 3,361 square feet, subject to the conditions of approval contained in the attached resolution.

In response to Commission Conley, Planning Manager Morris explained that a condition of approval required that the applicant submit a line of sight study demonstrating the rooftop equipment was adequately screened. She noted no additional design elements should be needed to screen the equipment.

Commissioner Conley stated he felt the driveway to the north was mandatory for circulation and it was important to complete it and the landscaping planters prior to the business opening.

In response to Commissioner Martin, Planning Manager Morris stated the lifestyle graphics were applied to the exterior wall of the building.

In response to Commissioner Martin, Assistant City Engineer Filson explained that perpendicular parking spaces made stalls more accessible from both directions and the city requirements for stripping, as well as the size of spaces and drive aisles, improved access. She noted that there would be no issue with interfacing perpendicular parking with the diagonal parking on the remainder of the site. She clarified that the north/west diagonal parking aisle was outside the project boundaries; however, staff would review the issue with the unusual sized parking stalls. She explained a parking stop between this project and the existing lot would limit the ability to clean the parking lot.

Kevin Le, of Courtney & Le Architects, explained their landscape plan under phase 1. He stated they were agreeable to include the driveway entrance and closing off the other driveways on the site in the first phase. He stated rooftop screening for the equipment would be addressed by the applicant for Steak and Shake.

Commissioner Motts stated he was pleased the project and suggested the applicant consider adding additional tree planters to the north drive aisle.

Mr. Le responded that they would work with staff to accommodate additional planters.

In response to Mr. Le, Planning Manager Morris explained the lifestyle graphics were part of the Design Review approval this evening.

Commissioner Conley stated he considered the lifestyle graphics as murals applied to the building and felt they should not be counted against the total square footage for advertising signage. He noted he believed the artwork was tasteful and worked well for this type of building.

In response to Vice Chair Parsons, Mr. Le stated they were in agreement with the conditions of approval for the project.

Vice Chair Parsons stated she also felt that the lifestyle graphics should not be counted against the total square footage for signage.

In response to Vice Chair Parsons, Mr. Le agreed to reduce the advertising signage to comply with the sign ordinance.

Vice Chair Parsons closed the public hearing.

RESOLUTION NO. 2017-24

On motion by Commissioner Motts, seconded by Commissioner Conley, the Planning Commission approved a minor subdivision to subdivide one parcel into three parcels and design review for the phase 1 drive-through building consisting of approximately 3,361 square feet, subject to the conditions of approval contained in the attached resolution with the following additions: 1) Two additional trees would be added along the western periphery of the project to the north of building "A"; and, 2) The lifestyle graphics would not be considered in the overall signage count. The motion carried the following vote:

| | |
|-----------------|---|
| AYES: | <i>Motts, Martin, Conley and Parsons</i> |
| NOES: | <i>None</i> |
| ABSTAIN: | <i>None</i> |
| ABSENT: | <i>Turnage and Zacharatos</i> |

Mr. Le stated that they hoped to be opened in the next 8-10 months.

Vice Chair Parsons thanked the applicant for their application.

ORAL COMMUNICATIONS

Planning Manager Morris welcomed Bob Martin back to the Planning Commission and introduced Associate Planner Zoe Merideth.

Commissioner Martin gave a brief history of his service on the Planning Commission and stated this was his third session of serving.

Vice Chair Parsons welcomed Associate Planner Merideth.

In response to Commissioner Conley, Planning Manager Morris and Assistant City Engineer Filson explained that the property owner of Humphreys had already made repairs to the exterior of the building. They noted the developer indicated improvements needed to be made to the building prior to looking for a tenant.

WRITTEN COMMUNICATIONS

None.

COMMITTEE REPORTS

None.

ADJOURNMENT

Vice Chair Parsons adjourned the Planning Commission at 7:07 P.M. to the next regularly scheduled meeting to be held on January 17, 2018.

Respectfully Submitted,
Kitty Eiden

**STAFF REPORT TO THE PLANNING COMMISSION
FOR CONSIDERATION AT THE MEETING OF FEBRUARY 7, 2018**

Prepared by: Kevin Scudero, Associate Planner *KS*

Reviewed by: Alexis Morris, Planning Manager *AM*

Date: February 2, 2018

Subject: Z-17-03 – Johnson Rezone

RECOMMENDATION

It is recommended that the Planning Commission **APPROVE** the resolution recommending that the City Council approve the proposed rezone of 1600 G Street (APN 067-202-014) (Z-17-03).

REQUEST

The applicant, Roy Johnson, requests approval of a zoning change from Single Family Residential (R-6) to Convenience Commercial (C-1) for the parcel located at 1600 G Street (APN 067-202-014).

ENVIRONMENTAL

The proposed project is considered exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines section 15301-Existing Facilities.

ANALYSIS

Issue #1: Project Overview

The property was built in 1939 and the current owner, Roy Johnson, has owned the site for over forty years and was the previous operator of Lee's Snack Bar at the site. The property is currently zoned Single Family Residential (R-6) which does not allow restaurant uses per AMC § 9-5.3803 –Table of Land Use Regulations. The site has long operated as a restaurant under a legal non-conforming status which, per Article 30 of the Antioch Municipal Code, allows the continuation of non-conforming uses provided that they have not been abandoned for a period of greater than 180 days. The last valid business license for a restaurant at the site expired in 2014; therefore, a rezone of the site to Convenience Commercial (C-1) is necessary in order for a restaurant to operate at the site. Had the restaurant use at the site been in continuous operation, no zoning action would be required and the site would have been allowed to continue as a legal non-conforming restaurant use. The rezone of the site to Convenience Commercial (C-1) would allow a restaurant to operate at the site on a permitted by right basis;

therefore, no use permit is required. However, should the future operator of the site want to use the outdoor area for dining, they would be required to obtain a use permit that would be subject to the approval of either the Planning Commission or Zoning Administrator.

Issue #2: General Plan Consistency

The current General Plan designation of the site is Medium-Low Density Residential (MLDR). Section 4.4.1.2 of the General Plan describes Convenience Commercial areas as typically ranging about 10,000 to 40,000 square feet in size with uses that are generally neighborhood serving. In many older areas of Antioch, there are small freestanding commercial uses that were developed prior to the current General Plan. The General Plan accounts for these sites and allows for the small freestanding commercial uses to be rezoned to Convenience Commercial (C-1) and states that “such a rezoning would be considered to be consistent with the General Plan, and not require a General Plan Amendment.” Therefore, a General Plan amendment is not necessary and the rezone of the site to Convenience Commercial (C-1) would be consistent with the general plan.

Issue #3: Site Design & Appearance

The current site was built in 1939 and does not meet the current development standards for the Convenience Commercial district; however, this is not uncommon in the older portions of Antioch where many of the sites were built before the current development standards were in place. As mentioned above, the Convenience Commercial designation takes into account these small freestanding commercial uses in the older portions of Antioch with the expectation that they would be allowed to continue to operate provided their use was in compliance with the Convenience Commercial (C-1) zoning district. Were this a new development in a Convenience Commercial (C-1) zone, the site would be subject to all the development standards of the Convenience Commercial (C-1) zoning district.

The building is currently painted bright orange and green; however, the applicant has indicated that will not be the ultimate color of the building. The future tenant was in the process of painting the building and then stopped when he was informed that he would not be allowed to operate at the site until it was rezoned. The applicant indicates that the orange is the background color for the mural that will eventually be painted on it. The applicant has indicated to staff that the mural will be similar to the one painted on the façade of Little Manuel’s at 1509 A Street.

The current perimeter fencing at the street side property line is half black wrought iron and half chain link. A car recently ran into the fence which caused damage and the applicant installed the chain link fence as a means to secure the site. He has indicated to staff that he is going to replace the chain link portion with wrought iron before the restaurant use resumes operation.

ATTACHMENT

Attachment A: Vicinity Map

**CITY OF ANTIOCH PLANNING COMMISSION
RESOLUTION NO. 2018-****

WHEREAS, the City of Antioch received a request from **Roy Johnson**, for a rezone to change the zoning designation of APN 067-202-014 from Single Family Residential (R-6) to Convenience Commercial (C-1). The subject property is located at 1600 G Street (Z-17-03); and,

WHEREAS the project is categorically exempt under CEQA Guideline 15301-Existing Facilities; and,

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

WHEREAS, the Planning Commission on February 7, 2018, duly held a public hearing, received and considered evidence, both oral and documentary;

WHEREAS, in consideration of the rezone, the granting of such rezone will not adversely affect the comprehensive General Plan.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission makes the following findings required for approval of the proposed zone change:

1. That the proposed zone reclassification will allow uses more suitable for the site than the present classification.

The subject property is currently zoned Single-Family Low Density Residential District (R-6) which would only allow the use of the property as a single family home. The site was not developed for a single family residential use and would not be suitable for a single family residential use as it is currently constructed. The site has historically operated as a restaurant and is currently developed for that purpose. The proposed zone change to Convenience Commercial (C-1) would allow the restaurant use at the site to be resumed in conformance with the zoning code.

2. That uses permitted by the proposed zoning will not be detrimental to adjacent or surrounding properties.

The uses permitted by the proposed zone change will not be detrimental to adjacent or surrounding properties. The site has historically operated as a restaurant use and the proposed zone change would allow the restaurant use to be resumed.

3. That evidence has been presented documenting land use changes in the area to warrant a change in zoning.

The site has historically operated as a restaurant use which is allowed in the Convenience Commercial (C-1) zoning district. The City of Antioch General Plan

allows for small freestanding commercial uses in the older portions of Antioch to be zoned Convenience Commercial (C-1) without a Convenience Commercial General Plan Designation. The change in zoning would allow the historic land use at the site to be resumed.

4. That the requested zoning change is in conformance with the General Plan

The proposed zoning change to Convenience Commercial (C-1) would be consistent with the General Plan Section 4.4.1.2, which allows for small freestanding commercial uses in the older portions of Antioch to be zoned Convenience Commercial (C-1) without a Convenience Commercial General Plan land use designation.

NOW THEREFORE BE IT RESOLVED that the Planning Commission does hereby recommend to the City Council **APPROVAL** of the draft Ordinance (Exhibit A) to rezone the property at 1600 G Street (APN 067-202-014) from Single Family Residential (R-6) to Convenience Commercial C-1).

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the Planning Commission of the City of Antioch at a regular meeting thereof, held on the 7th day of February, 2018.

AYES:

NOES:

ABSTAIN:

ABSENT:

FORREST EBBS, SECRETARY TO
THE PLANNING COMMISSION

EXHIBIT A

ORDINANCE NO. ____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH TO REZONE
0.114 ACRES AT 1600 G STREET (APN 067-202-014) TO CONVENIENCE
COMMERCIAL (C-1) DISTRICT**

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

SECTION 1:

The City Council determined on _____ that, pursuant to Section 15301 of the Guidelines of the California Environmental Quality Act, that the project is exempt from environmental review.

SECTION 2:

At its regular meeting of February 7, 2018, the Planning Commission recommended that the City Council adopt the Ordinance to rezone the subject property to Convenience Commercial (C-1).

SECTION 3:

The real property described in Exhibit A, attached hereto, is hereby rezoned to Convenience Commercial (C-1), and the zoning map is hereby amended accordingly.

SECTION 4:

The City Council finds that the that the proposed zone reclassification will allow uses more suitable for the site than the present classification; that the subject property is suitable to the use permitted in the proposed zone change; that said permitted uses are not detrimental to the public or surrounding properties; and that the proposed zone change is in conformance with the Antioch General Plan.

SECTION 5:

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 ____ of _____ and passed and adopted at a regular meeting thereof, held on the ____ day of _____, by the following vote:

AYES:

NOES:

ABSENT:

Mayor of the City of Antioch

ATTEST:

City Clerk of the City of Antioch

EXHIBIT A
LEGAL DESCRIPTION

ATTACHMENT “A”

**STAFF REPORT TO THE PLANNING COMMISSION
FOR CONSIDERATION AT THE MEETING OF FEBRUARY 7, 2018**

Prepared by: Alexis Morris, Planning Manager

Date: February 2, 2018

Subject: Preliminary Development Plan for the Delta Fair Village Project
(PDP-16-02)

RECOMMENDATION

It is recommended that the Planning Commission provide feedback to the applicant and staff regarding the proposal and provide direction to the applicant for the Final Development Plan submittal.

REQUEST

Gabriel Chiu, Chiu Family LLC, requests Preliminary Development Plan review of a proposal to develop approximately 308 multi-family units, which would be located in two four story buildings located above two single story parking garages. The project would also include a clubhouse, pool and playground located between the two parking garages. The total square footage of the two new buildings would be approximately 534,734 s.f. The project would demolish a portion of the Delta Fair Village Shopping Center and would be constructed in its place. The project site is located on the northeast corner of Delta Fair Boulevard and Buchanan Road (APNs 076-440-029, -030, -031) (Attachment A). The applicant's project description is provided as Attachment B.

ENVIRONMENTAL

Preliminary Development Plan review is a non-entitlement action and does not require environmental review. The future project application review would require compliance with the California Environmental Quality Act (CEQA).

BACKGROUND

The proposed project is located on a six acre portion of the 13.5 acre Delta Fair Village Shopping Center located on Delta Fair Boulevard northeast of Buchanan Road. The shopping center was built in 1986. The anchor tenant for the shopping center, Food Maxx, has been vacant for approximately five years and the rest of the shopping center has multiple vacancies. The project site is surrounded by existing development including multi-family development to the east and commercial development to the north and west. Highway 4 is approximately ¼ mile to the north.

The application was submitted to the City in July 2016. Planning staff and representatives from the Police Department have met with the applicant and provided extensive comments encouraging the applicant to further refine the proposed project before Planning Commission review. Staff's comment letters are provided as Attachment C. The applicant has revised the project plans several times in response to several of staff's comments. These revisions included modifying parking space dimensions, improving fire lane access, increasing the size of the central plaza, and relocating the recreational amenities to the center of the project. The applicant has not however addressed staff's most significant concern which is the project's density. All these issues are discussed in more detail below.

The purpose of a Preliminary Development Plan is to gather feedback from the Planning Commission and others in order for the applicant to become aware of concerns and/or issues prior to final development plan and tentative map submittal. As standard practice, preliminary plans are not conditioned; rather a list of needed items, information, and issues to be addressed is compiled for the applicant to address prior to submitting an application.

ANALYSIS

Issue #1: Project Overview

The applicant proposes to demolish the southern portion of the shopping center which includes the former Food Maxx space, smaller tenant spaces, and a free standing pad building at the corner of Delta Fair Boulevard and Buchanan Road. The retail space would be replaced with 308 multifamily residential units. The proposed unit mix includes studio apartments and 1, 2 and 3 bedroom units. The proposed apartment buildings would be located in four, four-story towers built above two ground floor level parking garages. Each residential tower is separated by a ground level plaza oriented north to south, and a 36 foot wide courtyard on the second level above the parking garage oriented east to west. The parking garages include two elevators each, stairs, trash and storage rooms, and bike storage. One manager's office is proposed. The proposed recreational amenities include a pool and clubhouse located on the ground floor level between the parking garages.

The proposed project would be built in two phases. The first phase would consist of the demolition of a 65,593 s.f. portion of the main shops building and the 7,953 s.f. pad building at the southwest of the project site and construction of one +/- 268,412 s.f. apartment building with 154 units. The facades of the remaining retail buildings would also be renovated in this phase. Phase two would consist of the construction of the second 154 unit apartment tower closest to the intersection of Delta Fair Boulevard and Buchanan Road.

Issue #2: Consistency with the General Plan and Zoning

The project site has a General Plan designation of Regional Commercial and is zoned Regional Commercial (C-3). Residential uses are not permitted in these land use designations; therefore, the future development application would require approval of a General Plan amendment and a rezone. The future project would also require approval of a use permit, design review, and lot merger.

It is evident from the vacancy rate in the Somersville Road/Delta Fair Boulevard/Buchanan Road commercial areas that there is a large excess of land zoned for retail uses in this part of the City. Therefore, staff is supportive of the concept of a General Plan amendment to allow mixed uses on the project site. However, staff has concerns with the proposed project's density, potential traffic impacts, recreational amenities, compatibility with adjacent uses, and the project's consistency with the City's General Plan, Municipal Code, and Citywide Design Guidelines. Attachment D provides a table listing the significant City policies and standards relevant to the project and a discussion of whether the project is consistent with the standard. A detailed discussion of the most significant issues is provided below.

Density

The highest residential density allowed in the General Plan and zoning ordinance is 35 units an acre; with density bonuses available for age-restricted or income-restricted projects. The Hillcrest Station Area Specific Plan allows up to 40 units an acre for mixed use projects within walking distance of the eBART station. The General Plan states that "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."

The project's proposed density is approximately 51 units an acre and the project is not age or income-restricted. The surrounding residential land uses are primarily two-story residential buildings with a density of about 20 units an acre. The only public transit near the project is the Tri Delta Transit bus system.

In order to build the project, the applicant would have to create a new General Plan designation that would accommodate the proposed density and building types because one does not currently exist. It would be difficult to make the findings to support a General Plan amendment that is such a departure from City standards because the higher density does not provide community benefits such as age or income restricted housing, the project is not located near public transit, and the density is incompatible with surrounding land uses. As discussed below, the proposed density also creates a design that is not compatible with Citywide Design Guidelines and creates potential significant traffic impacts.

Staff recommends that the project be revised to include a maximum density of 35 units an acre. That density could provide 175-210 units depending on parking, stormwater treatment areas, and the size of recreational amenities. For comparison purposes, the Wildflower Station mixed use project heard by the Planning Commission on January 17, 2018 proposed 98 units on seven acres, a density of 20 units an acre.

Zoning Standards

The project would require a rezone to either Planned Development (PD) district or R-35. The R-35 zoning standards allow a maximum lot coverage of 50% and a maximum height of 45 feet. The proposed lot coverage is approximately 62% and the proposed building height is 64 feet. The intent of the PD district is to allow some flexibility from zoning standards in order to better integrate a project into its setting, while maintaining consistency with the General Plan. Because of this flexibility and the unique infill nature of the project, the PD zoning designation would be most appropriate for this project.

The City Council adopted Multi-Family Residential Development Standards in 2014 (AMC §9-5.7) (Attachment E). The purpose of these standards “is to promote high-quality design and provide a pleasant residential environment within the context of higher-density development; ensure the provision of amenities for residents of multi-family developments; foster pedestrian access; and create visually attractive street frontages that offer architectural and landscape interest.”

As stated above, the project is a much higher density than allowed in the Zoning Ordinance; therefore, it does not comply with the majority of standards related to site design, building form, and design contained in Section 9-5.7. The project does exceed the required amount of private open space, which is important for quality of life in high density projects.

Section 9-5.7 includes required findings for modification to the requirements of the section. These findings include that the project is consistent with the General Plan; the requested modification is in substantial compliance with the zoning district regulations; and the modification is necessary due to the physical characteristics of the property such as topography. The project does not include any unique features, such as being eligible for a density bonus or being located on a substandard lot, which would support making significant modifications to these requirements.

Recommendations

The following is a summary of staff’s recommendations related to consistency with the General Plan Zoning:

- Reduce the number of units to a maximum of 35 units an acre to be consistent with Section 4.4.1.1 of the General Plan.
- Process a PD rezone for the future development application.

Issue # 3: Site Layout and Design

The City Council adopted Citywide Design Guidelines in 2009. Chapter 6 contains the Multi-Family Residential Design Guidelines (Attachment F) which are intended to "...foster quality developments and to provide a pleasant residential environment within the context of higher density. Multi-family buildings in Antioch shall contribute to the sense of community by carefully relating to the scale and form of adjacent properties, and by designing street frontages that create architectural and landscape interest for the pedestrian and neighboring residents." There are detailed guidelines relating to all aspects of multi-family projects including building siting, architectural style, parking, and landscaping. A list of the relevant guidelines and how the project complies with them is included as Attachment D, and a detailed discussion of the issues is provided below.

Building Siting and Massing

The Guidelines encourage large projects to be broken up into groups of buildings and for projects to be oriented to adjacent streets with varying setbacks to present an attractive façade to the right of way. The proposed project consists of four large tower structures with two ground floor parking garages setback 10 feet from Buchanan Road. The first floor parking garages do not provide varied setbacks and create little visual interest from the street.

The Guidelines also encourage multi-family development to respect existing development in the immediate area. The proposed apartment buildings would be located approximately 80 feet from the adjacent residential development and would be three stories taller than the existing two story apartments, which is not consistent with the Guidelines. Breaking the project up into smaller buildings that are a maximum of three stories directly adjacent to existing residential would reduce the mass of the buildings, be more compatible with adjacent residential, and provide the opportunity to vary building setbacks and facades consistent with the Guidelines.

The apartment buildings are separated from the remaining retail building by a drive aisle and a row of parking; a distance of approximately 52 feet. The units on the north side of the building would overlook the roof of the shopping center. Staff recommends that the residential units that overlook the retail portion of the site should be reoriented as much as possible to provide more privacy and better views. The project would also benefit greatly from a new, landscaped central open space that connects the retail components with the apartments rather than the abrupt transition between commercial and residential on the current plan.

Recreational Amenities

The Guidelines encourage buildings to be oriented to create courtyards and open space areas and that community facilities and open spaces be conveniently located for the majority of units. The proposed clubhouse and small pool are located at the ground level in between the two parking garages with four story buildings on either side. These amenities are not directly accessible from the apartments or the 2nd floor courtyards, but residents instead would have to go through the parking garage to access them. These

amenities would be much more attractive and practical if they were located above the parking garage in a common courtyard accessible to all of the apartment buildings. Figure 6.2.26 on Page 6-34 of the Guidelines and Attachment G are good examples of what this type of central courtyard could look like. Attachment G is a photograph of the interior of the Vidrio project in downtown Pittsburg, which is a two to five story apartment building that covers an entire city block.

Interior Courtyards

Each of the four residential towers includes a small, central courtyard overlooked by six units per floor. These courtyards are 65 feet long and 36 feet deep. The courtyards would be landscaped, but it does not appear that they would be accessible to residents. Due to the project's density, the central courtyards are needed to provide light to the interior units. However, staff is concerned that these narrow courtyards would also increase noise and limit privacy. For example, the floor plans show that the windows and balconies of each unit would look directly into the opposite unit. Noises from activity on the balconies are likely to be amplified and disturb residents.

To be consistent with the multi-family design guidelines' goal to provide a high quality development and a pleasant residential environment, the project should be redesigned so that there are multiple smaller buildings built around larger common open space. Each unit should have its own exterior entrance or balcony that opens up to the common open space and units should be oriented to provide as much privacy as possible.

Landscaping and Fencing

The project includes a generous landscaped setback from Delta Fair Boulevard that can also be used for stormwater treatment purposes. The project also proposes keeping the existing 10' wide landscape setbacks from Buchanan Road. The R-35 zoning district requires a minimum of 15' landscaped setbacks. The landscaping in these setbacks and throughout the shopping center needs to be renovated. Staff recommends that the landscaping throughout the shopping center be updated with new drought-tolerant shrubs and ground cover.

The site plan shows a six-foot security fence, but no fencing details were provided by the applicant. Staff recommends that the residential portion of the site be fenced with a black wrought-iron look fence to provide security for residents and common areas. Staff also recommends that an enhanced landscape entry feature be provided at the new apartment driveway on Delta Fair Boulevard to distinguish the apartment entry from the shopping center entry.

Architecture

The proposed architecture is relatively simple with minor articulation in the façade and minor variations in the roof lines. As discussed above, the massing is not compatible with adjacent properties. The first floor elevations are parking garages that create little visual interest from the adjacent streets. The recommendations above for reorienting the buildings around a central plaza and reducing the number of units should provide an

opportunity to create architecture that better incorporates the Citywide Design Guidelines.

The applicant proposes renovating the façade of the remaining portion of the shopping center with Phase 1 of the project. The façade renovation should incorporate the colors and materials of the apartment buildings to create a cohesive look for the shopping center.

Recommendations

The following is a summary of staff's recommendations related to project design:

- The project should be redesigned to feature smaller buildings where all units have exterior access. Buildings should be oriented around a large interior courtyard that is accessible to residents and contains the recreational amenities for the project.
- Increase the setback between the residential uses and non-residential uses. Relocate of balconies to minimize views of the shopping center roof. Equip balconies with privacy screens.
- Create a central element/axis with a series of usable green spaces or grand central plaza where shoppers and residents can congregate. Include a focal element in the plaza such as art or a water feature.
- Provide shaded sitting areas.
- Include outdoor furnishings/public amenities such as trees, shrubs, trellises, seating areas, and permeable pavers
- Reduce the number of stories from five to three adjacent to existing residential properties.
- The architecture for all new buildings should incorporate varied massing and façade techniques. Include relief and variation in both vertical and horizontal planes with recessed and/or projected areas.
- Walls visible from the public right-of-way along Buchanan Road and Delta Fair Boulevard should be designed to maximize visual appeal by using vertical and horizontal wall plane breaks.
- Ensure that the architecture of the existing shopping center is updated to complement new development designs to provide a cohesive site design.
- Include a six-foot high wrought-iron perimeter fence around the apartment buildings including pedestrian access gates where appropriate.
- Include an enhanced landscape entry feature at the new apartment driveway on Delta Fair Boulevard to distinguish the apartment entry from the shopping center entry.
- Renovate, repair, and replace landscape areas throughout the shopping center with drought tolerant plants.

Issue #4: Traffic, Circulation and Parking

The project proposes three driveways on Buchanan Road to access the parking garages and the fire lane. The project would reconfigure the existing driveways on

Delta Fair Boulevard to provide an entrance to the north of the new apartment buildings. The parking lot to the north of the buildings would be restriped to incorporate landscape islands and crosswalks. The City's Multi-Family Residential Development Standards (Attachment F) include multiple standards for parking lot design and layout. If the project is redesigned according to the suggestions above, then the revised parking lot layout should be designed to comply with applicable City standards.

Parking

Based on the unit mix, the project would be required to provide 536 parking spaces; 474 spaces for residents and 62 spaces for guests. The project provides 380 parking spaces in the two parking garages and the rest of the 156 required spaces are located in the parking lot used by the retail stores. Staff does not object to some guest parking being shared with the retail stores, but the parking plan as proposed would likely lead to a shortage of parking for both residents and retailers on the weekends and evenings. Therefore, staff recommends that all of the required parking for residents be provided in a separate parking lot restricted to resident use only.

Traffic Impacts

The City of Antioch General Plan Growth Management Element sets the Level of Service (LOS) standards for roadways in the City of Antioch consistent with requirements of Measure C. The Growth Management Element sets the LOS for the City to "High D" for Routes of Regional Significance and LOS D for Basic Routes. Delta Fair Boulevard is a Basic Route, and therefore must maintain a LOS D. The current LOS conditions at Buchanan Road and Delta Fair Boulevard are LOS B during the AM. However, Somersville Road and Buchanan Road operate at a LOS F during the AM peak hour and LOS E during the PM peak hour. The Somersville Road and Buchanan Road intersection is currently operating at an unacceptable LOS.

The project could generate approximately 1,786 vehicle trips per day from the 308 new residential units. This would increase traffic on local area roadways in the project vicinity including to the Delta Fair Boulevard/Buchanan Road intersection and to the Somersville Road/Buchanan Road intersection. This could result in unacceptable traffic at the Somersville Road and Buchanan Road intersection that is already operating at an unacceptable LOS. Because this is an infill project and the surrounding street network is already developed, it is likely that there would be no feasible way to reduce these traffic impacts other than reducing the size of the project.

Recommendations

The following is a summary of staff's recommendations related to traffic, circulation, and parking:

- The number of units should be reduced to decrease the amount of traffic associated with the project.
- A Traffic Impact Analysis (TIA) that complies with Contra Costa Transportation Authority's guidelines should be prepared for the project.

- The developer should dedicate eight feet (8') of right-of-way along Buchanan Road to allow for a continuous bike lane and shall design and construct the improvements at no cost to the City.
- The curb along Buchanan Road shall be painted red per City standards.
- All of the required parking for residents be provided in a separate parking lot restricted to resident use only. Shared parking with the shopping center should be limited to a small number of guest parking spaces.

Issue # 5: Other Issues

Police Services

The Police Department has met with the applicant and provided extensive feedback on the project design. The Department was initially concerned with the safety of the interior hallways and corridors, the location of the clubhouse and pool, and the need for onsite management. The applicant subsequently modified the plans to relocate the pool and clubhouse, shorten the hallways, and provide an office for on-site management. Staff recommends that the applicant continue to coordinate with the Police Department on safety and security issues as they refine the project plans.

The project would be required to annex into the Police Services Community Finance District (CFD), which is currently \$445 per unit annually.

Infrastructure and Off-site Improvements

Much of the utility infrastructure needed to serve the project is already in place. The project will be required to install new storm water treatment facilities to comply with Federal, State, and City regulations (AMC§6-9). The preliminary plans identify possible locations of the storm water treatment areas along with calculations of the amount of treatment area needed. These calculations appear to underestimate the amount of treatment required; therefore, there may need to be more area in the development set aside for storm water facilities. A detailed storm water control plan and report would be required with the future development application.

Trash Collection

The proposed plans show trash areas opening up to landscaping; therefore, it is not clear where this trash would be picked up. It also appears that trash areas may need to be resized to accommodate trash, recycling, and food waste recycling.

Storage

The proposed units meet the City's requirements for interior storage and additional storage is provided within the parking garages. Adequate interior storage should continue to be provided as the project plans evolve.

Public Comments

The City received comment letters from the City of Pittsburg and the Contra Costa County Fire Protection District. None of the comments requested substantive changes to the project. The letters are provided as Attachment H.

Recommendations

- The applicant should continue to coordinate with the Police Department on safety and security issues as they refine the project plans
- The applicant should consult with Republic Services, the City's waste collector, to finalize the size and locations of all trash receptacles.

CONCLUSION

As discussed above, staff is supportive of the concept of a re-use or renovation on the proposed Delta Fair Village project site. In general, staff would support a General Plan amendment and rezone for the project that is consistent with the City's goals and policies and supports development in terms of traffic impacts, parking, recreational amenities, public safety, and compatibility with adjacent uses. However, staff has a number of concerns with the proposed project's density and the project's consistency with the City's General Plan, Municipal Code, and Citywide Design Guidelines. The majority of these concerns could be addressed by reducing the project's density.

Staff recommends that the Planning Commission provide the applicant feedback concerning staff's recommendations above, as well as other areas of concern the Commission may have.

ATTACHMENTS

- A: Aerial Photograph
- B: Applicant's Project Description
- C: City Correspondence with Applicant
- D: City Standards Table
- E: AMC §9-5.7 - Multi-Family Residential Development Standards
- F: Multi-Family Residential Design Guidelines
- G: Vidrio Photograph
- H: Public Comment Letters

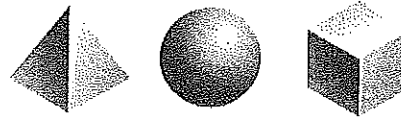
ATTACHMENT “A”

ATTACHMENT A



ATTACHMENT “B”

Pendley & Associates, Inc.



21 December 2017

Alexis Morris
Antioch Planning Dept.
P.O. Box 5007
Antioch, CA, 94531
(925) 779-6141

RECEIVED

DEC 22 2017

Re. Delta Fair Village planned development
3000 Delta Fair Blvd, Antioch, CA
APN = 76-44-29, 30 & 31 (Contra Costa county)

**CITY OF ANTIOCH
COMMUNITY DEVELOPMENT**

Alexis:

Delta Fair Shopping Center opened their doors to the community in 1986. The site is located south of the 4 Freeway & east of Summersville Rd. The 13.4-acre is zoned C1. The APN map shows five lots, but only has three numbers. We would like a lot-line adjustment to create a 7.4-acre retail site and a 6.0-acre residential site. The land is surrounded by residential properties to the east; retail to the north & west, and commercial to the south. The adjacent lot on the corner of Delta Fair & San Jose is not part of this project.

Recently the area has too much retail & not enough residential. When the anchor tenant [Food Max] moved out, the center started getting more vacancies. A new BART station at Hillcrest & 4 is planned to be opening in 2018. All of this has brought the owner to consider the following changes provided the city doesn't impose excessive conditions or fees.

Phase one will be the removal of the 65,593 sf anchor building + 7,953 sf southwest building as well as most of the parking on the south end of the site. This area will be replaced with a 200'x350' single story parking garage with 154 residential units in the four-floors above the garage. There will be a 70'x350' plaza with 2768 sf clubhouse, pool & playground between the two parking garages. Each tower will be separated by 36' and have a 36'x65' courtyard landscaped to create a relaxing atmosphere & provide natural light to the tenants. Every unit has their own balcony as well as a washer & dryer. The total area of new phase one buildings will be 268,412 sf. This phase will also provide a facelift to the remaining 87,535 sf retail buildings & create more parking on the north end of the site. The existing tile roofing will be replaced to match phase one. Parapets will be added & the roof line enhanced to create more curb appeal.

9008 SIEGEL STREET • VALLEY SPRINGS, CA 95252 • (209) 786-3700
E-Mail – brian@pendleyinc.com • WEB: pendleyinc.com

B1

Phase two will provide a second 200'x350' single story parking garages with 154 residential units in the four-floors above the garage. This building will be west of the first parking garage & plaza. The area of new phase two buildings will be 266,322 sf & the total area of new buildings will be 534,734 sf.

The parking garage will be type IA construction with masonry walls & concrete slab floor & ceiling. This ceiling [podium] will be a 3-hour horizontal separation between the parking and the residential apartments above. The construction above the podium will be type IIIA. The entire building will have fire sprinklers. The four 200' x 157' towers will rise to a height 64'. Each tower will have two sets of stairs, an elevator, and a trash rooms [chutes to dumpsters in garage]. There will be an office on the ground floor. Visitors will call a tenant to be allowed in. On the ground floor the elevators will open to the garage, but the stairs will discharge to the exterior.

The 12 studio units require 18 parking spaces. The 144 one bedroom units require 216 parking spaces. The 128 two bedroom units require 192 parking spaces. The 24 three bedroom units require 48 parking spaces. For a total of 474 required spaces plus an additional 62 spaces for guest. The existing retail center had 4.7 parking spaces per 1000 sf of buildings. If we maintain the ratio, the remaining 87,535 sf will need 411 spaces for retail. Total required parking for the 13.4-acre site is 947 spaces.

There are 751 existing onsite parking spaces. We will remove some on the south lot & add some on the north lot so 442 space will remain on the north lot & we will add 380 inside the parking garages + 102 outside spaces on the south lot. We provided a total of 924 spaces on the 13.4-acre site. 54 guest parking will use some of the retail spaces. There are 8 tandem parking spaces in the garage that will be designated to some of the 3 bedroom units.

There is an existing 10' landscape planter along the streets that will remain. It is our understanding that it is not the current standard. We are requesting a variance since it is existing. The new south lot will have about 88,000 sf of landscape. The east property line has an existing 6' CMU fence. We will add a 6' security wire fence with gates to secure the residential area. The exposed sides of the parking garages will have security grates over the ventilation openings.

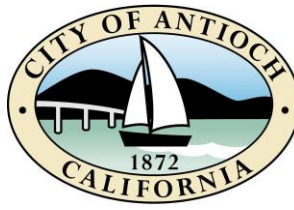
The proposed design will help bring much needed housing & contemporary curb appeal to the neighborhood. The exterior walls will be different color plaster at the apartments and split-face blocks at the parking garage. Stucco stone will highlight different areas. The gable roofs have concrete tile that compliments the other colors. The exterior doors on the west side will be accented with a low-profile metal canopy.

There are no associated projects with this and no hazardous materials involved. This project is consistent with the general plan and zoning. There are minor impacts on the environment; including traffic, noise, and utilities. And there is no threat to public health, safety and welfare. The center has been serving the needs of the community for years, and now wants to meet the current residential needs. We request the planned development be granted that we may proceed to the next step in the building process.

Sincerely,

Brian A. Pendley
Architect

ATTACHMENT “C”



January 20, 2017

Brian Pendley
Pendley & Associates Inc.
9008 Siegel Street
Valley Springs, CA 95252

Subject: Comment Letter for PDP-16-02: Delta Fair Village located at 2950-3040 Delta Fair Boulevard

Dear Mr. Pendley:

Thank you for your resubmittal of plans for the above-referenced application, received on September 26, 2016. In November and December 2016, the City of Antioch Planning Department, City of Antioch Police Department, and the Public Works Department met to review your proposal and its compliance with the Citywide Design Guidelines, the General Plan and the City of Antioch Municipal Code. Staff is very supportive of the concept of a re-use or renovation on the site, but does not support the intensity of development currently proposed. The intensity of development proposed is not consistent with the City's goals and policies as outlined in the General Plan, Municipal Code, and Citywide Design Guidelines.

The detailed review comments below are provided to help improve the design of the project and conform to the Citywide Design Guidelines, the General Plan and the City of Antioch Municipal Code. The comments below would result in substantial changes to the proposal. Therefore, we recommend that you revise the plans to reflect or address the comments prior to presenting the project to Planning Commission. We also recommend that you meet with Staff to review the comments prior to revising your proposal.

Comments were also received from the following outside agencies and jurisdictions and are attached for your reference: Contra Costa County Fire Protection District (Attachment A) and City of Pittsburg (Attachment B). Additional agency comments will be forwarded as they are received.

Review Comments - Mixed Use Development

1. **Traffic and Circulation**

Recommendation: The existing intersection at Somersville Road and Buchanan Road is at its Level of Service (LOS) capacity and the addition of 331 units would likely result in unacceptable traffic impacts. The project size should be reduced to decrease the amount of traffic associated with the project.

Discussion: The City of Antioch General Plan Growth Management Element sets the LOS standards for roadways in the City of Antioch consistent with requirements of Measure C. The Growth Management Element sets the LOS for the City to "High D" for Routes of Regional Significance and LOS D for Basic Routes. Delta Fair Drive is a Basic Route, and therefore must maintain a LOS D. The current LOS conditions at Buchanan Road and Delta

Fair Boulevard are LOS B during the AM. However, Somersville Road and Buchanan Road operate at a LOS F during the AM peak hour and LOS E during the PM peak hour. The Somersville Road and Buchanan Road intersection is currently operating at an unacceptable LOS. The 1,924 vehicles per day from the 331 new residential units would increase traffic on local area roadways in the project vicinity including to both the Delta Fair Drive/Buchanan Road intersection and to the Somersville Road/Buchanan Road intersection. This would result in unacceptable traffic at the Somersville Road and Buchanan Road intersection that is already operating at an unacceptable LOS. The project would introduce 1,924 daily residential trips that cannot be addressed as there is likely no feasible way to reduce these traffic impacts.

2. Density

Recommendation: Staff recommends reducing the number of dwelling units to a maximum of 270 units to be consistent with the Antioch General Plan.

Discussion: The FAR of the project is 0.9. To be consistent with the Antioch General Plan the Planned Development (PD) rezone must adopt a density and FAR similar to the most equivalent General Plan Designations. The General Plan designation for Mixed-Use allows a FAR of 0.5 and even High Density Residential only allows a FAR of 1.25 and up to 20 dwelling units per acre. A total of 20 dwelling units per acre would be 270 units for the project on 13.5 acres.

3. Site Design/Building Placement

Recommendation:

- a. Place the proposed commercial uses closer to the street (i.e., minimize frontage setback).
- b. Staff encourages the relocation of balconies, equipping balconies with private privacy screens, and providing a minimum 16-foot landscaped buffer between the residential towers and non-residential uses. Staff will consider the placement of balconies within this setback.
- c. Relocate the parking stalls, proposed along San Jose Drive, Delta Fair Blvd., and Buchanan Road, internal to the site.

Discussion: Chapter 5 Mixed-Use Design Guidelines, Section 5.3, Site Planning, encourages buildings to be placed to integrate physically and functionally with the public realm in order to encourage pedestrian activity and strengthen the link between businesses and residences.

4. Street Orientation

Recommendation:

- a. Re-orient the commercial buildings so that the primary commercial building entrance is located along the public sidewalk. Specifically, relocate the proposed new retail uses from the North Elevation to the West Elevation so that the retail fronts the public sidewalk along Delta Fair Boulevard. Note that secondary and residential entrances can be connected to interior courtyards and parking lots.
- b. Relocate the private amenities, including the new club house, pool, gazebo, and playground, currently located at the corner of Delta Fair Boulevard and Buchanan Road, within the project site or on upper floors and not along the street.

- c. Incorporate design elements that encourage pedestrian interaction with the proposed buildings.

Discussion: Chapter 5 Mixed-Use Design Guidelines, Subsection 5.3.2, Street Orientation, requires buildings to be sited and oriented so that the primary commercial building entry is located along the public sidewalk, which is the main pedestrian route. The most active ground floor uses, such as storefronts, lobbies, and restaurant dining areas (i.e., retail uses), shall front the public sidewalk. Additionally, private amenities, such as courtyards, that are not accessible to the public shall be located within the project site or on upper floors and not along the street. The towers, as shown on the West Elevation along Delta Fair Boulevard and South Elevation along Buchanan Road are currently not designed to provide a stimulating pedestrian experience. Additionally, the proposed new retail uses, as shown on the North Elevation, Sheet A1, are oriented internal to the site.

5. Parking Orientation.

Recommendation. The Site Plan, Sheet A1, shows proposed parking stalls along the Buchanan Road and Delta Fair Boulevard frontages. Staff strongly encourages the applicant to relocate these parking stalls internal to the site. See comment 3c, above.

Discussion: Chapter 5 Mixed-Use Design Guidelines, Subsection 5.3.3, Parking Orientation discourages on-site surface parking between the front property line and the building.

6. Pedestrian Safety

Recommendation: Provide details for pedestrian paths and crossings that include a circulation path on-site that is direct, continuous, and free of barriers (e.g., site equipment, signage, utility poles, etc.)

Discussion: Chapters 3 and 5 of the Design Guidelines require new commercial/mixed-use developments to provide a clear and direct route for pedestrians from on-site parking to the building entry and public sidewalk system.

7. Private Open Space

Recommendation:

- a. Staff encourages the relocation of balconies, equipping balconies with privacy screens, and providing a setback between the residential towers (i.e., balconies) and adjacent non-residential uses (Refer to Recommendation 3 Site Design/Building Placement).
- b. Incorporate additional open space courtyards and plazas into the Site Plan and redesign current layout of courtyards providing all residents with easy access to open space.

Discussion: Chapters 5 and 6 of the Design Guidelines require courtyards and plazas and private open space. As proposed, the residential units, along the north side of the East Tower, with exterior balconies would be located directly adjacent and face the existing retail space, which may result in privacy issues. Additionally, Section 5.3.5 of the Design Guidelines, Site Amenities, requires mixed-use projects to include 10 percent of private open space in the form of courtyards and plazas.

8. Public Space/Plazas

Recommendation:

- a. Create a central element/axis with a series of usable green spaces or grand central plaza where shoppers and visitors can congregate. Include a focal element in the plaza such as art or a water feature.
- b. Provide shaded sitting areas.
- c. Include outdoor furnishings/public amenities such as trees, shrubs, trellises, seating areas, and permeable pavers.

Discussion: Section 5.3.5 of the Design Guidelines, Site Amenities, requires mixed-use project include a minimum 10% of public and private open space in the form of courtyards and plazas that can be used for play, recreation, and social or cultural activities. Focal elements such as sculptures, art, or water features should be incorporated into courtyard and plaza design. Site amenities should include furniture, shade trees, benches, permeable paving materials, and focal elements such as sculptures, art, or water features. The project would benefit greatly from a central open space that connects the retail components with the apartments.

9. Connectivity and Circulation on Project Site

Recommendation:

- a. Remove and replace the handicap ramp, curb and gutter at the northeast corner of Buchanan Road/Delta Fair Boulevard with a new ADA ramp, curb and gutter, per City standards.
- b. Remove and replace all cracked/broken or discontinued concrete curb, gutter and sidewalk, and/or driveways in public right-of-way with new monolithic City standard curb, gutter and sidewalk, and/or driveways.

Discussion: Chapter 3 of the Design Guidelines requires commercial sites to have angled parking to promote pedestrian safety. Also, Chapter 5 of the Design Guidelines requires buildings to be “oriented so that the primary commercial building entry is located along the public sidewalk, which is the main pedestrian route.” (p. 5-3).

10. Parking

Recommendation:

- a. Include number of bicycle parking stalls in garage and retail area beyond location of bicycle parking areas shown on the Site Plans. At minimum there must be one bicycle parking space for every 25 parking spaces per Antioch Ordinance Code Section 9-5.1707.
- b. Add 4 feet to the southerly ends of the parallel parking spaces on either side of the Fire Lane between the Twin Towers abutting a building, fence or other obstruction.
- c. Compact spaces should be 8 x 16 feet, not 8 x 15 feet, as shown on the Site Plan
- d. Parking spaces on the west side of the West Tower should be 9 x 20 feet, not 9 x 18 feet as shown on the Site Plan.
- e. Driveways inside the Twin Towers should be redesigned to be 26 feet wide, minimum (not the 25 feet width shown on the Parking Garage Plan).

Discussion: Parking requirements are included in Chapters 5 and 6 of the Design Guidelines and Title 4 Chapter 5 Traffic and Title 10 Chapter 5 Zoning of the City Code of Ordinances.

11. Building Height

Recommendation:

- a. Reduce the number of stories from five to three.
- b. Reduce the building height from 69 feet to 45 feet.
- c. Sheets A8 and A9 do not show elevations of tower floors. Ensure that first floor elevation is at least 14 feet.

Discussion: Section 5.43 of design guidelines provides requirements for building height for multi-use sites. Three-stories is the preferred height for mixed-use buildings and this is more compatible with surrounding buildings, which are currently three stories or under. Section 9-5.610 of the City Ordinance Code requires that the max building height for a Mixed Commercial/Residential District is 45 feet.

12. Utilities

Recommendation: Site Plan Sheet 1A should show the existing 8 inch sanitary sewer pipe (Attachment C) in the 10 foot public sanitary sewer easement and relocate the new East Tower (as necessary) outside of the easement.

Discussion: The plan for the East Tower overlaps with the public sanitary sewer easement.

13. Architecture*Recommendation:*

- a. The architecture for all new buildings should incorporate traditional massing and façade techniques. Include relief and variation in both vertical and horizontal planes with recessed and/or projected areas.
- b. The signalized intersection of Buchanan Road and Delta Fair Boulevard should include pedestrian-oriented, community serving commercial uses, such as a bookstore, coffee shop, or local market.
- c. Rear walls visible from the public right-of-way along Buchanan Road should be designed to maximize visual appeal by using vertical and horizontal wall plane breaks.
- d. Sloped roofs and gable-end roofs are inconsistent with City mixed-use development. Provide an alternative roof design consistent with Section 5.4.4 of the Design Guidelines.
- e. Ensure that architecture of the existing development is updated to complement new development designs to provide a cohesive site design.

Discussion: Chapter 5 of the Design Guidelines, Section 5.4.1 requires façade and architectural details to create visual interest at the street level (e.g., staggering the frontage of the building, recessing doors and windows, providing awnings and canopies for weather protection and scale, change in materials, lighting features etc.). Section 5.4.2, requires multi-use sites to have a compact and cohesive design, and utilize human scaled massing, varied articulation elements, and traditional facades.

14. Landscaping*Recommendation:*

- a. Provide a landscaping plan that accompanies the project Site Plan. Emphasis should be placed on California or Mediterranean style landscaping with low water demand.
- b. Include courtyards and other open spaces in landscape plan.

Discussion: Chapters 5 and 6 of the Design Guidelines provide standards for landscaping.

15. Multi-family Storage

Recommendation: Storage should be a minimum of 150 cubic feet of useable space in addition to designated utility area.

Discussion: The Site Plan is not clear if any multi-family storage will be provided for residences. Please identify any multi-family storage areas per Section 6.1.3(F) of Design Guidelines.

16. Trash and Storage Facilities

Recommendation:

- a. The width of lanes in the parking garage need to be able to accommodate solid waste hauling trucks accessing the garbage chutes/waste bins as well as tow trucks that may need to service vehicles.
- b. The Site Plans should show any loading areas for the two towers.
- c. Trash areas should be resized to accommodate trash, recycling and food waste. Staff recommends consulting with Republic Services, the City's waste collector.

Discussion: Chapters 5 and 6 of the Design Guidelines provide requirements for trash and storage.

- a. Section 6.2.9 of the Design Guidelines requires trash encloses to be accessible for trash collectors. Trash chutes are designed to empty into the parking garage which does not have lanes large enough to accommodate hauling trucks.
- b. The two towers require loading and service areas that are concealed from view within the building envelope or located at the rear of the site and designed for visual impact per Section 5.3.4(A) of the Design Guidelines.

17. Security for Multi-family Residential

Recommendation:

- a. Please identify if continuous fences or walls will be provided. A security fence should also be continuous along the site perimeter for both pedestrians and automobiles within gates at driveways restricting access to the residential portion of the site. Fencing should allow visibility of the site from the street/sidewalk and should be at least 8 feet in height.
- b. Shorten hallways to provide reasonable visibility distance for residents and police officers.
- c. Design multiple points of ingress/egress to the buildings; interior hallways, common areas and residential units.
- d. Provide residential access to all areas in the event of an evacuation.
- e. Safety cameras and monitoring system is necessary in the hallways along with a web based program such that the Police Department may access the monitoring system in the event of an emergency.
- f. Staff strongly recommends a site layout with multiple buildings as opposed to just two towers thus providing ample entrance/exit points and access to all areas by both residents and Police Department (if necessary).
- g. While a Manager's office is proposed on the Site Plans, an onsite Apartment or Resident Manager should be onsite for safety and emergency situations.

- h. Staff strongly encourages relocation of the clubhouse and pool away from the street and within the residential area.

Discussion: Chapter 5 of the Design Guidelines provides requirements for security in mixed-use areas and Chapter 6 of the Design Guidelines provides requirements for security for multi-family residences.

- i. Chapter 5 of the Design Guidelines, Section 5.6, requires mixed-use projects to provide secure residential spaces via a gate code or other security mechanism. While the Site Plan shows a 6 foot security fence, it is not clear if the fence would be continuous along the perimeter of the site to provide security for the residential units. This is not clear from Sheets A1 and A2 if the fence would restrict access to the residential units.
- j. Chapter 6, Section 6.2.2, of the Design Guidelines requires crime prevention techniques to enhance the safety and security in a multi-family residential development.
- k. Location of the clubhouse and pool at the corner of the Buchanan Road/Delta Fair Boulevard intersection may result in safety hazards to users of the recreation facility and may result potential issues related theft, vandalism or trespassing.

18. Multi-Family Development

Recommendation: The project shall comply with the following multi-family development standards from the City of Antioch Municipal Code, not within the City's Design Guidelines.

- a. Façade articulation. All street-facing facades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 25 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height (Section 9-5.704(B)).
- b. Parking location and frontage. The maximum width of parking area within the required front setback, including driveways, open parking, carports, and garages, but excluding underground parking and parking located behind buildings, may not exceed 25% of the linear street frontage (Section 9-5.705(A)).
- c. Useable open space. Private usable open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than ten feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet. Developments that include 15 or more units of at least one bedroom or more must include children's play areas and play structures (Section 9-5.706).

Discussion: The project shall be designed to comply with the development standards for multi-family residential development per Article 7: Multi-Family Residential Development Standards of the City's Municipal Code.

19. Stormwater

Recommendation: C.3 requirements must be incorporated into the site plan at this stage to ensure that drainage functions properly on the project site.

Discussion: Project shall be designed to show compliance with the California Regional Water Quality Control Boards for the San Francisco Bay Region and the Central Valley

Region added Provision “C.3” requirements. Including details for all C-3 basins, otherwise this might result is significant redesign later in the review process.

20. Community Finance District. In December 2016, the City Council initiated the process to form the Police Community Finance District (CFD), which, if approved, would apply to the project.

Review Comments - Residential Only Development Option

Another option that could address a number of the comments by City staff would be to remove the new retail component of the project in order to provide additional space for residential development and associated open space and site development requirements. Under this scenario, the project would be considered High Density Residential under the General Plan. The following design guidelines would apply to the Residential project, which differ from the mixed-use development standards discussed above. The mixed-use comments above relating to residential development (numbers 3, 7, 9, and 13) would be replaced by the review comments below.

1. Site Design/Building Placement

Recommendation: Buildings should be generally oriented to the street with varying setbacks to provide visual interest and varying shadow patterns. Buildings shall be oriented to promote privacy to the greatest extent possible.

Discussion: Chapter 6 Residential Design Guidelines, Section 6.2.3, Site Planning, encourages buildings to be placed strategically on the project site in order to allow for pedestrian access and promote privacy of residents.

2. Private Open Space

Recommendation: Staff encourages relocation of balconies, equipping balconies with privacy screens, or providing at minimum a 16-foot landscaped buffer between balconies and adjacent retail space. Design open space areas to utilize natural lighting and prevailing breezes, oriented to shelter noise and traffic.

Discussion: Chapter 6 of the Design Guidelines requires courtyards and plazas and private open space. The following recommendations are provided:

- a. Along the north side of the East Tower, the residential units with exterior balconies would be located directly adjacent and face the existing retail space, which may result in privacy issues.
- b. Section 6.2.10 of the Design Guidelines requires open space areas to take advantage of prevailing breezes and provide natural lighting while being oriented to shelter noise and traffic from adjacent streets.

3. Connectivity and Circulation on Project Site

Recommendation:

- a. Minimization of cross circulation between vehicles and pedestrians.
- b. Principal vehicular access into multi-family project should be through an entry drive which should have sidewalks on both sides.
- c. Where possible the project should incorporate pedestrian connections to adjoining residential, commercial, and other compatible land use facilities

Discussion: Chapter 6 of the Design Guidelines addresses circulation for multi-family residential land uses.

4. Architecture

Recommendation:

- a. Building heights shall be varied to give the appearance of a collection of smaller structures.
- b. The perceived height and bulk of multi-family buildings shall be reduced by dividing the building mass into smaller-scale components and adding details such as projecting eaves.
- c. The separation between public and private space should be delineated with paving, building materials, grade separations, or physical barriers such as fencing.

Discussion: Section 6.2.4 of design guidelines provides requirements for building architecture for multi-family residential sites.

PDP Re-Submittal Requirements

The following Information was not provided on the revised project plans and is needed for project review. This information should be provided on all subsequent submittals to the City:

1. The Site Plan, Sheet A-1, should include the following (the revised site plans dated September 8, 2016 need to be revised accordingly):
 - a. Dimension the proposed property lines, and include bearings, radii and arc lengths, easements, and net and gross lot area for existing and proposed parcels.
 - b. Dimension of all existing and proposed structures extending 50 feet beyond the property. If adjacent to a street, show the entire width of street to the next property line, including driveways.
 - c. Location and purpose of all easements (i.e. water, sewer, access, etc.).
 - d. Dimensions for all adjacent streets (public and private); and location and dimensions for all proposed streets showing: both sides of streets, street names, street width, striping, centerlines, centerline radii of all curves, median and landscape strips, bike lanes, pedestrian ways, trails, bridges, curb, gutters, sidewalks, driveways, and edge of right-of-way including any proposed or required right-of-way dedication.
 - e. Dimension of all back-up, loading areas, and circulation patterns.
 - f. To ensure that there is adequate parking for the proposed development, please revise the parking dimensions to meet the requirements of Antioch Municipal Code Section§ 9-5.1709.
 - g. On the Vicinity map include the location and boundary of the project, major cross streets, and existing street pattern in the vicinity.

Entitlements

The general recommendations below will be made to the Planning Commission at the PDP hearing and should be incorporated into the future entitlement application's designs and submittals.

22. When the project is formally submitted, a Traffic Study that includes the information below will be required for this project.
- a. Stacking analysis during peak hours
 - b. Street improvement for Delta Fair Boulevard and San Jose Drive
 - c. Compliance with the Technical Procedure Manual of the Contra Costa Transportation Authority
23. Grading. The site is required to provide a minimum 2% AC and 0.75% PCC pavement slopes, except in or near areas where 2% maximum slope is required by ADA.
24. Lighting. Section 5.8 and Section 6.2.6 of the Design Guidelines requires mixed-use projects to make the pedestrian environment safe, secure, and enhance architectural features with adequate lighting design. Provide details for residential and commercial lighting that include the following:
- a. Pedestrian scaled lighting shall be located along all pedestrian routes of travel
 - b. Wall mounted lights shall be used to the greatest extent possible to minimize the number of freestanding fixtures
 - c. All lighting fixtures shall be compatible with the buildings
25. Utilities.
- a. Relocate the cracked/broken public storm drain inlet along the northwest side of project site outside of the new main entrance driveway, as approved by the City Engineer on either side.
 - b. No above-ground utility cabinets can be installed along Delta Fair Boulevard and San Jose Drive. No flush utility boxes can be located within the sidewalk.
26. Architecture. Provide detailed information on rooftop design. Specifically if roof would include any utilities or communication equipment, which must be screened from view
27. Pedestrian Safety. Any paving pattern, color, and material used to articulate pathways and pedestrian areas shall continue when driveways intersect with these areas. Where pedestrian circulation paths cross vehicular circulation paths, a material change, contrasting color, or slightly raised crossing shall be used to clearly delineate the continuing pedestrian path.

If you have any questions please contact me at your convenience. I can be reached by phone at (916) 706-1374 or via email at mmaddox@rinconconsultants.com. You may also contact Alexis Morris at (925) 779-6141 or via email at amorris@ci.antoioch.ca.us.

Sincerely,



Matt Maddox
Contract Planner

Cc: Alexis Morris, Planning Manager
Captain T. Brooks, Antioch Police Department
Lynne Filson, RCE, RTE, RLS, Assistant City Engineer
Ken Warren, P.E., Associate Engineer

Attachments:

Attachment A: Contra Costa County Fire Protection District Comments

Attachment B: City of Pittsburg Comments

Attachment C: Public Utilities Map

Attachment D: Delta Fair Village (PDP-16-20) Letter



February 15, 2017

Brian Pendley
Pendley & Associates Inc.
9008 Siegel Street
Valley Springs, CA 95252

Subject: Total Allowable Residential Units: Delta Fair Village located at 2950-3040 Delta Fair Boulevard

Dear Mr. Pendley:

Staff is very supportive of the concept of a re-use or renovation on the proposed Delta Fair Village project site. In general, staff can support a General Plan amendment and rezone for a project that is consistent with the City's goals and policies and can support development in terms of traffic impacts, parking, recreational amenities, public safety, and compatibility with adjacent uses. However, as we indicated in our comment letter dated January 20, 2017, staff has significant concerns about the proposed project's density and the project's consistency with the City's General Plan, Municipal Code, and Citywide Design Guidelines.

In response to the City's project comment later, you requested staff review the project plans and the City's policies to determine the maximum number of units that could be supported on the five acre project site. Based on this review, staff believes that a project with a maximum of 175 residential units could be developed on the project site. The actual unit yield would depend on constraints present on the project site, project-specific environmental analysis, and consistency with the City's goals and policies as outlined in the General Plan, Municipal Code, and Citywide Design Guidelines. A project with a maximum of 175 units would equal a residential density of approximately 35 units an acre and would be consistent with the Municipal Code's High Density Residential District (R-35) zoning designation. A density of 35 units an acre is the highest allowed anywhere in the City outside of the Hillcrest Station Area Specific Plan.

Incorporating the requirements of the R-35 district and other requirements of the Municipal Code, staff believes a project of up to eight buildings could be developed on the five acre site with enough space to provide parking, setbacks, and open/recreation space consistent with the requirements of the Municipal Code. Below is a list of the other assumptions applied for a development scenario at 35 units an acre and addressing comments related to setbacks, parking, and open space requirements detailed in the January 20, 2017 Comment Letter:

- a) No commercial would be developed on the 5 acre parcel;
- b) Each unit was assumed to have an average of 1,000 square feet;
- c) An average of 4 stories per building was utilized, resulting in 8 total buildings;
- d) The first floor (ground floor or subterranean) could be utilized for parking with multiple buildings (assumed up to 8 residential buildings) above the parking level;
- e) A minimum of 298 parking spaces (each space 9'x20') would be necessary;



- f) Standard setback distances from Delta Fair Boulevard and Buchanan Road were applied to estimate buildable space; and,
- g) Adequate open space could be provided surrounding multiple residential buildings.

Please note that the existing intersection at Somersville Road and Buchanan Road is currently at its Level of Service (LOS) capacity (LOS F in AM peak hours/LOS E in PM peak hour). Traffic associated with 175 additional units would add an estimated 1,164 trips per day on local roadways (including approximately 90 AM peak hour trips and 109 PM peak hour trips). This increase in traffic may result in an increase in congestion impacts at the Somersville Road and Buchanan Road intersection, which is already at capacity. Thus, traffic mitigation, including fair share contribution for cumulative impacts, may be required to reduce the impacts from the project's additional traffic on the intersection.

Staff recommends that you revise your project plans to address the comments in the January 20, 2017 letter and to conform to a maximum density of 35 units an acre. Staff can schedule the project for a Planning Commission hearing once we receive revised application materials. If you have any questions please contact me at your convenience. I can be reached by phone at (925) 779-6141 or via email at amorris@ci.antioch.ca.us. You may also contact Matt Maddox at (916) 706-1374 or via email at mmaddox@rinconconsultants.com.

Sincerely,

Alexis Morris
Planning Manager

Cc: Matt Maddox, Contract Planner
Captain T. Brooks, Antioch Police Department
Lynne Filson, RCE, RTE, RLS, Assistant City Engineer
Ken Warren, P.E., Associate Engineer

ATTACHMENT “D”

**DELTA FAIR VILLAGE CONSISTENCY WITH GENERAL PLAN, MUNICIPAL CODE AND CITYWIDE DESIGN
GUIDELINES**

| DOCUMENT | POLICY | DISCUSSION |
|--|---|--|
| GENERAL PLAN | | |
| 3.0 Growth Management 3.4 Service Standards for Transportation Facilities | The General Plan calls for arterials, collectors, and intersections during peak hours to have a LOS of D. | Additional vehicle trips from 308 units would likely result in unacceptable LOS at the intersections near the project area. |
| 4.0 Land Use 4.4.1 Land Use Designations | High Density Residential Maximum Allowable Density: Twenty dwelling units per gross developable acre (35 du/ac) and up to a Floor Area Ratio of 1.25 within areas designed for mixed use or transit-oriented development | The proposed project would have a density of 51 du/acre. A +/- 6 acre site would have an FAR of 1.6, without the garages. |
| MUNICIPAL CODE | | |
| Municipal Code R-35 zoning | Max lot coverage: 50% | A 6 acres site with 165,178 square feet of ground floor building coverage would have a lot coverage of 62% |
| Municipal Code R-35 zoning | Min density: 30 du/acre Max density: 35 du/acre | A 6 acre residential site with 308 units would have a density of 51 du/acre |
| Municipal Code R-35 zoning | Height: 45' | The 64 foot proposed height exceeds the height by 19 feet. |
| Municipal Code R-35 zoning | Front yard setbacks: - Arterial street: minimum 15-foot setback with 15-foot landscaping on all frontages. - Collector street: minimum 15-foot setback with 15-foot landscaping. - Local street: minimum 10-foot setback with 10-foot landscaping. | Buchanan Rd and Delta Fair Blvd are arterials according to the General Plan. The 15 foot setbacks have not been met. |
| Municipal Code R-35 zoning | Interior setbacks: 5' Rear setbacks: 10' | These setbacks have been met. |
| Municipal Code 9-5.704 Building Form (A) Building Entries (1) | <i>Orientation.</i> All units located along public rights-of-way must have a principal entrance that fronts on and is oriented to face the right-of-way. Such entrance shall be clearly visible from the street and shall be connected via pedestrian walkways to the public sidewalk. Exceptions to this requirement may be approved for projects located on arterial streets that carry high traffic volumes and/or streets that do not allow on-street parking. In such cases, a project may be oriented around courtyards with principal entrances facing the courtyards. | The proposed plan does not have a principal entrance facing the right of way, but does have two entrances to the parking garage onto Buchanan Road. Due to the arterial streets this project fronts, an exception may be approved to have the project oriented around courtyards. While the project does have courtyards, the principal entrances are not located facing the courtyards. |
| Municipal Code 9-5.704 Building Form (A) Building Entries (2) | <i>Entry features.</i> Building entrances must have a roofed projection (e.g., porch) or recess. Such entry features shall have a | The proposed building entrances do not have any roofed projection. |

| DOCUMENT | POLICY | DISCUSSION |
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| | minimum depth of five feet, measured perpendicular to the façade on which they are located. Entries that serve a single unit shall have a minimum area of 40 square feet while those that serve two or more units shall have a minimum area of 100 square feet. | |
| Municipal Code 9-5.704 Building Form (B) | <i>Façade articulation.</i> All street-facing facades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 25 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height. | Based on the floor plans, the proposed plan includes one two foot change in depth approximately every 25 linear feet as opposed to the required two changes in depth every 25 feet. The changes in plane do generally extend at least two-thirds the height of the respective façades. The elevations provided do not correspond to the floor plans to provide a certain answer. |
| Municipal Code 9-5.704 Building Form (C) | <i>Roof forms.</i> Variable roof forms shall be incorporated into the building design, and no more than two side-by-side units may be covered by one unarticulated roof. Variation may be accomplished by changing the roof height, offsets, and direction of slope, and by including elements such as dormers. | The proposed project includes variable roof forms. One articulated roof does not appear to span more than two side-by-side units. |
| Municipal Code 9-5.704 Building Form (D) Window Design (1) | <i>Relief.</i> All windows shall either be recessed or surrounded by trim at least four inches in width and two inches in depth. | Window and trim details have not yet been provided, but the elevations show windows with trim. |
| Municipal Code 9-5.704 Building Form (D) Window Design (2) | <i>Shade features.</i> At least 20% of all windows on each building shall have exterior sun shades, such as roof overhangs (eaves), awnings, or louvered sunshades. | Based on the provided elevations, this requirement has not been fulfilled. |
| Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (A) Parking Lot Frontage (1) | <i>Maximum width.</i> The maximum width of parking area within the required front setback, including driveways, open parking, carports, and garages, but excluding underground parking and parking located behind buildings, may not exceed 25% of the linear street frontage. | The garages exceed 25% of both street frontages. |
| Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (A) Parking Lot Frontage (2) | <i>Parking location.</i> Parking facilities shall be located according to one or more of the alternatives listed below. This locational requirement applies to parking for both residents and guests, as well as any parking that exceeds the required minimum. In all cases, the requirements of § 9-5.1703.1 , Off-Street Parking Requirements by Use, which establishes the number of required parking spaces and number of covered | There are two proposed garage entrances on Buchanan Road. There are two additional garage entrances at the north of the buildings, which are accessed through the parking lot with the entrance to the driveway on Delta Fair Boulevard. |

| DOCUMENT | POLICY | DISCUSSION |
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| | spaces per unit, must be met. Parking shall be provided in one of the following locations or in a combination of the following locations: (b) Covered and enclosed parking integrated into the residential building, in which garage doors are located on the side or rear of the building and not facing a street. For the purposes of this regulation, doors shall be considered not to face a public street if they are oriented 45 degrees or more from parallel with the street. | |
| Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (B) | <i>Driveways-number and width.</i> For lots 75 feet wide or less, a maximum of one driveway per lot is permitted. For lots greater than 75 feet in width, additional driveways are permitted but shall be spaced at least 75 feet apart. No driveway shall exceed 20 feet in width at any property line abutting a street or one-half of the width of the street frontage of the lot, whichever is less. | The lot is greater than 75 feet in width. Two 20 foot wide driveways on Buchanan Road are proposed for entrances to the garages. These driveways are greater than 75 feet apart. The project also proposes a fire lane and driveway between the two garage driveways. This creates a third driveway. This driveway is over 75 feet away from one garage entrance and less than 75 feet away from the other garage entrance. This driveway would not see frequent use. |
| Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (C) Pedestrian access (1) | <i>Connection to public sidewalks.</i> Every multiple-family dwelling shall have a walkway connecting the main building entry to the public sidewalk in the right-of-way on each street frontage. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall have an unobstructed width of at least four feet, and shall be of concrete, decorative pavers, or other durable, all-weather surface. | The current site plan does not specifically call out walkways from the entrances to the right-of-ways, but the site plan does appear to show walkways that extend to the right-of-ways. The walkway on Delta Fair Blvd. is not shown to be physically separated from the driveway. |
| Municipal Code 9-5.705 Site Design for Parking, Circulations, and Access. (C) Pedestrian access (2) | <i>Connection to parking areas.</i> Every multiple-family dwelling shall have a walkway between a building entry and the parking area for the units served by it. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall be at least four feet wide, and shall be of a durable, all-weather surface. | The majority of the parking spaces for the tenants are proposed to be in the covered garages, which is accessed directly by elevators and interior stairs. The parking in the lot is accessible by walkways. Some of the proposed walkways are physically separated from driveways and off street parking while others are not. |
| Municipal Code | <i>Connection to open space, recreation</i> | Walkways are provided to the |

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| 9-5.705 Site Design for Parking, Circulations, and Access. (C) Pedestrian access (3) | <i>facilities, and public parks.</i> Walkways shall be provided that connect building entries for the units served to any common usable open space or recreational facilities on site or to any public park facilities located on an adjacent lot. | common areas. | | | | | | | | | |
| Municipal Code 9-5.706 Usable Open Space | <p>Usable open space to serve multi-family residential dwelling units shall be provided and maintained in compliance with the following table and the requirements of this section.</p> <table border="1"> <caption>Table 9-5.706: Minimum Required Usable Open Space</caption> <tr> <td></td><td>R-10 Zone</td><td>R-20, R-25, and R-35 Zones</td></tr> <tr> <td>Total Usable Open Space per Unit (sq. ft.)</td><td>250</td><td>200</td></tr> <tr> <td>Minimum Private Open Space per Unit (sq. ft.)</td><td>70</td><td>60</td></tr> </table> | | R-10 Zone | R-20, R-25, and R-35 Zones | Total Usable Open Space per Unit (sq. ft.) | 250 | 200 | Minimum Private Open Space per Unit (sq. ft.) | 70 | 60 | A private balcony 72 square feet in size is proposed for each unit. Additional open space is provided in common areas. |
| | R-10 Zone | R-20, R-25, and R-35 Zones | | | | | | | | | |
| Total Usable Open Space per Unit (sq. ft.) | 250 | 200 | | | | | | | | | |
| Minimum Private Open Space per Unit (sq. ft.) | 70 | 60 | | | | | | | | | |
| Municipal Code 9-5.706 Usable Open Space (A) | <i>Required area and type of open space - multi-family dwellings.</i> All multi-family residential developments shall be provided the minimum private open space area and minimum total open space area stated in Table 9-5.706 , according to the number of units in the development. Once the minimum private open space requirement has been met, the remainder of the required total open space for the development may be provided 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 that meets the standards of division (D) of this section below. | The minimum amount of private open space, which is proposed to be provided in balconies, has been exceeded. The common open space areas combined with the private open space areas fall slightly short of the total minimum required usable open space. In performing the calculations, the courtyards in the center of each building were not included because the courtyards are not shown to be accessible. Based on 308 units, 61,600 square feet of total open space shall be provided. | | | | | | | | | |
| Municipal Code 9-5.706 Usable Open Space (B) | <i>Usability.</i> A surface shall be provided that allows convenient use for residents' outdoor living and/or recreation activities. Such surface shall be any practicable combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. The slope shall not exceed 10%. Off-street parking and loading areas, driveways, and service areas shall not be | The plans do not detail the proposed materials, but can be assumed to be acceptable. | | | | | | | | | |

| DOCUMENT | POLICY | DISCUSSION |
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| | counted as usable open space. Open space on a roof or deck shall include safety railings or other protective devices that meet but do not exceed the minimum height required by the Antioch Building Code. | |
| Municipal Code 9-5.706 Usable Open Space (C) Design Standards – Private Open Space (1) | <i>Accessibility.</i> Private usable open space shall be accessible to only one living unit by a doorway or doorways to a habitable room or hallway of the unit. | This design standard has been met. |
| Municipal Code 9-5.706 Usable Open Space (C) Design Standards – Private Open Space (2) | <i>Minimum dimensions.</i> Private usable open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than ten feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet. | The balconies are six feet by 12 feet and exceed the requirements. |
| Municipal Code 9-5.706 Usable Open Space (C) Design Standards – Private Open Space (3) | <i>Openness.</i> There shall be no obstructions over ground-level space except for devices to enhance the usability of the space. Above ground-level space shall have at least one exterior side open and unobstructed for at least eight feet above floor level, except for incidental railings and balustrades. No more than 50% of the ground-level space may be covered by a private balcony projecting from a higher floor. | These design standards have been met. |
| Municipal Code 9-5.706 Usable Open Space (C) Design Standards – Private Open Space (4) | <i>Enclosure.</i> Ground-level space shall be screened from abutting lots, streets, alleys, and paths, from abutting private ways, and from other areas on the same lot by a building wall, by dense landscaping not less than five and one-half feet high and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall not less than five and one-half feet high, subject to the standards for required landscaping and screening. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if there is no building located opposite and within 50 feet of the screening. | Existing and proposed six foot tall fencing is shown around the common areas, which would provide screening. |
| Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (1) | <i>Accessibility.</i> Common usable open space shall be accessible to all the dwelling units on the lot. | The proposed plans include open space that would be accessible to all dwelling units. |
| Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (2) | <i>Rooftops.</i> No more than 20% of the total area counted as common open space may be provided on a roof. | The roof would not contain any common space |

| DOCUMENT | POLICY | DISCUSSION |
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| Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (3) | <p><i>Facilities.</i> Common areas may consist of open landscaped areas and gardens, natural areas with trails, patios, swimming pools, picnic and barbeque areas, playgrounds, community gardens, or other such improvements as are appropriate to enhance the outdoor environment of the development. Required components are as follows:</p> <p>(a) <i>Seating.</i> Common usable open space shall include seating.</p> <p>(b) <i>Play areas.</i> Developments that include 15 or more units of at least one bedroom or more must include children's play areas and play structures. This requirement does not apply to senior housing developments.</p> | <p>The plans include a swimming pool, plaza, and clubhouse.</p> <p>The plans do not include seating areas.</p> <p>A children's play area and play structures are not provided.</p> |
| Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (4) | <p><i>Openness and buildings.</i> There shall be no obstructions above the open space except for devices to enhance the usability of the space. Buildings and roofed structures with recreational functions (e.g., pool houses, recreation centers, gazebos) may occupy up to 20% of the area counted as common open space.</p> | <p>The open space is proposed to be open to above. The proposed clubhouse does not occupy 20% of the common open space.</p> |
| Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (5) | <p><i>Minimum dimensions.</i> Common usable open space located on the ground level shall have no horizontal dimension less than 20 feet. If such ground-level open space is located within ten feet of a building façade, the minimum dimension shall be no less than the height of the adjacent building. Common upper-story decks shall have no dimension less than ten feet. Roof decks shall have no horizontal dimension less than 15 feet.</p> | <p>This standard is difficult to apply to an infill project. The common areas would be required to be at least 128 feet wide.</p> |
| Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (6) | <p><i>Visibility.</i> At least one side of the common open space shall border residential buildings with transparent windows and/or entryways.</p> | <p>The courtyard between the two garages will be bordered on two sides by the garage, which does not have transparent windows or entryways.</p> |
| Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (7) | <p><i>Pedestrian pathways.</i> Pedestrian walkways shall connect the common open space to a public right-of-way or building entrance.</p> | <p>This standard is met.</p> |
| Municipal Code 9-5.706 Usable Open Space (D) Design Standards – Common Open Space (8) | <p><i>Enclosure.</i> Common usable open space that is designed as a children's play area or is likely to be used by children shall be screened from abutting streets by dense landscaping up to five and one-half feet high</p> | <p>A children's play area is not shown on the plans, but is required.</p> |

| DOCUMENT | POLICY | DISCUSSION |
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| | and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall up to five and one-half feet high, subject to the standards for required landscaping and screening. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if the play area is not located on an arterial or collector street and if there is no building located opposite and within 50 feet of the screening. | |
| Municipal Code 9-5.707 Storage Space | Each unit in a multi-family dwelling shall be provided with a separate, enclosed, lockable storage space reserved for the occupants of the dwelling unit. Such storage space shall be located in a garage, storage building, or enclosed individual storage space. Each storage space shall be at least 250 cubic feet in volume and shall have no interior dimension less than four feet. | The project plans do not show any lockable storage spaces for the occupants of the dwelling units. The proposed 308 dwelling units would require 77,000 cubic feet of storage space to comply with this requirement. |
| Municipal Code Landscaping 9-5.708 (A) | <i>Minimum landscaped area.</i> A minimum of 25% of any building site shall be landscaped. | Landscaping is proposed that would be approximately 35% of the site. Exact calculations have not yet been performed. |
| Municipal Code Landscaping 9-5.708 (B) | <i>Landscaping of front yards.</i> All portions of required front yards, except those areas occupied by pedestrian or vehicular access ways, shall be landscaped. | This requirement has been met. |
| Municipal Code Landscaping 9-5.708 (C) | <i>Materials.</i> Landscaping shall include plant materials of varying height and may incorporate a combination of groundcovers, shrubs, vines, trees, and garden areas. Landscaping may also include incidental features such as stepping stones, benches, fountains, sculptures, decorative stones, or other ornamental features, placed within a landscaped setting. | A separate landscaping plan was not submitted, which would include this level of information. |
| Municipal Code Landscaping 9-5.708 (C)(1) | <i>Ground cover materials.</i> Ground cover shall be of live plant material. Pervious non-plant materials such as permeable paving, gravel, colored rock, cinder, bark, and similar materials shall not cover more than 10% of the required landscape area. Mulch must be confined to areas underneath shrubs and trees and is not a substitute for ground cover plants. | A separate landscaping plan was not submitted, which would include this level of information. |
| Municipal Code Landscaping 9-5.708 (C) (2) | <i>Size and spacing.</i> Plants shall be of the following size and spacing at the time of installation: | A separate landscaping plan was not submitted, which would include this level of information. |

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| | <p>(a) Ground covers. Ground cover plants other than grasses must be at least four-inch pot size. Areas planted in ground cover plants other than grass seed or sod must be planted at a rate of at least one per 12 inches on center.</p> <p>(b) Shrubs. Shrubs shall be a minimum size of one gallon.</p> <p>(c) Trees. Trees shall be a minimum of 15 gallons in size with a one-inch diameter at breast height (dbh). Specimen trees of 36-inch or greater box size are encouraged. At least one specimen tree with a 24-inch or larger box size shall be planted in the landscaped area of the front setback. Trees (center of trees) shall be located a minimum of six feet from water meters, gas meters and sewer laterals; eight feet from any driveway, fire hydrant, fire sprinkler, or standpole connection; and 15 feet from any curb return at an intersection, utility pole, or street light.</p> | | |
| Municipal Code Landscaping 9-5.708 (D) | <i>Tree protection.</i> Newly planted trees shall be supported with double stakes or guy wires. Root barriers shall be required for any tree placed within ten feet of pavement. | | This standard would be detailed on the planting details of a landscape plan. |
| Municipal Code 9-5.1703.1: Off-Street Parking Required | Multi-family residential | 1.5 spaces per unit up to 2 bedrooms; one space to be covered | Based on units listed on the project cover sheet, 536 residential parking spaces are needed and 380 are being provided in garages. |
| | | 2 spaces per unit = 3 bedrooms; one space to be covered plus 1 space per 5 units for guest parking (Applies to all multi-family units) | |
| Municipal Code 9-5.1705.1 Tandem Parking | <p>Tandem parking may be permitted to satisfy the off-street parking requirement in accordance with the following requirements:</p> <p>(A) No more than two vehicles shall be placed one behind the other.</p> <p>(B) Both spaces shall be assigned to a single dwelling unit or non-residential establishment.</p> <p>(C) Tandem parking to meet required parking for non-residential uses may be used for employee parking; the maximum number of tandem parking spaces shall not exceed 50% of the total number of spaces.</p> | | The proposed tandem parking stalls meet the required tandem parking standards. |

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| | <p>When tandem parking is used to meet required parking for non-residential uses the applicant shall provide valet parking or establish a system to facilitate retrieval of parked vehicles.</p> <p>(D) Tandem parking to meet required parking for multi-unit development shall be located within an enclosed structure; the maximum number of tandem parking spaces shall not exceed 50% of the total number of spaces.</p> <p>(E) Tandem parking shall not be used to meet the guest parking requirement.</p> | |
| Municipal Code Parking Space Dimensions 9-5.1709 (A) | The use of angled parking arrangements shall be preferred to perpendicular, unless the dimensions of the site make angled parking spaces infeasible. | Perpendicular parking has been used throughout the project. |
| Municipal Code Parking Space Dimensions 9-5.1709 (B) | Required parking spaces shall have the following minimum dimensions: Residential spaces in a garage 10'X20' Uncovered 9' X 20' | The required spaces meet this requirement. |
| Municipal Code 9-5.1711 Application of Dimensional Requirements (A) | All required residential spaces and guest spaces shall be standard spaces. | This requirement has been met. |
| Municipal Code 9-5.1711 Application of Dimensional Requirements (B) | Each parking space adjoining and parallel to a wall, column, or other obstruction higher than one-half foot shall be increased by three feet on the obstructed door side. For spaces adjoining and perpendicular to such an obstruction, an increase of four feet is required. | Some spaces in the garage meet this requirement and others do not. |
| Municipal Code 9-5.1713 Driveway Widths and Clearances (A) | <p>Driveways shall be paved with an approved surface and shall have the following minimum widths at the outside edge of curb, plus a minimum of one foot additional clearance on each side of a vertical obstruction exceeding 0.5 foot in height.</p> <p>(1) <i>Serving a residential use.</i></p> <p>2 or fewer spaces 10 ft. 3 to 6 spaces 12 ft. 7 or more spaces 12 ft. 1-way, or 20 ft. 2-way</p> | This requirement is met. |
| Municipal Code 9-5.1714 Parking Area Screening | A parking area for five or more cars shall be screened from an adjoining residential property or a ground-floor residential use by a solid decorative concrete or masonry wall six feet in height, however the height of a | An existing six foot fence separates the neighboring residential property from this property. Landscaping is proposed around the exterior of the site. |

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| | wall adjoining a required residential front yard shall be three feet unless a higher wall is required for noise attenuation. Parking areas shall be screened from adjacent streets with a solid decorative concrete or masonry wall, berming and/or landscaping having a minimum height of three feet above the adjacent grade of the parking area. | |
| Municipal Code 9-5.1715 Lighting | Outdoor parking area lighting fixture heights shall be determined by their relationship to surrounding uses, and lighting shall not shine directly onto an adjacent street or property. Minimum illumination at ground level shall be two foot-candles but shall not exceed one-half foot-candles in a residential district. | A lighting plan was not provided. |
| Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (A) | Parking lots for non-residential uses shall have minimum interior perimeter planting areas of 10 feet width adjacent to a residential district and five feet adjacent to other districts. | Landscaping around the perimeter of the parking areas is proposed. |
| Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (B) | A parking lot in any district having parking adjoining a street shall have a frontage planting area reflecting the setback of the street. | Landscaping is provided although the R-35 setbacks have not been met. |
| Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (C) | All other landscaped areas shall be a minimum of five feet in width. | This standard has been met in the residential portion of the parking lot. |
| Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (D) | The end of each row of parking stalls shall be separated from driveways by a landscaped planter, sidewalk, or other means. | This standard has been met. |
| Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (E) | No more than 10 consecutive parking spaces should be allowed in any row of parking without a parking lot landscape island extending from a landscape strip. | This standard is met in some areas but not others. |
| Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (F) | Where standard spaces are adjacent and perpendicular to landscaping, the required planting area shall be increased two feet in depth by decreasing the length of the parking stall by two feet. Where autos will overhang into both sides of an interior landscaped strip or well, the minimum curb-to-curb interior planter dimension shall be | This requirement has not been fully met. |

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| | six feet. Compact spaces are not eligible for this provision. | |
| Municipal Code 9-5.1716 Parking Lot Landscaping; Design Standards (G) | The design and location of parking lot landscape areas shall be consistent with the storm water control plan. | A storm water control plan has not been submitted. |
| Municipal Code 9-5.1717 Garage and Carport Design (A) (2) | Exterior design must be architecturally compatible with the main building | The garage design is not well incorporated into the rest of the building. |
| Municipal Code 9-5.1717 Garage and Carport Design (A)(3) | Any garage serving a multi-family dwelling or single-family attached dwelling that is visible from a street shall be limited in width to no more than 50% of the width of the facade of the residential dwelling. For the purposes of this requirement, garage width is considered the width of that portion of a building, facade that is backed by a garage space. This dimension is measured from midpoint to midpoint for any enclosing walls that are perpendicular to the garage door or entry. | The garage constitutes 100% of the width of the facade of the residential building. |
| DESIGN GUIDELINES | | |
| Design Guidelines 6.23 Site Planning A. Building Siting and Massing (2) | Clustering of multi-family units shall be a consistent site-planning element. Large projects shall be broken up into groups of structures. | The project is broken up into four structures, which sit on two garage podiums. The units have not been clustered into groups of structures. |
| Design Guidelines 6.23 Site Planning A. Building Siting and Massing (3) | Buildings shall be generally oriented towards the street with varying setbacks to provide visual interest and varying shadow patterns. | The buildings do not have varying setbacks and are not oriented towards the street. |
| Design Guidelines 6.23 Site Planning A. Building Siting and Massing (4) | Developments shall relate directly to the adjacent street, and present an attractive and interesting facade to passersby | The developments do not relate to the adjacent streets. |
| Design Guidelines 6.23 Site Planning A. Building Siting and Massing (5) | Buildings shall be oriented to promote privacy to the greatest extent possible. | The buildings are oriented around interior courtyards, but the buildings are also very close to major arterial streets. |
| Design Guidelines 6.23 Site Planning A. Building Siting and Massing (6) | Multi-family residential development shall respect existing development in the immediate area. | The neighboring multi-family residential development is a two-story development, while the proposed development is 64 feet tall. |
| Design Guidelines | Principal vehicular access into multi-family | This standard has been met. |

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| 6.23 Site Planning B. Circulation (1) | projects shall be through an entry drive. | |
| Design Guidelines 6.23 Site Planning B. Circulation (2) | All site entrances shall be visible from a public street and well lighted. | This standard has been met. |
| Design Guidelines 6.23 Site Planning B. Circulation (3) | The main site entry design shall incorporate patterned or colored concrete. | A main entry has not been proposed and the concrete material has not been called out. |
| Design Guidelines 6.23 Site Planning B. Circulation (4) | Special accents, such as monument, public art, ornamental features, decoration, special textured paving, flowering accents, walls, shrubs, and the use of specimen trees, shall be used to generate visual interest at entries. | Monuments, public art, or ornamental features have not been proposed at the entries. A landscape plan has not been provided. |
| Design Guidelines 6.23 Site Planning B. Circulation (5) | Entry drives shall have sidewalks on both sides. | This standard has been met. |
| Design Guidelines 6.23 Site Planning B. Circulation (6) | All entry drive locations shall be coordinated with existing or planned median openings. | There are no median openings at these locations. |
| Design Guidelines 6.23 Site Planning B. Circulation (7) | Where possible, all multi-family projects shall incorporate pedestrian connections to adjoining residential, commercial projects, and other compatible land use facilities. | The project adjoins a commercial project that would be accessible to pedestrians. |
| Design Guidelines 6.23 Site Planning B. Circulation (8) | Cross circulation between vehicles and pedestrians shall be minimized. A continuous, clearly marked walkway shall be provided from the parking areas to main entrances of buildings. | This standard has been met. |
| Design Guidelines 6.23 Site Planning B. Circulation (9) | Walkways shall be located to minimize the impact of pedestrians on the privacy of nearby residences or private open space. Avoid siting a walkway directly against a building. A landscaped planting area between walkways and building facades is strongly encouraged. | This standard has been partially met. |
| Design Guidelines 6.23 Site Planning C. Parking (1) | Multi-family parking areas shall be divided into a series of connected smaller parking courts. | This standard would not be applicable to this infill project. |
| Design Guidelines 6.23 Site Planning C. Parking (2) | Parking areas shall be located within the development's interior and not along street frontages. Carports and tuck-under parking shall not be visible from a public street. | This standard does not account for a parking garage. The parking garage is visible from the public streets. |
| Design Guidelines 6.23 Site Planning C. Parking (3) | Adverse visual impacts of parking areas and garages on the residential character of the street, including blank walls, garage doors, parking facilities, and driveway openings along street frontages, shall be minimized. | The proposed garage has blank walls against the street frontages. |
| Design Guidelines | While there is no required architectural | The proposed project does not |

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| 6.24 Architecture A. Character Defining Elements (1) | “style” for multi-family residential structures in Antioch, regional styles such as Craftsman, Spanish Colonial Revival, Mission Revival, and Victorian are encouraged. The primary focus shall be on constructing a high-quality residential environment. | follow the encouraged styles. |
| Design Guidelines 6.24 Architecture A. Character Defining Elements (2) | Architectural elements such as bays, bay windows, recessed or projecting balconies, verandas, balconies, porches and other elements that add visual interest, scale and character to the neighborhood are encouraged. | Bay windows and balconies are proposed. |
| Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (1) | The maximum number of attached units per building shall be 8. Buildings with 3, 4, 5, and 6 units per structure shall be mixed throughout the project. | The proposed project includes 308 units in 4 buildings, which equates to 77 units per building. |
| Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (2) | Building heights shall be varied to give the appearance of a collection of smaller structures. | The project proposes 3 and 4 story buildings set atop a one story garage podium. This design does not give the appearance of smaller structures. |
| Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (3) | In some cases, upper stories shall be stepped back to reduce the scale of facades that face the street, common space, and adjacent residential structures. | The facades do not appear to step back along the street or near adjacent residential properties. |
| Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (5) | The perceived height and bulk of multi-story buildings shall be reduced by dividing the building mass into smaller-scale components and adding details such as projecting eaves, dormers and balconies. The use of awnings, moldings, pilasters and comparable architectural embellishments are also encouraged | The project includes bay windows, but awnings, pilasters, or moldings have not been used. |
| Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (6) | All building elevations shall be considered in the evaluation of any new construction, additions or alterations. Side and rear views of a building shall not be minimized because of their orientation away from the public right-of-way. The same or compatible design features shall be continued or repeated upon all elevations of a building. | Each elevation is very similar and the same design features are repeated throughout. |
| Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (7) | Arcades and other types of overhangs shall be used to provide human scale to the interface between the facade and sidewalk. | Arcades, awnings, or overhangs are not proposed. |
| Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (8) | Building facades that enclose stairwells shall include residential-type windows to reduce the visual bulk of the stairwell and enhance safety. Building facades enclosing elevator shafts shall use architectural treatments to | The building elevations propose residential type windows along the stairwells. |

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| | reduce visual mass | |
| Design Guidelines 6.24 Architecture B. Building Height, Scale and Articulation (9) | All mechanical equipment, whether mounted on the roof or the ground, shall either be suitably screened or placed in locations that are not viewed from residences, common areas, or the street. All screening devices shall be compatible with the architecture and color of the adjacent buildings. | Based on the provided plans, this standard appears to have been met. |
| Design Guidelines 6.24 Architecture C. Entryways (1) | Courtyard doors or gates used at multifamily building entries shall be attractively designed as an important architectural feature of the building or complex. | This level of detail was not provided. |
| Design Guidelines 6.24 Architecture C. Entryways (2) | Strongly delineate the separation between public and private space with paving, building materials, grade separations, or with physical barriers such as landscaping, fences, walls, screens, or building enclosures. | Fencing is proposed around the exterior of the site. |
| Design Guidelines 6.24 Architecture E. Building Materials (1) | The development's dwelling units, community facilities, and parking structures shall be unified by a consistent use of building materials, textures, and colors. Exterior columns or supports for site elements, such as trellises and porches, shall utilize materials and colors that are compatible with the entire project. | A colors and materials board was submitted that shows a consistent color palette. |
| Design Guidelines 6.24 Architecture E. Building Materials (2) | Building materials shall be durable, require low maintenance, and relate a sense of quality and permanence. Frequent changes in materials shall be avoided. | The majority of the project is proposed to be finished in plaster and stone veneer. The garage is proposed to be a CMU wall. |
| Design Guidelines 6.24 Architecture E. Building Materials (3) | Inappropriate materials for exterior applications include: Plastics/plastic laminates; Asphalt shingles; Corrugated fiberglass, metal or plastic; Rock veneers or unrealistic imitation rock; Plywood or similar wood; Highly reflective materials; Unfinished concrete; and Unfinished metal, aluminum or similar material. | A stone veneer is proposed as well as a CMU wall for the garage. |
| Design Guidelines 6.24 Architecture F. Roofs (1) | Rooflines shall be segmented and varied within an overall horizontal context. Varying heights are encouraged | The proposed rooflines are segmented and varied. |
| Design Guidelines | Combinations of one, one-and-a-half, and | The proposed project has slight |

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| 6.24 Architecture F. Roofs (2) | two story units are encouraged to create variation and visual interest. | variations between four and five story elements |
| Design Guidelines 6.24 Architecture F. Roofs (3) | Use of vertical elements such as towers may be used to accent the predominant horizontal massing and provide visual interest. | The use of towers has not been proposed. |
| Design Guidelines 6.24 Architecture F. Roofs (4) | Full hipped or gabled roofs covering the entire building are preferred over mansard roofs and segments of pitched roofs applied at the building's edge. | Mansard roofs are not proposed and gabled roofs are proposed. |
| Design Guidelines 6.24 Architecture F. Roofs (5) | Roofs shall reflect a residential appearance through pitch and use of materials. | The roofs are pitched and use concrete tile shingles, which add a residential appearance. |
| Design Guidelines 6.24 Architecture G. Colors (1) | Color is an important element in establishing a structure's character and architectural style. The predominant color of the building and accessory structures shall be a muted, non-garish tone. | Beige and brown tones have been proposed, which meets this standard. |
| Design Guidelines 6.24 Architecture G. Colors (2) | Color shall be used as an important accent in the project's appearance. More than one predominant paint color is encouraged. Compatible accent colors shall be used to enhance important architectural elements and details. | Two predominant colors have been proposed for the apartments and a different color has been proposed for the garage. |
| Design Guidelines 6.24 Architecture G. Colors (3) | Bright or intense colors shall be used very sparingly, and shall typically be reserved for more refined or delicate detailing. | No bright colors are proposed. |
| Design Guidelines 6.24 Architecture G. Colors (4) | Materials such as brick and stone shall be left in their natural colors. | This standard has been met. |
| Design Guidelines 6.2.6 Landscaping A. Introduction (1) | Landscaped areas shall generally incorporate plantings utilizing a three-tier system: (1) grasses and ground covers, (2) shrubs and vines, and (3) trees. | A separate landscaping plan was not submitted, which would include this level of information. |
| Design Guidelines 6.2.6 Landscaping A. Introduction (2) | New landscaping shall complement existing landscape materials, location, and massing on adjacent established developments where appropriate. | A separate landscaping plan was not submitted, which would include this level of information. |
| Design Guidelines 6.2.6 Landscaping A. Introduction (3) | The following planting design concepts are encouraged within each project: Specimen trees (48 inch box or more) in informal groupings or rows at major focal points; Use of planting to create shadow and patterns against walls; Use of planting to soften building lines and emphasize the positive features of the site; Use of flowering vines on walls, arbors, or trellises; Trees to create canopy and shade, especially | A separate landscaping plan was not submitted, which would include this level of information. |

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| | in parking areas and passive open space areas; and Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc. | |
| Design Guidelines 6.2.6 Landscaping A. Introduction (4) | Landscaping around the building perimeter is encouraged. | The site plan shows landscaping around the building perimeter. |
| Design Guidelines 6.2.6 Landscaping A. Introduction (5) | Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces and the use of curbs. Concrete step areas shall be provided in landscape planters adjacent to parking spaces. | A separate landscaping plan was not submitted, which would include this level of information. |
| Design Guidelines 6.2.6 Landscaping A. Introduction (6) | Vines and climbing plants on powder-coated metal trellises and perimeter walls are encouraged | A separate landscaping plan was not submitted, which would include this level of information. The provided elevations do not show any trellises. |
| Design Guidelines 6.2.6 Landscaping A. Introduction (7) | Gravel, bark, or Astroturf is not allowed as a substitute for plant materials. | A separate landscaping plan was not submitted, which would include this level of information. |
| Design Guidelines 6.2.6 Landscaping A. Introduction (8) | Landscaping shall emphasize water-efficient plants. | A separate landscaping plan was not submitted, which would include this level of information. |
| Design Guidelines 6.2.6 Landscaping B. Landscaping at Site Entries and Entry Statements (1) | The vehicular entry zone shall be treated with special landscape elements that will give individual identity to the project (i.e. special paving, graphic signage, specialty lighting, specimen trees, flowering plants). | A main vehicular entry zone has not been detailed nor has a landscaping plan been submitted. |
| Design Guidelines 6.2.6 Landscaping B. Landscaping at Site Entries and Entry Statements (2) | Textured paving, stamped concrete or rough textured concrete may be used to delineate site entries. | The concrete material has not been called out on the provided plans. |
| Design Guidelines 6.2.6 Landscaping C. Landscaped Area Spacing and Size (1) | Plant materials shall be placed so that they do not interfere with the lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs shall not be planted under overhead lines or over underground utilities if their growth might interfere with such public utilities. Trees and large shrubs shall be placed as follows A minimum of 8 feet between the center of trees and the edge of the driveway, 6 feet from a water meter, gas meter, and sewer laterals. A minimum of 25 feet between the center of trees and the beginning of curb returns at intersections. | Planting and lighting plans have not been submitted for this project. Based on the submitted site plan, the trees will likely not meet these standards. |

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| | <p>A minimum of 15 feet between the center of trees and large shrubs to utility poles and street lights; and</p> <p>A minimum of 8 feet between the center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.</p> | |
| Design Guidelines 6.2.7 Walls and Fences A. | The design of walls and fences, as well as the materials used, shall be consistent with the color shall be compatible with the development and adjacent properties. Paint color used on fences shall be common colors readily purchased and kept readily available on the development's premises. | The colors and materials board calls out a black fence, which would match the balcony railings on the buildings. |
| Design Guidelines 6.2.7 Walls and Fences B. | Visually penetrable materials (e.g., wrought iron or tubular steel) shall be used in areas of high activity (i.e., pools, playgrounds) and areas adjacent to street frontage. | Wire fencing has been proposed, but details have not been provided. |
| Design Guidelines 6.2.7 Walls and Fences D. | Perimeter walls shall incorporate various textures, staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of perimeter walls. Chain link fencing is not permitted. | An existing wall separates the shopping center and neighboring residential development. This wall is proposed to stay. No new walls are proposed. A straight, non-staggered perimeter fence is proposed. |
| Design Guidelines 6.2.7 Walls and Fences G. | Long continuous perimeter walls are discouraged. Perimeter walls shall incorporate wall inserts and or decorative columns or pilasters to provide relief. The maximum unbroken length of a perimeter wall shall be 100 feet | An existing wall separates the shopping center and neighboring residential development. This wall is proposed to stay. No new walls are proposed. |
| Design Guidelines 6.2.7 Walls and Fences H. | The colors, materials and appearance of walls and fences shall complement the architecture of the buildings. Fencing, where screening is not specifically required, shall be of decorative iron or similar material. | Wire fencing has been proposed, but details have not been provided. |
| Design Guidelines 6.2.8 Multi Family Storage A. | Adequate private storage space shall be provided for all multi-family units | The project plans do not show any lockable storage spaces for the occupants of the dwelling units. |
| Design Guidelines 6.2.8 Multi Family Storage B. | A minimum of 250 cu feet of lockable, enclosed storage space shall be located in a garage, carport, storage building or in an enclosed storage space that is accessed from the rear of the unit. Exterior closets on balconies may also be used if not visible from the public right of way | The project plans do not show any lockable storage spaces for the occupants of the dwelling units. The proposed 308 dwelling units would require 77,000 cubic feet of storage space to comply with this requirement. |
| Design Guidelines 6.2.8 Multi Family Storage C. | Multi-family storage must be in addition to designated utility area. | The project plans do not show any lockable storage spaces for the occupants of the dwelling units. |
| 6.2.9 Trash and Storage | Trash enclosures shall be sized to | The trash enclosures appear |

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| Facilities E. | accommodate both recycling and trash containers. | undersized, but would need to be verified by Republic Services. |
| Design Guidelines 6.2.10 Community Facilities and Open Space A. | Residents of housing projects shall have access to community facilities and useable open space, whether common or private, for recreation and social activities. | Open space areas have been proposed. |
| Design Guidelines 6.2.10 Community Facilities and Open Space B. | All support buildings within multi-family residential projects (i.e., laundry facilities, recreation buildings, and sales/lease offices) shall be compatible in architectural design with the rest of the complex. | The design of the clubhouse uses a different roof design and architectural details than the main buildings. |
| Design Guidelines 6.2.10 Community Facilities and Open Space C. | The design and orientation of open space areas shall be sheltered from the noise and traffic of adjacent streets or other incompatible uses. | The proposed open spaces areas are generally sheltered by the buildings. |
| Design Guidelines 6.2.10 Community Facilities and Open Space D. | Buildings shall be oriented to create courtyards and open space areas, thus increasing the area's aesthetic appeal. Community features such as plazas, interactive water features, and community gardens shall be included whenever possible. | Courtyards are provided, but water features and community gardens are not proposed. |
| Design Guidelines 6.2.10 Community Facilities and Open Space E. | Community facilities and open spaces shall be conveniently located for the majority of units. | The courtyards are at the center of the project, but the plans do not show convenient access to the courtyards. |
| Design Guidelines 6.2.10 Community Facilities and Open Space F. | Open space areas shall take advantage of prevailing breezes and direction of the sun to provide natural lighting and ventilation for open spaces. | The main courtyard of the project would be oriented on a north-south axis, which may provide consistent light throughout the day. |
| Design Guidelines 6.2.10 Community Facilities and Open Space G. | Community facilities and open spaces shall be contiguous to the units they serve and be screened from public view. | The open spaces would be generally screened by the buildings, but the fire lane in the center of the courtyard would allow the public to view into the courtyard. |
| Design Guidelines 6.2.10 Community Facilities and Open Space H. | Children's play areas shall be visible from as many units as possible. | A play area has not been proposed. |
| Design Guidelines 6.2.10 Community Facilities and Open Space I. | In large developments, separate, but not necessarily segregated, play areas or informal outdoor spaces shall be provided for different age groups for safety reasons. Small developments may combine play areas (e.g., a tot lot incorporated into a larger activity area for older children). | Play areas have not been proposed. |
| Design Guidelines 6.2.10 Community Facilities and Open Space J. | Seating areas shall be provided in areas where adults can supervise children's play and also where school-age children can sit. Seating location shall consider comfort factors, including sun orientation, shade, | Seating areas have not been proposed. |

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| | and wind. | |
| Design Guidelines 6.2.10 Community Facilities and Open Space K. | Mailboxes shall be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety. | Each garage has four mailbox locations, which will total eight mailbox locations for the entire project. The mailboxes are proposed next to the stairwells, but not in a separate mail room. |

ATTACHMENT “E”

Print

Antioch, CA Code of Ordinances

ARTICLE 7: MULTI-FAMILY RESIDENTIAL DEVELOPMENT STANDARDS

§ 9-5.701 PURPOSE.

The purpose of this article is to promote high-quality design and provide a pleasant residential environment within the context of higher-density development; ensure the provision of amenities for residents of multi-family developments; foster pedestrian access; and create visually attractive street frontages that offer architectural and landscape interest.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.702 APPLICABILITY.

The standards of this article apply to multi-family dwellings in any district in which they are permitted or conditionally permitted.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.703 TRANSITION REQUIREMENTS ADJACENT TO SINGLE-FAMILY RESIDENTIAL.

Wherever a multi-family residential dwelling is located on a lot that directly abuts any lot developed with an existing single-family detached dwelling that is a conforming use or any lot that is zoned RR, RE, R-4, or R-6, the following standards shall apply to the multi-family development.

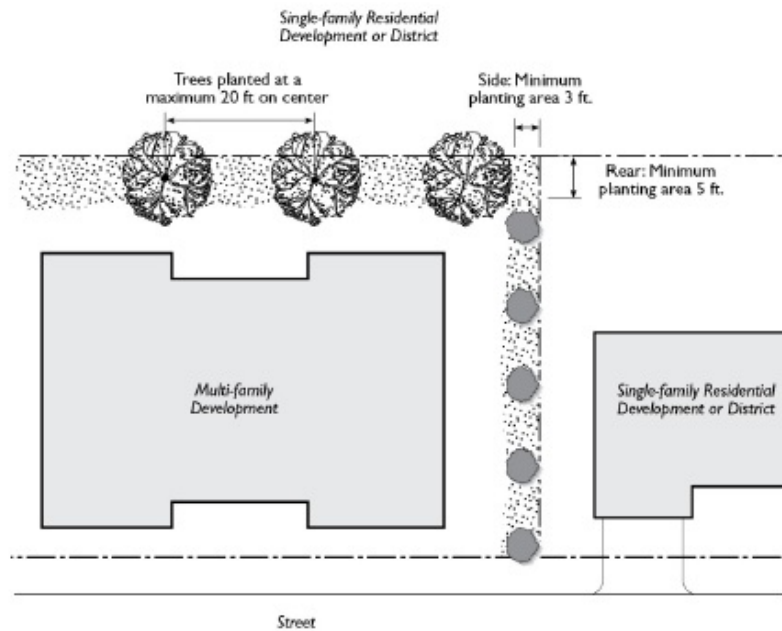
(A) *Rear setbacks.* Notwithstanding the requirements of the Height, Area, and Setbacks Table of § 9-5.601, a minimum rear setback of 20 feet is required. For existing substandard lots, a modification to or waiver of the minimum 20-foot setback requirement may be requested, subject to provisions of § 9-5.709 and design review.

(B) *Landscape buffers.* Interior side and rear setbacks that abut single-family residential development or a single-family district shall include the following landscaped areas. These landscaped areas shall be measured from the property line and are included within, and are not additional to, the minimum setbacks required by Table TBD.

(1) A landscaped area at least three feet in depth shall be provided along any interior side property line.

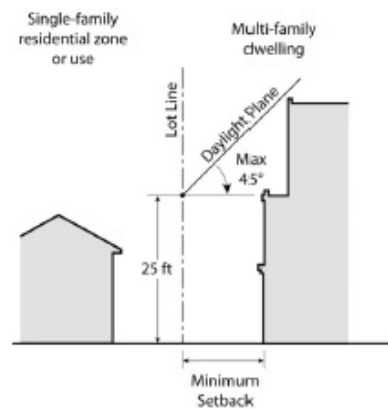
(2) At least 50% of the rear setback shall be a landscaped area at least five feet in depth. Within this landscaped area, trees shall be planted at a maximum distance of 20 feet on center (measured parallel to the rear lot line).

Figure 9-5.703(B): Landscape Buffers



(C) *Required daylight plane.* No portion of the building volume shall encroach into a daylight plane starting at a point that is 25 feet above the property line abutting any adjacent lot with a single-family residential use or zone and sloping upward at a 45-degree angle toward the interior of the lot.

Figure 9-5.703(C): Required Daylight Plane



(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.704 BUILDING FORM.

(A) *Building entries.*

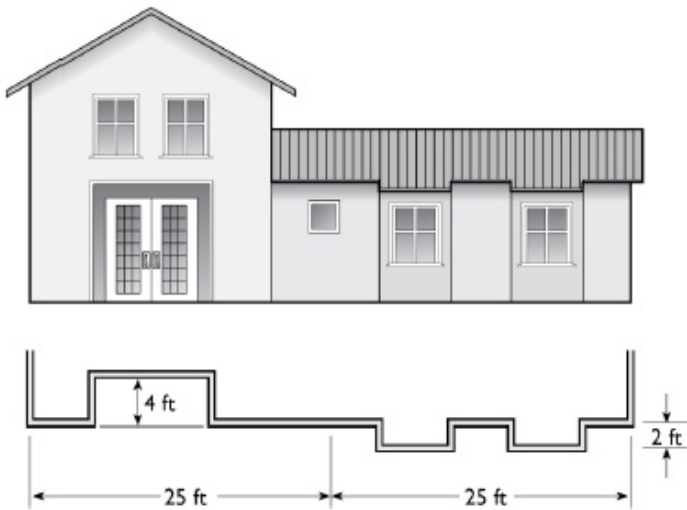
(1) *Orientation.* All units located along public rights-of-way must have a principal entrance that fronts on and is oriented to face the right-of-way. Such entrance shall be clearly visible from the street and shall be connected via pedestrian walkways to the public sidewalk. Exceptions to this requirement may be approved for projects located on arterial streets that carry high traffic volumes and/or streets that do not

allow on-street parking. In such cases, a project may be oriented around courtyards with principal entrances facing the courtyards.

(2) *Entry features.* Building entrances must have a roofed projection (e.g., porch) or recess. Such entry features shall have a minimum depth of five feet, measured perpendicular to the façade on which they are located. Entries that serve a single unit shall have a minimum area of 40 square feet while those that serve two or more units shall have a minimum area of 100 square feet.

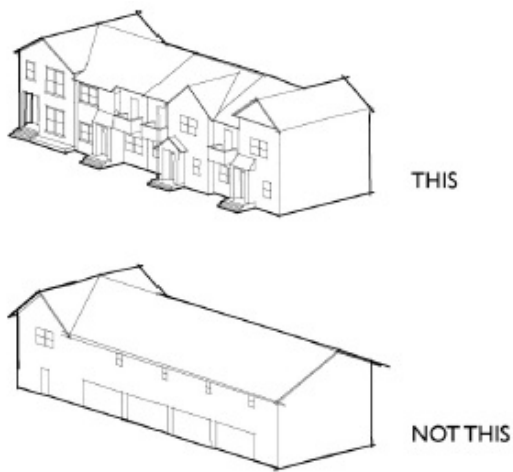
(B) *Façade articulation.* All street-facing façades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 25 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height.

Figure 9-5.704(B): Façade Articulation



(C) *Roof forms.* Variable roof forms shall be incorporated into the building design, and no more than two side-by-side units may be covered by one unarticulated roof. Variation may be accomplished by changing the roof height, offsets, and direction of slope, and by including elements such as dormers.

Figure 9-5.704(C): Roof Forms



(D) *Window design.*

(1) *Relief*. All windows shall either be recessed or surrounded by trim at least four inches in width and two inches in depth.

(2) *Shade features*. At least 20% of all windows on each building shall have exterior sun shades, such as roof overhangs (eaves), awnings, or louvered sunshades.

(Ord. 2089-C-S, passed 6-24-14)

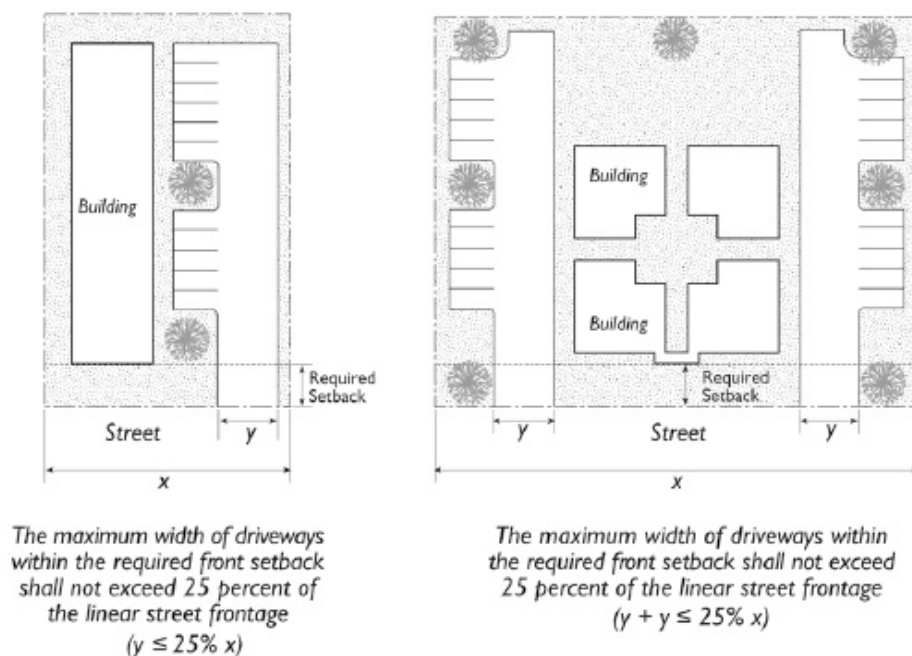
§ 9-5.705 SITE DESIGN FOR PARKING, CIRCULATION, AND ACCESS.

Multi-family dwelling projects shall comply with the regulations of Article 17, Required Parking, as well as the standards of this section.

(A) *Parking location and frontage.*

(1) *Maximum width*. The maximum width of parking area within the required front setback, including driveways, open parking, carports, and garages, but excluding underground parking and parking located behind buildings, may not exceed 25% of the linear street frontage.

Figure 9-5.705(A)(1): Maximum Parking Area Frontage



(2) *Parking location*. Parking facilities shall be located according to one or more of the alternatives listed below. This locational requirement applies to parking for both residents and guests, as well as any parking that exceeds the required minimum. In all cases, the requirements of § 9-5.1703.1, Off-Street Parking Requirements by Use, which establishes the number of required parking spaces and number of covered spaces per unit, must be met. Parking shall be provided in one of the following locations or in a combination of the following locations:

(a) Covered and enclosed parking within a detached garage located to the rear of the residential building in relation to the public street. Such garage may front an alley that is internal to the project. Any garage door visible to any street shall be recessed at least six inches from the surrounding building wall and shall be surrounded by trim of at least two inches in depth.

(b) Covered and enclosed parking integrated into the residential building, in which garage doors are located on the side or rear of the building and not facing a street. For the purposes of this regulation, doors

shall be considered not to face a public street if they are oriented 45 degrees or more from parallel with the street.

(c) Covered and enclosed parking integrated into the residential building with garage doors facing or within 45 degrees of parallel with the street. Such garages shall comply with the following standards:

1. *Maximum width.* Garages shall not exceed 50% of the overall width of the building façade of which they are a part. For the purposes of this requirement, garage width is considered the internal width of that portion of a building facade that is backed by a garage space. This dimension is measured from midpoint to midpoint of any enclosing walls that are perpendicular to the garage door or entry.

2. *Setback/recess.* Garages shall conform to one of the following setback standards:

- a. Garages shall be located at least five feet behind the primary wall of the dwelling. For the purposes of this regulation, "primary wall" shall consist of any wall at least ten feet in width and one story in height. Garage doors shall be recessed at least six inches from the surrounding wall.

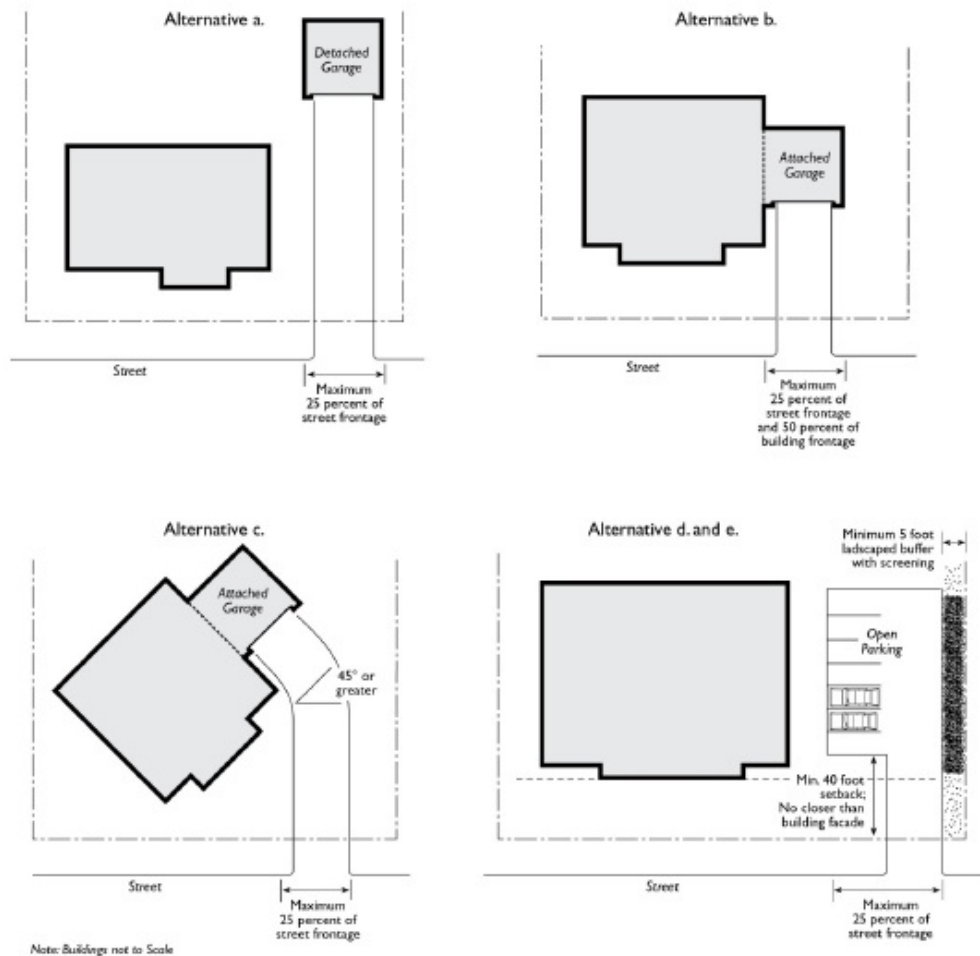
- b. Garage space located below living space may be set back the same distance as the remainder of the building façade. Garage doors shall be recessed at least six inches from the surrounding wall.

- c. *Detailing.* Trim of at least two-inch depth shall be provided surrounding garage doors.

- (d) Open parking or carports located to the rear of buildings in relation to the street. Such parking facilities must be set back at least 40 feet from any adjacent street, and landscaped according to the standards of § 9-5.1716, Parking Lot Landscaping; Design Standards. The setback area shall include a landscaped buffer at least five feet in depth (measured perpendicular to the interior lot line) adjacent to any other lot. Parking areas shall be screened from adjacent lots with a solid fence, wall, or dense hedge at least five feet in height.

- (e) *Open parking located to the side of buildings.* Such parking must be set back at least 40 feet from any adjacent street or no closer to the street than the front façade of the residential building, whichever is greater. The setback area shall be landscaped according to the standards of § 9-5.1716, Parking Lot Landscaping; Design Standards. The setback area shall include a landscaped buffer at least five feet in depth (measured perpendicular to the interior lot line) adjacent to any other lot. Parking areas shall be screened from adjacent lots with a solid fence, wall, or dense hedge at least five feet in height. Parking area setbacks on corner lots may be modified by the Zoning Administrator when deemed necessary in order to provide adequate visibility for traffic safety.

Figure 9-5.705(A)(2): Parking Location Alternatives



(B) *Driveways-number and width.* For lots 75 feet wide or less, a maximum of one driveway per lot is permitted. For lots greater than 75 feet in width, additional driveways are permitted but shall be spaced at least 75 feet apart. No driveway shall exceed 20 feet in width at any property line abutting a street or one-half of the width of the street frontage of the lot, whichever is less.

(C) *Pedestrian access.*

(1) *Connection to public sidewalks.* Every multiple-family dwelling shall have a walkway connecting the main building entry to the public sidewalk in the right-of-way on each street frontage. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall have an unobstructed width of at least four feet, and shall be of concrete, decorative pavers, or other durable, all-weather surface.

(2) *Connection to parking areas.* Every multiple-family dwelling shall have a walkway between a building entry and the parking area for the units served by it. The walkway shall be physically separated from any driveway or off-street parking space by a landscaped buffer with a minimum width of two feet. The walkway shall be at least four feet wide, and shall be of a durable, all-weather surface.

(3) *Connection to open space, recreation facilities, and public parks.* Walkways shall be provided that connect building entries for the units served to any common usable open space or recreational facilities on site or to any public park facilities located on an adjacent lot.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.706 USABLE OPEN SPACE.

Usable open space to serve multi-family residential dwelling units shall be provided and maintained in compliance with the following table and the requirements of this section.

| Table 9-5.706: Minimum Required Usable Open Space | | |
|--|------------------|-----------------------------------|
| | R-10 Zone | R-20, R-25, and R-35 Zones |
| Total Usable Open Space per Unit (sq. ft.) | 250 | 200 |
| Minimum Private Open Space per Unit (sq. ft.) | 70 | 60 |

(A) *Required area and type of open space - multi-family dwellings.* All multi-family residential developments shall be provided the minimum private open space area and minimum total open space area stated in Table 9-5.706, according to the number of units in the development. Once the minimum private open space requirement has been met, the remainder of the required total open space for the development may be provided 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 that meets the standards of division (D) of this section below.

(B) *Usability.* A surface shall be provided that allows convenient use for residents' outdoor living and/or recreation activities. Such surface shall be any practicable combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. The slope shall not exceed 10%. Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space. Open space on a roof or deck shall include safety railings or other protective devices that meet but do not exceed the minimum height required by the Antioch Building Code.

(C) *Design standards - private open space.*

(1) *Accessibility.* Private usable open space shall be accessible to only one living unit by a doorway or doorways to a habitable room or hallway of the unit.

(2) *Minimum dimensions.* Private usable open space located on the ground level (e.g., yards, decks, patios) shall have no horizontal dimension less than ten feet. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet.

(3) *Openness.* There shall be no obstructions over ground-level space except for devices to enhance the usability of the space. Above ground-level space shall have at least one exterior side open and unobstructed for at least eight feet above floor level, except for incidental railings and balustrades. No more than 50% of the ground-level space may be covered by a private balcony projecting from a higher floor.

(4) *Enclosure.* Ground-level space shall be screened from abutting lots, streets, alleys, and paths, from abutting private ways, and from other areas on the same lot by a building wall, by dense landscaping not less than five and one-half feet high and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall not less than five and one-half feet high, subject to the standards for required landscaping and screening in Chapter TBD. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if there is no building located opposite and within 50 feet of the screening.

(D) *Design standards - common open space.*

(1) *Accessibility.* Common usable open space shall be accessible to all the dwelling units on the lot.

(2) *Rooftops.* No more than 20% of the total area counted as common open space may be provided on a roof.

(3) *Facilities.* Common areas may consist of open landscaped areas and gardens, natural areas with trails, patios, swimming pools, picnic and barbeque areas, playgrounds, community gardens, or other such improvements as are appropriate to enhance the outdoor environment of the development. Required components are as follows:

(a) *Seating.* Common usable open space shall include seating.

(b) *Play areas.* Developments that include 15 or more units of at least one bedroom or more must include children's play areas and play structures. This requirement does not apply to senior housing developments.

(4) *Openness and buildings.* There shall be no obstructions above the open space except for devices to enhance the usability of the space. Buildings and roofed structures with recreational functions (e.g., pool houses, recreation centers, gazebos) may occupy up to 20% of the area counted as common open space.

(5) *Minimum dimensions.* Common usable open space located on the ground level shall have no horizontal dimension less than 20 feet. If such ground-level open space is located within ten feet of a building façade, the minimum dimension shall be no less than the height of the adjacent building. Common upper-story decks shall have no dimension less than ten feet. Roof decks shall have no horizontal dimension less than 15 feet.

(6) *Visibility.* At least one side of the common open space shall border residential buildings with transparent windows and/or entryways.

(7) *Pedestrian pathways.* Pedestrian walkways shall connect the common open space to a public right-of-way or building entrance.

(8) *Enclosure.* Common usable open space that is designed as a children's play area or is likely to be used by children shall be screened from abutting streets by dense landscaping up to five and one-half feet high and not less than three feet wide, or by a solid or grille, lumber or masonry fence or wall up to five and one-half feet high, subject to the standards for required landscaping and screening in Chapter TBD. Screening may be reduced to three and one-half feet in height to avoid interfering with a beneficial outward and open orientation or view if the play area is not located on an arterial or collector street and if there is no building located opposite and within 50 feet of the screening.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.707 STORAGE SPACE.

Each unit in a multi-family dwelling shall be provided with a separate, enclosed, lockable storage space reserved for the occupants of the dwelling unit. Such storage space shall be located in a garage, storage building, or enclosed individual storage space. Each storage space shall be at least 250 cubic feet in volume and shall have no interior dimension less than four feet.

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.708 LANDSCAPING.

In addition to the standards of Article 10, Landscaping and Irrigation, and the Water-Efficient Landscape Ordinance, multi-family dwellings shall comply with the following standards:

(A) *Minimum landscaped area.* A minimum of 25% of any building site shall be landscaped.

(B) *Landscaping of front yards.* All portions of required front yards, except those areas occupied by pedestrian or vehicular access ways, shall be landscaped.

(C) *Materials.* Landscaping shall include plant materials of varying height and may incorporate a combination of groundcovers, shrubs, vines, trees, and garden areas. Landscaping may also include incidental features such as stepping stones, benches, fountains, sculptures, decorative stones, or other ornamental features, placed within a landscaped setting.

(1) *Ground cover materials.* Ground cover shall be of live plant material. Pervious non-plant materials such as permeable paving, gravel, colored rock, cinder, bark, and similar materials shall not cover more than 10% of the required landscape area. Mulch must be confined to areas underneath shrubs and trees and is not a substitute for ground cover plants.

(2) *Size and spacing.* Plants shall be of the following size and spacing at the time of installation:

(a) *Ground covers.* Ground cover plants other than grasses must be at least four-inch pot size. Areas planted in ground cover plants other than grass seed or sod must be planted at a rate of at least one per 12 inches on center.

(b) *Shrubs.* Shrubs shall be a minimum size of one gallon.

(c) *Trees.* Trees shall be a minimum of 15 gallons in size with a one-inch diameter at breast height (dbh). Specimen trees of 36-inch or greater box size are encouraged. At least one specimen tree with a 24-inch or larger box size shall be planted in the landscaped area of the front setback. Trees (center of trees) shall be located a minimum of six feet from water meters, gas meters and sewer laterals; eight feet from any driveway, fire hydrant, fire sprinkler, or standpole connection; and 15 feet from any curb return at an intersection, utility pole, or street light.

(D) *Tree protection.* Newly planted trees shall be supported with double stakes or guy wires. Root barriers shall be required for any tree placed within ten feet of pavement. (See also § 9-5.1210, Regulations on Tree Locations, and § 9-5.1208, Definition of Restricted Trees.)

(Ord. 2089-C-S, passed 6-24-14)

§ 9-5.709 PROCEDURES.

The Planning Commission may allow modifications to the dimensional requirements, design standards, and other requirements of this article when so doing is consistent with the purposes of the General Plan and the district and would, because of practical difficulties, topography, and similar physical conditions, result in better design, environmental protection, and land use planning. The Zoning Administrator may review and approve modifications that are requested because a lot is substandard. All other modifications shall require Planning Commission approval. All modifications under this section shall be processed as use permits pursuant to the procedures of Article 27 of this Code.

(A) *Required findings for approval.* In addition to any findings required by § 9-5.2703 of this Code, the Administrator or the Planning Commission may only approve a modification to the requirements of this article based on the following findings:

(1) The project is consistent with the General Plan and any applicable area or specific plan.

(2) The modification meets the intent and purpose of the applicable zone district and is in substantial compliance with the district regulations.

(3) The modification is necessary due to the physical characteristics of the property and the proposed use or structure or other circumstances, including, but not limited to, topography, noise exposure, irregular

property boundaries, or other unusual circumstance including the architectural or historical significance of the structure, and building or site features that will demonstrably reduce use of nonrenewable energy resources or greenhouse gas emissions.

(4) There are no alternatives to the requested modification that could provide an equivalent level of benefit to the applicant with less potential detriment to surrounding owners and occupants or to the general public.

(5) The granting of the requested modification will not be detrimental to the health or safety of the public or the occupants of the property or result in a change in land use or density that would be inconsistent with the requirements of this chapter.

(6) If the modification is requested because it will result in superior or more sustainable design, the review authority must also make the following findings:

(a) The proposed design is of superior quality or is intended to incorporate features that would demonstrably reduce use of nonrenewable energy resources or greenhouse gas emissions;

(b) The structure is an existing residential building and the alteration or addition is intended to increase the habitability and function of the structure, is compatible with the existing neighborhood character, will not substantially interfere with the privacy, sunlight, or air available to neighboring residential uses; and

(c) The proposed design has been reviewed and approved pursuant to Article 26: Design Review Duties and Responsibilities, of this chapter.

(B) *Conditions of approval.* In approving a modification, the Planning Commission may impose reasonable conditions deemed necessary to:

(1) Ensure that the proposal conforms in all significant respects with the General Plan and with any other applicable plans or policies adopted by the City Council;

(2) Achieve the general purposes of this chapter or the specific purposes of the zoning district in which the project is located;

(3) Achieve the findings for a modification granted; or

(4) Mitigate any potentially significant impacts identified as a result of review conducted in compliance with the California Environmental Quality Act.

(C) *Appeals, expiration, extensions, and modifications.*

(1) *Appeals.* The applicant or any other aggrieved party may appeal a decision on a modification in the same manner as a use permit as provided for in Article 27, Design Review, Use Permits, Administrative Use Permits and Variances.

(2) *Expiration, extensions, and modifications.* Modifications granted under this chapter are effective and may only be extended or modified as provided for in Article 27.

(D) *Applicability.* These procedures are not applicable to a project that is entitled to a density bonus concession or waiver pursuant to Article 34, Senior Housing Overlay District, or Article 35, Density Bonus Program, of this Code and may not be used to approve an increase in maximum density or reduction in required parking or to approve a use that is not permitted on the site proposed for development.

(Ord. 2089-C-S, passed 6-24-14)

ATTACHMENT “F”

6.2 multi-family residential

6.2.1 Introduction

The multi-family design guidelines are intended to foster quality developments and to provide a pleasant residential environment within the context of higher density. Multi-family buildings in Antioch shall contribute to the sense of community by carefully relating to the scale and form of adjacent properties, and by designing street frontages that create architectural and landscape interest for the pedestrian and neighboring residents. As defined for purposes of this section, multi-family includes all “attached” dwelling units, including townhouses and apartment complexes.

6.2.2 Design objectives

The design guidelines for multi-family developments are based on the following objectives.

- A.** Establish distinctive multi-family residential architectural designs that support high quality development.
- B.** Provide attractive, functional, and convenient site arrangements.
- C.** Identify landscape materials and designs that enhance the appearance of multi-family housing developments and contribute to the overall quality of the community.
- D.** Provide amenities appropriate for different age groups of multi-family residential developments as appropriate.
- E.** Use crime prevention techniques to enhance safety and security within multi-family residential developments such as:

- Avoid long, dead-end drive aisles.
- Off-street parking shall be located interior to the site, and be designed to minimize visual disruption of the overall project design.
- Pathway lighting is a safety feature and shall be used to light all pathways and open areas including pathways from the parking lot to the building's entrance.
- No parking shall be located between a building and a public street.



Figure 6.2.1 The design of this project allows residents to monitor the courtyard

6.2.3 Site Planning

A. Building Siting and Massing

1. Views, particularly of the San Joaquin River and Mount Diablo, mature trees, and similar natural amenities unique to the site shall be preserved and incorporated into development proposals whenever possible.
2. Clustering of multi-family units shall be a consistent site-planning element. Large projects shall be broken up into groups of structures.
3. Buildings shall be generally oriented



to the street with varying setbacks to provide visual interest and varying shadow patterns.

4. Developments shall relate directly to the adjacent street, and present an attractive and interesting facade to passersby as in figure 6.2.2.



Figure 6.2.2 These townhouses are oriented to the street

5. Buildings shall be oriented to promote privacy to the greatest extent possible.
6. Multi-family residential development shall respect existing development in the immediate area.

B. Circulation

1. Principal vehicular access into multi-family projects shall be through an entry drive.
2. All site entrances shall be visible from a public street and well lighted.
3. The main site entry design shall incorporate patterned or colored concrete.
4. Special accents, such as monument, public art, ornamental features, decoration, special textured paving,

flowering accents, walls, shrubs, and the use of specimen trees, shall be used to generate visual interest at entries.



Figure 6.2.3 An entry sign located at the project entrance is an integral part of a wayfinding system

5. Entry drives shall have sidewalks on both sides.
6. All entry drive locations shall be coordinated with existing or planned median openings.
7. Where possible, all multi-family projects shall incorporate pedestrian connections to adjoining residential, commercial projects, and other compatible land use facilities.
8. Cross circulation between vehicles and pedestrians shall be minimized. A continuous, clearly marked walkway shall be provided from the parking areas to main entrances of buildings.
9. Walkways shall be located to minimize the impact of pedestrians on the privacy of nearby residences or private open space. Avoid siting a walkway directly against a building. A landscaped planting area between

walkways and building facades is strongly encouraged.



Figure 6.2.4 a front walkway landscaped so it does not impact the privacy of residents

C. Parking

1. Multi-family parking areas shall be divided into a series of connected smaller parking courts.
2. Parking areas shall be located within the development's interior and not along street frontages. Carports and tuck-under parking shall not be visible from a public street.
3. Adverse visual impacts of parking areas and garages on the residential character of the street, including blank walls, garage doors, parking facilities, and driveway openings along street frontages, shall be minimized.
4. Carports, detached garages, and accessory structures shall be designed as an integral part of the architecture of projects. They shall be similar in material, color, and detail to the principal buildings of a development. Prefabricated metal carports are prohibited.
5. Parking courts shall be treated as an

important public space whose character is clearly and coherently delineated by landscaping, lighting, building massing, and pedestrian/vehicular circulation.



Figure 6.2.5 A well-designed parking court that incorporates landscaping into the circulation pattern

6. Where garages are utilized, garage doors shall not appear flush with the exterior wall.

6.2.4 Architecture

A. Character Defining Elements

1. While there is no required architectural "style" for multi-family residential structures in Antioch, regional styles such as Craftsman, Spanish Colonial Revival, Mission Revival, and Victorian are encouraged. The primary focus shall be on constructing a high-quality residential environment.
2. Architectural elements such as bays, bay windows, recessed or projecting balconies, verandas, balconies, porches and other elements that add visual interest, scale and character to



the neighborhood are encouraged.



Figure 6.2.6 Balconies can be used to effectively break up the building facade

B. Building Height, Scale and Articulation

1. The maximum number of attached units per building shall be 8. Buildings with 3, 4, 5, and 6 units per structure shall be mixed throughout the project.



Figure 6.2.7 A tri-plex uses changes in color and facade to create the appearance of different buildings

2. Building heights shall be varied to give the appearance of a collection of smaller structures.
3. In some cases, upper stories shall be stepped back to reduce the scale of facades that face the street, common space, and adjacent residential structures.
4. Buildings containing 3 or more attached dwellings in a row shall incorporate at least one of the following:
 - a. Each dwelling unit shall have at least one architectural projection not less than 2 feet from the wall plane and not less than 8 feet wide.



Figure 6.2.8 Modern designs incorporate a variety of projections to vary the facade

- b. Projections shall extend the full height of single story buildings, at least one-half the height of two-story buildings, and two-thirds the height of a three-story building; or

- c. A change in wall plane of at least 3 feet for at least 12 feet for each two units.



Figure 6.2.xx Projections and wall plane changes 9 to the style, create interest and break up the monotony of a multi-family structure

5. The perceived height and bulk of multi-story buildings shall be reduced by dividing the building mass into smaller-scale components and adding details such as projecting eaves, dormers and balconies. The use of awnings, moldings, pilasters and comparable architectural embellishments are also encouraged.



Figure 6.2.10 An example of a dormer window

6. All building elevations shall be considered in the evaluation of any new construction, additions or alterations. Side and rear views of a building shall not be minimized because of their orientation away from the public right-of-way. The same or compatible design features shall be continued or repeated upon all elevations of a building.
7. Arcades and other types of overhangs shall be used to provide human scale to the interface between the facade and sidewalk.
8. Building facades that enclose stairwells shall include residential-type windows to reduce the visual bulk of the stairwell and enhance safety. Building facades enclosing elevator shafts shall use architectural treatments to reduce visual mass.
9. All mechanical equipment, whether mounted on the roof or the ground, shall either be suitably screened or placed in locations that are not viewed from residences, common areas, or the street. All screening devices shall be compatible with the architecture and color of the adjacent buildings.

C. Entryways

1. Courtyard doors or gates used at multifamily building entries shall be attractively designed as an important architectural feature of the building or complex.
2. Strongly delineate the separation between public and private space with paving, building materials, grade separations, or with physical barriers



such as landscaping, fences, walls, screens, or building enclosures.



Figure 6.2.11 A courtyard gate complements the theme of the complex

- Each entry to a dwelling unit shall be emphasized and differentiated through architectural elements such as porches, stoops, roof canopies, and detailing. Opportunities shall be provided for residents to personalize their entry by providing ground level space or a wide ledge for potted plants.

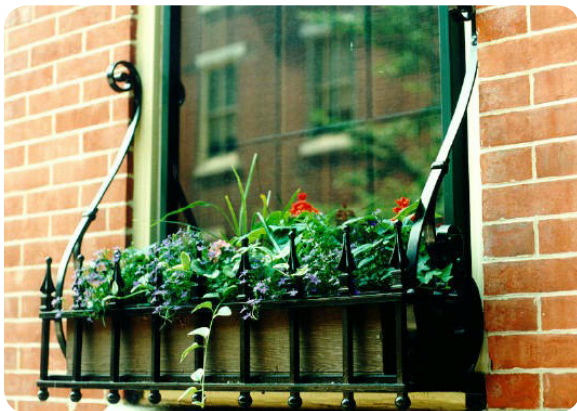


Figure 6.2.12 Individual dwelling units can be personalized through planters

D. Stairways

- Not more than four second floor dwelling units shall be served by a single flight of exterior stairs. Where appropriate for the architectural style, the stairway design shall be open to allow views for natural surveillance.
- Stairways shall be constructed of durable material that is compatible with the design of the primary structure. Prefabricated metal stairs are strongly discouraged but may be considered on a case by case basis.



Figure 6.2.13 stairs should be integral to the architecture of the structure

E. Building Materials

- The development's dwelling units, community facilities, and parking structures shall be unified by a consistent use of building materials, textures, and colors. Exterior columns or supports for site elements, such as trellises and

porches, shall utilize materials and colors that are compatible with the entire project.



Figure 6.2.14 This project has variety while maintaining similar building materials, textures, and colors

2. Building materials shall be durable, require low maintenance, and relate a sense of quality and permanence. Frequent changes in materials shall be avoided.
3. Inappropriate materials for exterior applications include:
 - a. Plastics/plastic laminates;
 - b. Asphalt shingles;
 - c. Corrugated fiberglass, metal or plastic;
 - d. Rock veneers or unrealistic imitation rock;
 - e. Plywood or similar wood;
 - f. Highly reflective materials;
 - g. Unfinished concrete; and
 - h. Unfinished metal, aluminum or similar material.

F. Roofs

1. Rooflines shall be segmented and varied within an overall horizontal context. Varying heights are encouraged.



Figure 6.2.15 An example of variation in rooflines for interest

2. Combinations of one, one-and-a-half, and two story units are encouraged to create variation and visual interest.
3. Use of vertical elements such as towers may be used to accent the predominant horizontal massing and provide visual interest.
4. Full hipped or gabled roofs covering the entire building are preferred over mansard roofs and segments of pitched roofs applied at the building's edge.
5. Roofs shall reflect a residential appearance through pitch and use of materials.
6. Roof pitch for a porch may be slightly lower than that of the main building.
7. Carport roofs visible from buildings or streets shall incorporate roof slope and materials to match adjacent buildings. Flat carport roofs are prohibited.



G. Colors

1. Color is an important element in establishing a structure's character and architectural style. The predominant color of the building and accessory structures shall be a muted, non-garish tone.
2. Color shall be used as an important accent in the project's appearance. More than one predominant paint color is encouraged. Compatible accent colors shall be used to enhance important architectural elements and details.
3. Bright or intense colors shall be used very sparingly, and shall typically be reserved for more refined or delicate detailing.
4. Materials such as brick and stone shall be left in their natural colors.



Figure 6.2.16 The stone on this building retains its natural color and complements the colors of the structure

6.2.6 Landscaping

A. Introduction

Landscaping for multi-family projects can be used to define and accent specific areas (e.g., building entrances, parking lots), define the

edges of various land uses, provide a transition between neighboring properties (buffering), and screen storage areas. Landscaping shall be used as a unifying element within a project and to ensure compatibility with surrounding projects.



Figure 6.2.17 Landscaping within a multi-family project adds color and interest

1. Landscaped areas shall generally incorporate plantings utilizing a three-tier system: (1) grasses and ground covers, (2) shrubs and vines, and (3) trees.
2. New landscaping shall complement existing landscape materials, location, and massing on adjacent established developments where appropriate.
3. The following planting design concepts are encouraged within each project:
 - a. Specimen trees (48 inch box or more) in informal groupings or rows at major focal points;
 - b. Use of planting to create shadow and patterns against walls;
 - c. Use of planting to soften building lines and emphasize the positive features of the site;

- d. Use of flowering vines on walls, arbors, or trellises;



Figure 6.2.18 An example of vines on a trellis

- e. Trees to create canopy and shade, especially in parking areas and passive open space areas; and
 - f. Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.
4. Landscaping around the building perimeter is encouraged.
 5. Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces and the use of curbs. Concrete step areas shall be provided in landscape planters adjacent to

parking spaces.

6. Vines and climbing plants on powder-coated metal trellises and perimeter walls are encouraged.
7. Gravel, bark, or Astroturf is not allowed as a substitute for plant materials.
8. Landscaping shall emphasize water-efficient plants.

B. Landscaping at Site Entries and Entry Statements

Vehicular entries provide a good opportunity to introduce and identify multi-family projects. The vehicular entry zone in a multi-family development is the area between the public street and the project's internal circulation system.



Figure 6.2.19 Plants, paving, and structures welcome residents and visitors into this project

1. The vehicular entry zone shall be treated with special landscape elements that will give individual identity to the project (i.e. special paving, graphic signage, specialty lighting, specimen trees, flowering plants).



2. Textured paving, stamped concrete or rough textured concrete may be used to delineate site entries.

C. Landscaped Area Spacing and Size

1. Plant materials shall be placed so that they do not interfere with the lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs shall not be planted under overhead lines or over underground utilities if their growth might interfere with such public utilities. Trees and large shrubs shall be placed as follows:



Figure 6.2.20 The landscaping here still allows the light to work effectively

- a. A minimum of 8 feet between the center of trees and the edge of the driveway, 6 feet from a water meter, gas meter, and sewer laterals.
- b. A minimum of 25 feet between the center of trees and the beginning of curb returns at intersections.
- c. A minimum of 15 feet between the center of trees and large shrubs to utility poles and street lights; and

- d. A minimum of 8 feet between the center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.

D. Plant Maintenance and Irrigation

1. All young trees shall be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed within 10 feet of pavement or other situations where roots could disrupt adjacent paving/curb surfaces.
2. Automatic sprinkler controllers shall be installed to ensure that landscaped areas will be watered properly. Backflow preventors and anti-siphon valves shall be provided in accordance with current codes.
3. Sprinkler heads and risers shall be protected from car bumpers. "Pop-up" heads shall be used near curbs and sidewalks. The landscape irrigation system shall be designed to prevent run-off and overspray.



Figure 6.2.21 An example of a pop-up sprinkler

4. All irrigation systems shall be designed to reduce vandalism by placing controls in appropriate enclosures.

6.2.6 Lighting

- A.** Street lighting shall be installed inside the project on both sides of the street using a minimum 70 watt HPSV.
- B.** All lighting in parking areas shall be arranged to provide safety and security for residents and visitors but prevent direct glare of illumination onto adjacent units.
- C.** Pedestrian-scaled lighting shall be located along all pedestrian routes of travel within multi-family communities.



Figure 6.2.22 Pedestrian scaled lighting improves the safety of multi-family areas

6.2.7 Walls and Fences

Walls and fences provide security and privacy in addition to screening unsightly views. They can be utilized with landscaping to enhance and buffer the appearance of development. The following guidelines apply to walls and fences in multi-family residential development.

- A.** The design of walls and fences, as well as the materials used, shall be consistent with the

overall development's design. Fence and wall



Figure 6.2.23 This fence color is consistent with overall project design

color shall be compatible with the development and adjacent properties. Paint color used on fences shall be common colors readily purchased and kept readily available on the development's premises.

- B.** Visually penetrable materials (e.g., wrought iron or tubular steel) shall be used in areas of high activity (i.e., pools, playgrounds) and areas adjacent to street frontage.
- C.** Wall design and selection of materials shall consider maintenance issues, especially graffiti removal and long-term maintenance. Decorative capstones on stucco walls are required to help prevent water damage from rainfall and moisture.
- D.** Perimeter walls shall incorporate various textures, staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of perimeter walls. Chain link fencing is not permitted.
- E.** Screen walls, sound walls and retaining walls



height shall be determined by site features and location, such as proximity to noise generators and privacy issues.

F. The proportion, scale, and form of the walls adjacent to homes shall be consistent with the building's design.

G. Long continuous perimeter walls are discouraged. Perimeter walls shall incorporate wall inserts and or decorative columns or pilasters to provide relief. The maximum unbroken length of a perimeter wall shall be 100 feet.

H. The colors, materials and appearance of walls and fences shall complement the architecture of the buildings. Fencing, where screening is not specifically required, shall be of decorative iron or similar material.

6.2.8 Multi Family Storage

A. Adequate private storage space shall be provided for all multi-family units.

B. A minimum of 250 cu feet of lockable, enclosed storage space shall be located in a garage, carport, storage building or in an enclosed storage space that is accessed from the rear of the unit. Exterior closets on balconies may also be used if not visible from the public right of way

C. Multi-family storage must be in addition to designated utility area.

6.2.9 Trash and Storage Facilities

Trash enclosures and storage facilities shall be located in nonconspicuous areas, well screened with landscaping, and fortified so as to protect adjacent uses from noise and odors.

A. Trash enclosure locations shall be accessible for trash collection but shall not block circulation

or driveways. Trash enclosures shall be located inside parking courts or at the end of parking bays.



Figure 6.2.24 An example of an appropriate trash enclosure

B. Architectural screening elements shall be constructed of the same materials and finishes as the primary building. Gates shall be solid metal painted to match adjacent building design.

C. Trash enclosures shall be adequately screened on three sides with landscaping.

D. All trash enclosures shall be covered.

E. Trash enclosures shall be sized to accommodate both recycling and trash containers.

F. The trash enclosure pad shall be designed to drain to a pervious surface through indirect soil infiltration in accordance with the Contra Costa Clean Water Program Stormwater C.3 Guidebook, which can be referenced from the following website link: <http://cccleanwater.org/construction/nd.php#Guidebook>

6.2.10 Community Facilities and Open Space

A. Residents of housing projects shall have access to community facilities and useable open space, whether common or private, for recreation and social activities.

B. All support buildings within multi-family residential projects (i.e., laundry facilities, recreation buildings, and sales/lease offices) shall be compatible in architectural design with the rest of the complex.

C. The design and orientation of open space areas shall be sheltered from the noise and traffic of adjacent streets or other incompatible uses.

D. Buildings shall be oriented to create courtyards and open space areas, thus increasing the area's aesthetic appeal. Community features such as plazas, interactive water features, and community gardens shall be included whenever possible.



Figure 6.2.25 A community garden provides a chance for residents to interact

E. Community facilities and open spaces shall be conveniently located for the majority of units.



Figure 6.2.26 Community open space is convenient for most units

F. Open space areas shall take advantage of prevailing breezes and direction of the sun to provide natural lighting and ventilation for open spaces.

G. Community facilities and open spaces shall be contiguous to the units they serve and be screened from public view.

H. Children's play areas shall be visible from as many units as possible.

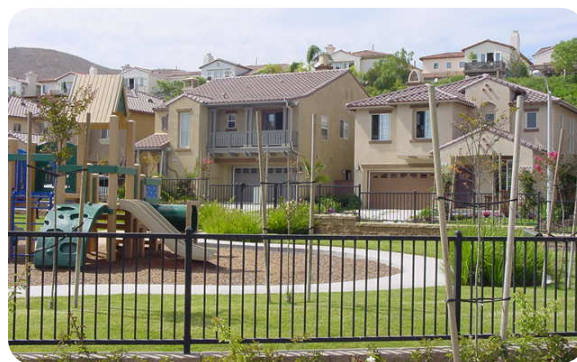


Figure 6.2.27 A playground visually accessible but secure

I. In large developments, separate, but not necessarily segregated, play areas or informal outdoor spaces shall be provided for different age groups for safety reasons. Small developments may combine play areas (e.g., a tot lot incorporated into a larger activity area for older children).

J. Seating areas shall be provided in areas where adults can supervise children's play and also where school-age children can sit. Seating location shall consider comfort factors, including sun orientation, shade, and wind.

K. Mailboxes shall be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety.

L. A trash and recycling receptacle shall be located adjacent to the mailboxes.

ATTACHMENT “G”

ATTACHMENT G



ATTACHMENT “H”

Contra Costa County



Fire Protection District

December 14, 2017

Ms. Alexis Morris
City of Antioch
Community Development
P.O. Box 5007
Antioch, CA 94531-5007

Subject: Delta Fair Village PDP-16-02
2950-3040 Delta Fair Way, Antioch
CCCFPD Project No.: P-2017-05007-Rev2

Dear Ms. Morris:

We have reviewed the land use permit application to establish to 5 story Condominium buildings (4 Story residential atop 1 story parking garage) at the subject location. In a conversation with Brian Pendley, he stated that there would be no commercial or mercantile occupancies with these two buildings as stated in the enclosed documents. The following is required for Fire District approval in accordance with the 2016 California Fire Code (CFC), the 2016 California Building Code (CBC), , and Local and County Ordinances and adopted standards:

1. Access as shown appears to comply with Fire District requirements.

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

Aerial access road (Buchanan Rd.) shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of the building or portions thereof. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. (D105.2 and D105.3) CFC

Three gates as shown in the fence line on the west side of the west tower are required for access to that side of the building. A Knox box on the pedestrian exits on the west side of the building is required for fire fighter access. A Knox padlock or breakaway padlock on the large gate on Delta Fair Blvd is required for fire fighter access. The area between the fence and the building shall be landscaped in a manner not to impede firefighting operations.

Any gates/barriers to entry of the parking garages will require a Knox switch.

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

Access roadways of **28 feet or greater, but less than 36-feet** unobstructed width shall have **NO PARKING – FIRE LANE** signs posted, allowing for parking on one side only or curbs painted red with the words **NO PARKING – FIRE LANE** clearly marked. *Parking is permitted only on the side of the road that does not have hydrants.* (22500.1) CVC, (503.3) CFC

3. Access gates for Fire District apparatus shall be a minimum of 20-feet wide. Access gates shall slide horizontally or swing inward and shall be located a minimum of 30 feet from the street. Electrically operated gates shall be equipped with a Knox Company key-operated switch. Manually operated gates shall be equipped with a non-casehardened lock or approved Fire District lock. Contact the Fire District for information on ordering the key-operated switch. (D103.5) CFC.
4. The developer shall provide an adequate and reliable water supply for fire protection with a minimum fire flow of 4,317 GPM. Required flow must be delivered from not more than 5 hydrants flowing simultaneously for a duration of 240 minutes while maintaining 20-pounds residual pressure in the main. (507.1), (B105) CFC
5. The developer shall provide 3 new hydrants of the East Bay type and relocate 2 existing hydrants based on proposed site improvements. Maximum spacing between hydrants along approved access roadways shall not exceed 300 feet. (C103.1) CFC
6. The developer shall submit a minimum of two (2) copies of site improvement plans indicating all existing or proposed hydrant locations and fire apparatus access for review and approval prior to obtaining a building permit. ***Final placement of hydrants shall be determined by this office.*** (501.3) CFC
7. ***Emergency apparatus access roadways and hydrants shall be installed, in service, and inspected by the Fire District prior to construction or combustible storage on site.*** (501.4) CFC

Note: A temporary aggregate base or asphalt grindings roadway is not considered an all-weather surface for emergency apparatus access. The first lift of asphalt concrete paving shall be installed as the minimum roadway material and must be engineered to support the designated gross vehicle weight of 22 / 37 tons.

8. The buildings as proposed shall be protected with an approved automatic fire sprinkler system complying with the 2016 edition of NFPA 13. Submit a minimum of two (2) sets of plans to this office for review and approval prior to installation. (903.2) CFC, , Contra Costa County General Plan / Contra Costa County Ordinance 2016-23
9. The buildings as proposed shall be equipped with an approved standpipe system complying with the 2016 edition of NFPA 14. Submit a minimum of two (2) sets of plans to this office for review and approval prior to installation. (905.3) CFC
10. The developer shall submit a minimum of two (2) complete sets of building construction plans and specifications of the subject project, including plans for any of the following required deferred submittals, to the Fire District for review and approval ***prior to*** construction to ensure compliance with minimum requirements related to fire and life safety. Plan review and inspection fees shall be submitted at the time of plan review submittal. (105.4.1) CFC, (901.2) CFC, (107) CBC

- Private underground fire service water mains

- Fire sprinklers
- Standpipe
- Fire alarm
-

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

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

Sincerely,



Todd Schiess
Fire Inspector I

c: Gabriel Chiu
1767 Germano Way
Pleasanton, CA 94566

Brian Pendley
Brian@pendleyinc.com

File:2950-3040 DELTA FAIR BLVD-PLN-2017-05007-REV2



DATE: October 10, 2017

PROJECT NAME: Delta Fair Village

**“REVISED” PROJECT REFERRAL – REQUEST FOR
COMMENTS/CONDITIONS**

Development plans and related information for the project identified above, proposed in the City of Antioch, can be accessed at:

www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/ProjectDOCs/PDP-16-02.pdf.
Or at antiochplanning.com

Please review these plans and provide this office with your feedback on availability of services/potential design or code conflicts/requirements for additional permits and recommended conditions of project approval. **Please submit your comments no later than 10/31/17 to Alexis Morris** via e-mail at amorris@ci.antioch.ca.us. If you have any questions regarding this project, please call Alexis Morris at (925) 779-6141.

| | |
|--|---|
| Project No: PDP-16-02 Address: 2950-3040 Delta Fair Blvd. | Application Type: Rezone & Preliminary Dev. Plan |
| Project Description: Preliminary Development Plan for a demo. of existing retail buildings, to be replaced with two, 5-story condominium buildings totaling 331 units, +/-7,500 s.f. of new retail for a total of 566,183 s.f. of new buildings. | |
| Applicant: Gabriel Chiu | |
| Mailing Address: 1767 Germano Way, Pleasanton, CA 94566 | |
| Phone: 925-963-0898 | E-mail: gabrielhchiu@gmail.com |

FEDERAL/STATE/REGIONAL

- ☐ US Army Corps of Engineers
- ☐ US Fish and Wildlife Service
- ☐ Department of Fish and Game
- ☐ State Regional Water Quality Control Board
- ☐ US Postal Service (Antioch)
- ☐ Sonoma State – Historical/Archaeological
- ☐ Association of Bay Area Governments
- ☐ Bay Area Air Quality Management Dist.
- ☐ East Bay Regional Park District

COUNTY

- ☐ CCC Assessor's Office
- ☐ CCC Community Development Department
- ☒ CCC Fire Protection District (fire@cccfpd.org)
- ☐ CCC Flood Control District

LOCAL

- ☐ Assistant Engineer
- ☐ Mike Boccio, Acting Building Official
- ☐ Lynne Filson, Asst City Engineer
- ☐ Ron Bernal, City Manager
- ☐ City Attorney
- ☐ Environmental Coordinator
- ☐ City Economic Development Div.
- ☒ Anthony Moorefield, P.D.
- ☐ Public Works Director
- ☐ Supervisor Federal Glover
- ☐ Antioch School District
- ☐ Brentwood School District
- ☐ Liberty School District
- ☐ City of Brentwood
- ☐ City of Oakley

CONTRA COSTA FIRE DISTRICT

P-2017-05007 PUN H4 REV. 2

- ☐ CCC Health Services Department
- ☐ CCC Hazardous Materials Program
- ☐ CCC LAFCO
- ☐ CCC Library (Antioch Branch)
- ☐ CCC Public Works Dept.

UTILITIES

- ☐ A T & T Broadband
- ☐ Contra Costa Water District
- ☐ Delta Diablo Sanitation District
- ☐ SBC/Pacific Bell
- ☐ Pacific Gas and Electric
- ☐ Allied Waste
- ☐ Comcast Cable Communications
- ☐ EBMUD
- ☐ Chevron USA, Inc.
- ☐ ECCID
- ☐ STAN-PAC
- ☐ OXY USA

- ☐ Other: _____
- ☐ Other: _____

- ☐ City of Pittsburg

TRANSPORTATION

- ☐ BART
- ☐ Central Contra Costa Trans. Auth.
- ☐ Metropolitan Trans. Comm
- ☐ Tri-Delta Transit
- ☐ TRANSPLAN
- ☐ Contra Costa Transp. Authority
- ☐ TRANSPAC
- ☐ Cal Trans

****Please contact Cheryl Hammers at chammers@ci.antioch.ca.us if your agency would like to receive e-mail only version of project referrals from the City of Antioch.**

Community Development Department
Planning Division

P.O. Box 5007 • 200 H Street • Antioch, CA 94531-5007 • Tel: 925-779-7035 • Fax: 925-779-7034 • www.ci.antioch.ca.us

H5



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

November 3, 2016

Attn: Alexis Morris
City of Antioch, Planning Division
PO Box 5007
Antioch, CA 94531-5007

| | |
|-----------------|---|
| Subject: | Preliminary Comments on the Delta Fair Village Project |
| Application No: | PDP-16-02 |
| Location: | 2950-3040 Delta Fair Blvd. |

Ms. Morris,

Thank you for providing the City of Pittsburg with an opportunity to submit comments on the proposed Delta Fair Village project. At this time, we would like to offer the following comments:

- 1) A Traffic Impact Analysis (TIA) that complies with Contra Costa Transportation Authority's Traffic Impact Analysis Guidelines (contained in CCTA's Technical Procedures, dated January 16, 2013), should be performed on this development. The TIA would need to include the City of Pittsburg's approved development projects, including Tuscany Meadows, when analyzing existing and future conditions per TIA guidelines. Intersections to be analyzed should include those to which 50 or more project trips are added. The City would appreciate the opportunity to review and comment on the TIA scope, trip generation and distribution, and draft reports.
- 2) The City would also appreciate any information that you could provide to clarify how the regional transportation fees would be calculated for this project (i.e. would credit be given for existing uses against new fees for new development?)

Thank you again for the opportunity to submit comments on the project proposal. If you have any questions, please feel free to contact me directly via email at kpollot@ci.pittsburg.ca.us or by phone at (925) 252-6941.

Sincerely,

Kristin Pollot
Planning Manager

Cc: Joe Sbranti, City Manager
Fritz McKinley, Community Development Director
Paul Reinders, Traffic Engineer

H6