

**ANNOTATED  
AGENDA  
CITY OF ANTIOCH PLANNING COMMISSION  
ANTIOCH COUNCIL CHAMBERS  
THIRD & “H” STREETS**

**WEDNESDAY, APRIL 20, 2016**

**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 **WEDNESDAY, APRIL 27, 2016**.

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**

**6:30 P.M. (6:32 pm)**

Commissioners	Motts, Chair
	Zacharatos, Vice Chair
	Parsons
	Mason
	Hinojosa ( <b>absent</b> )
	Husary

**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:** March 16, 2016 **APPROVED**

\* \* \* END OF CONSENT CALENDAR \* \* \*

### **NEW ITEMS**

**STAFF REPORT**

2. **Downtown Specific Plan** – The City of Antioch will be holding a public hearing to provide a status update and to receive direction regarding the ongoing Downtown Antioch Specific Plan effort. The Downtown Specific Plan is funded by the Strategic Growth Council and the Department of Conservation through a Sustainable Communities Planning Grant Award.

***DIRECTION GIVEN TO STAFF***

3. **Election of Chair and Vice Chair**

***CHAIR: Motts VICE CHAIR: Zacharatos***

**STAFF REPORT**

### **ORAL COMMUNICATIONS**

**STAFF REPORT**

### **WRITTEN COMMUNICATIONS**

### **COMMITTEE REPORTS**

### **ADJOURNMENT** (8:57 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 2<sup>nd</sup> floor of City Hall, 3<sup>rd</sup> and H Streets, Antioch, California, 94509, between the hours of 8:00 a.m. and 11:30 a.m. or by appointment only between 1:00 p.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.**

**March 16, 2016  
City Council Chambers**

Chair Motts called the meeting to order at 6:31 P.M. on Wednesday, March 16, 2016 in the City Council Chambers. He 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, March 23, 2016.

**ROLL CALL**

Present: Commissioners Parsons, Husary, Mason, Hinojosa  
Vice Chair Zacharatos and Chair Motts  
Absent: Commissioner Miller  
Staff: Interim City Attorney, Bill Galstan  
Director of Community Development, Forrest Ebbs  
Director Public Works, Ron Bernal  
Senior Planner, Alexis Morris  
Minutes Clerk, Kitty Eiden

**PLEDGE OF ALLEGIANCE**

**PUBLIC COMMENTS**

Former two-term Planning Commissioner Tom Westerman was recognized by staff and the Commission for his service. He was presented with a City of Antioch street sign.

Mr. Westerman stated that he had enjoyed serving the community and thanked staff and the Commission for the recognition.

**CONSENT CALENDAR**

1. **Approval of Minutes:** None

**NEW PUBLIC HEARING**

2. **UP-15-15, AR-15-15 – The Learning Experience** – 4831 LTW, LLC, requests Planning Commission approval of a use permit and design review of a new, approximately 10,000 s.f. daycare center building and associated parking lot and landscape improvements. The project is located on an undeveloped parcel within the Williamson Ranch Plaza Shopping on Lone Tree Way (APN 056-011-058).



Senior Planner Morris presented the staff report dated March 11, 2016, recommending the Planning Commission approve UP-15-15 and AR-15-15 subject to the conditions contained within the staff report's attached resolution.

In response to Commissioner Hinojosa, Senior Planner Morris explained the project as currently proposed had fewer windows; however, given the use, she felt it was a more appropriate design. She noted staff approved the materials and colors proposed for the building.

Chair Motts opened the public hearing.

Scott Hartstein, DK Consulting representing the applicant, stated they were pleased to be able to bring a day care facility to an underutilized area and noted the project would complete development within the Williamson Ranch Plaza.

In response to Commissioner Parsons, Mr. Hartstein stated that they were in agreement with all of the conditions of approval.

Josh Young, Antioch resident, spoke in support of the project and recommended the Planning Commission approve the day care center.

Chair Motts closed the public hearing.

Following discussion, the Commission supported the project and felt a day care center at this location would serve the community well.

#### **RESOLUTION NO. 2016-07**

***On motion by Commissioner Mason, seconded by Commissioner Parsons, the Planning Commission members present unanimously approved UP-15-15 and AR-15-15 subject to the conditions contained within the staff report's attached resolution. The motion carried the following vote:***

<b>AYES:</b>	<b><i>Parsons, Husary, Mason, Hinojosa, Zacharatos, Motts</i></b>
<b>NOES:</b>	<b><i>None</i></b>
<b>ABSTAIN:</b>	<b><i>None</i></b>
<b>ABSENT:</b>	<b><i>Miller</i></b>

- 3. General Plan Land Use Element Update, Sand Creek Focus Area** – The City of Antioch will be holding a public hearing to consider the General Plan Land Use Element Update and, in particular, the Sand Creek Focus Area. This public hearing will specifically address residential density and lot sizes; hillside development; and land use designation maps. The Sand Creek Focus Area is located at the southern portion of the City of Antioch and is generally bound by Heidorn Ranch Road to the east, Empire Mine Road/East Bay Regional Parks to

the west, existing development and Prewett Ranch Drive/Mammoth Way/Sanger Peak Way/Navajo Way/Stagecoach Way/Southwood Way to the north, and the City limit boundary and Empire Mine Road to the south.

Director of Community Development Ebbs gave an overhead presentation and presented the staff report dated February 25, 2016, recommending the Planning Commission receive the report and provide direction to staff on the refinement of the policies for the Sand Creek Focus Area.

### **Density and Lot Sizes**

In response to Commissioner Hinojosa, Director of Community Development Ebbs explained using the gross density calculation would allow for flexibility within a development site.

Commissioner Hinojosa responded that she was concerned if it was fair to allot an entire property density if there were encumbrances.

Director of Community Development Ebbs clarified for a net density calculation; staff would be responsible for defining constraints and developing criteria as to what constitutes a developable area. He noted lot coverage would be a project specific discussion.

In response to Commissioner Mason, Director of Community Development Ebbs explained each area had one land use designation and density. He noted it was flexible within a mixed use designation; however, the Planning Commission should consider capping residential to avoid 100% residential development within the designation.

In response to Commissioner Hinojosa, Director of Community Development Ebbs stated for large parcels, there may be a benefit in a planned development approach and to consider each project separately.

Chair Motts added that land use designation would be the driver of the number of units and agreed that a planned development district would provide flexibility on a project by project basis.

### **Hillsides**

In response to Commissioner Hinojosa, Director of Community Development Ebbs stated he was unaware of the details pertaining to the grading of unstable slopes in the City of Pittsburg.

In response to Chair Motts, Director of Community Development Ebbs clarified hillside preservation would only be applicable in places where there was a buildable designation on the hills.

Commissioner Hinojosa voiced her support for Hillside Development Transfer Policy and questioned what protections would be in place to prevent the property from being developed in the future.

Director of Community Development Ebbs stated legal counsel would need to develop a deed restriction requiring permanent preservation.

Commissioner Hinojosa stated management and maintenance of a transferred property would need to be considered.

Director of Community Development Ebbs added the details of the Hillside Development Transfer Policy would be specific with regards to the allowable use of the land and local stakeholders would be engaged in the process. He noted open space could be used as onsite mitigation or to offset impacts.

### **Land Use Scenarios**

In response to Commissioner Hinojosa, Director of Community Development Ebbs clarified Brentwood was proposing transit oriented high density development on the eastern border of the Sand Creek Focus Area. Speaking to the Ginocchio parcel, he explained it would require an application and approval by LAFCO to bring that property into the City's Urban Limit Line.

In response to Chair Motts, Director of Community Development Ebbs stated 180 acres of employment uses in the Sand Creek Focus Area were a challenge; however, mixed use and the Kaiser property could provide some of it. He reminded the Commission that The Vineyard Economic Study indicated 75% of the sales tax from development in the area would be generated in the City of Brentwood. He noted due to retail, sector contracting a policy should consider whether the market would respond to large acres of retail development. He further noted he felt employment generating uses were more appropriate near the freeway and in the industrial areas.

### **Public Comment**

Wendi Aghily, Antioch resident, stated it had been reported that the Urban Limit Line was challenging to move, however; Mr. Ebbs also indicated it would expire. She referenced the HUD report that indicted Antioch was over their proportion of homes and underrepresented in businesses. She reported that two parcels in this area had been amended in the General Plan prior to public input. She expressed concern that she had provided staff with contact information and she had not received any correspondence from them. She cautioned the City to be guarded when approving growth and not repeat the mistakes of the past. She noted three of the scenarios presented this evening had development occurring over a lake.

Juan Pablo Galvan, Save Mount Diablo, commended staff for developing a comprehensive land use plan update for the Sand Creek focus area. He reviewed the

written comments he submitted on the Proposed General Plan Land Use Element Update for the Sand Creek Focus area, which included scenarios submitted for Planning Commission consideration.

In response to Commissioner Hinojosa, Mr. Galvan elaborated on their position with regards to "Taking" and the long term vision for the Sand Creek Focus Area.

Josh Young, Antioch resident, discussed the potential of this property bringing residential and economic growth to Antioch. He noted this was an opportunity for Antioch to plan for the future.

Don Freitas speaking on behalf of Beverly Knight, asked the City to preserve the hillsides.

Jim Conley, Antioch resident, stated the overall concept of FUA1 was to improve the City with larger and more expensive homes. He noted if there were a transfer of density, it would be the same development that already exists. He further noted the Hillside Transfer Policy was not an equitable solution. He explained that the Urban Limit Line was voted on by residents who were aware that many homes were planned for the area. He stated if the unit count were reduced below 4000 units, commercial development would not occur.

Angel G. Luevano, Antioch resident representing Todos Unidos, spoke in support of quality affordable housing for seniors.

Argentina Davila Lueavo, representing the California Leadership Institute, thanked the City for approving the Learning Experience application this evening and spoke in support of quality affordable housing for seniors.

Gil Murillo, Antioch resident, suggested the City provide clarity in their requirements prior to entering into any agreements. He expressed concern that there were no MOUs for schools or a fire department in the area and there was no clarification regarding the net and gross density calculations. He suggested Measure K be considered prior to any planning for this area.

Corrie Bird and Mike Lozier, Antioch residents, provided written comment opposing development in the Sand Creek Focus Area.

Sean Wright, Antioch Chamber of Commerce, clarified the Urban Limit Line was created after lots of negotiations and set up with the understanding that the City could build up to it. He discussed the need to take advantage of the opportunity to provide estate housing in Antioch. He stated he does not feel this area is appropriate for economic development as those opportunities were available in other locations. He suggested building on the west side of the Sand Creek Focus Area to reduce slippage of sales tax dollars into Brentwood.

Alan Iannaccue, Brentwood resident, thanked the City for the Sand Creek Focus Area workshop. He expressed concern for population growth and urged the Commission to consider senior housing aspect for the area to reduce impacts on the City's infrastructure.

Monte Albers, Brentwood resident, stated he looked forward to retiring in Antioch and voiced his support for development of the area.

Written comment was received from someone who wished not to identify themselves, in opposition to additional residential development in Antioch.

Charlie Kain, Antioch resident, spoke in support of maintaining the open space and opposed any development in the Sand Creek Focus Area. He suggested focusing on development in the downtown and considering senior housing.

Lucia Albers, Brentwood resident, presented the Commission with a conceptual site plan for a senior housing project and assisted living facility.

In response to Commissioner Hinojosa, Ms. Albers stated the site was located on the east side of Deer Valley Road.

Kathy Griffin, Brentwood resident, gave an overview of Measure K. She spoke in opposition to development in the area as she felt it would negatively impact adjacent cities.

Aaron Ross-Swain, Richland Communities, applicant for The Ranch project, thanked staff for their efforts to bring forth a comprehensive stakeholder effort to help establish the revised plan. He recognized that their previous concept level plan was out of line with City's objectives and stated moving forward they were committed to a project that would be consistent with Antioch's vision for the Sand Creek Focus Area. He noted this area had always been envisioned for growth and suggested the City seek to balance land uses. He voiced his support for a combination of scenarios #1 and #5 while embracing elements from other scenarios.

Louisa Zee Kao, representing Zeka Ranch LLC., reviewed the letter she submitted to the Planning Commission and gave a history of participating with the City on the development plan for FUA1. In summary, she opposed the proposed land use density scenarios as she felt they would detrimentally impact their land planning development.

In response to a member of the audience, Director of Community Development Ebbs explained that nothing in reference to the Sand Creek Focus Area would be a final decision and therefore would not be appealable.

Director of Community Development Ebbs stated he would be providing a full comprehensive update to the City Council on the General Plan Update and Downtown Specific Plan. He announced the next Planning Commission meeting on this item would be May 18, 2016.

Chair Motts declared a recess at 8:39 p.m. the meeting reconvened at 8:52 p.m. with all Commissioners present with the exception of Commissioner Miller who was previously noted as absent.

Following discussion on Density and Lot Sizes (attachment "A"), the Planning Commission provided the following direction to staff:

- Identify constraints for a net density calculation
- Consider incentives for larger lot projects
- Consider determining an average lot size
- Lot sizes contribute to the character the area
- Land use designation would influence the maximum development yield
- Minimum lot size should be set above 4000 (possibly 4200 – 7000 square feet) except in areas allowing multi-family development
- Identify policies and incentives for senior housing (exceptions for lot size and density)
- Retain unit count at 4000 to insure funding infrastructure in the area

Following discussion on Hillside (attachment "B"), the Planning Commission provided the following direction to staff:

- Consistency is the goal for the Hillside Design Policies
- Landform grading is preferable in areas of development to create a natural looking end product
- Land use designation should determine if hillsides should be developed
- Creation of a hillside preservation designation
- Support for moving higher density into the valley floor and against existing residential development

- Determine criteria for what defines a hill and outline it in the plan to create designated areas
- Schedule fieldtrip to the Sand Creek Focus Area

Following discussion on Land Use Scenarios (attachment "C"), the Planning Commission provided the following direction to staff:

- Very low density and development west of Empire Mine with consideration for some open space
- Provide a report on the wildlife corridor
- Correct graphic for scenario #2 area identified as "C" Commercial to "MU" Mixed Use
- Future maps outline approved development
- No heavy emphasis for employment generating uses in the Sand Creek Focus Area with mixed use to provide some service retail for the immediate area
- Consideration of combining scenarios to preserve hills on the west side and increasing density in southeast corner of the Sand Creek Focus Area

Commissioner Hinojosa stated she would submit her map of preferred scenarios and stressed the importance of understanding the impacts of open space and the Habitat Conservation Plan (HCP).

Director of Community Development Ebbs stated the next meeting on this item would be May 18, 2016.

Chair Motts read written comment regarding the importance deliberating and clarifying all the issues for development in the Sand Creek Focus Area. He suggested staff and the Commission consider forming a subcommittee to work through the details of the Sand Creek Focus Area policies.

Commissioner Hinojosa discussed the importance of considering all of the stakeholders and supported the idea of a subcommittee process to vet all the issues and details of the Sand creek Focus Area policies.

### **ORAL COMMUNICATIONS**

City Attorney Galstan announced the City Council had appointed a new City Attorney Michael Vigilia who would begin working for the City on March 29, 2016.

Commissioner Parsons thanked Interim City Attorney Galstan for his service.

Commissioner Hinojosa announced she would report out on the League of California Cities conference at a future meeting.

#### **WRITTEN COMMUNICATIONS**

None.

#### **COMMITTEE REPORTS**

Commissioner Motts announced he had not been able to attend the TRANSPLAN meeting and requested in the future the Commission consider appointing a designated alternate.

#### **ADJOURNMENT**

***Chair Motts adjourned the Planning Commission at 9:58 P.M. to the next regularly scheduled meeting to be held on April 20, 2016.***

Respectfully Submitted,  
Kitty Eiden



**STAFF REPORT TO THE PLANNING COMMISSION  
FOR CONSIDERATION AT THE MEETING OF APRIL 20, 2016**

**Prepared by:** Mitch Oshinsky, Project Manager  
**Approved by:** Forrest Ebbs, Community Development Director  
**Date:** April 15, 2016  
**Subject:** Draft Chapters of the Downtown Specific Plan



**RECOMMENDATION**

It is recommended that the Planning Commission:

1. Review the draft chapters of the Downtown Specific Plan presented with this report; and
2. Provide staff with input and direction on any desired changes to the draft Specific Plan chapters.

**BACKGROUND**

On June 2, 2015, a Special Joint Study Session Meeting of the City Council, Planning Commission and Economic Development Commission was held on the Downtown Specific Plan (DSP) Update Program to review background information, provide input on three initial land use alternatives, and a preferred alternative for the DSP area.

The work products presented for review and comment at the joint Council and Commissions Study Session included: (a) Community Outreach; (b) Market Analysis; (c) Opportunities & Constraints (O&C) Report detailing existing conditions; (d) An initial set of three Alternative Land Use Concept Plans and supporting documentation for the DSP area; and (e) A staff report that presented three draft land use Alternatives.

Based on considerable input received at the June 2, 2015 meeting from the Council, Commissions, and public, a refined set of two alternatives was sent forward to the City Council for their review.

On June 23, 2015, the City Council reviewed the alternatives, viewed visual examples of different housing densities, heard public input, and directed staff to proceed with Alternative 1B, including a general maximum residential density of up to 37 units per acre, and with mixed use allowed on site 5, with housing limited to a maximum of 18 units per acres. The selected alternative is geared to help facilitate a mix of Downtown

land uses to allow flexibility for a range of housing products that can accommodate a choice of housing types. This can help increase the number of Downtown residents, adding an increased base of patrons for Downtown businesses over time, as economic conditions improve. Based on the City Council direction, staff has prepared the draft DSP for your review beginning tonight.

### **KEY DRAFT CHAPTERS OF DSP**

The draft DSP consists of eight Chapters:

1. Vision, Guiding Principles, and Context
2. Land Use
3. Streetscape, Building Design, and Development Standards
4. Circulation and Access
5. Environmental Quality
6. Public Facilities, Services, and Infrastructure
8. Appendices

Staff has focused first on producing drafts of some of what we believe to be the most critical sections of the DSP. While the text of the chapters being presented at this time are fairly well evolved, it is important to note that they are drafts, and are open to the input of the Planning Commission. Please note that the chapters have not yet had attractive formatting, layout, or final graphics applied. That will occur when the text content has been more finalized. The Design Guidelines are largely derived from the Citywide Guidelines, and contain a number of photo examples that make the formatting of this draft less refined than the final version will be. Staff also plans to look more closely at the Downtown sign guidelines.

This Planning Commission review and discussion meeting is intended to be the first of several that will allow the Commission and staff to go over portions of the draft and check in, to ensure we are moving forward in the appropriate direction. The chapters attached to this report contain a great deal of information. At the Commission meeting, staff will highlight key points within the chapters to focus the discussion. Commissioners are encouraged to raise questions and comments on those key points, as well as any other parts of the chapters.

The Vision of the DSP sets the stage for the Plan, and it presents the City's future aspirations, ideas and image for the character of Downtown Antioch. The Vision is based on input that has been gained throughout the update process from the City Council, Planning Commission, Economic Development Commission, community stakeholders, and the public. All of the goals, policies, objectives and implementation measures of the DSP are based on the following Vision:

***Vision ~ Downtown Antioch will be a wonderful place in which to live, work, shop, dine and play. The community will take pride in Downtown as the historic heart of Antioch. Downtown's unique waterfront setting, its historic and culturally rich character, buildings, streetscapes and open spaces will make it a successful, lively, fun and walkable special place that attracts residents and visitors of all ages.***

The draft DSP chapters/sections being presented tonight for the Commission's review and comments are listed below, and are attached to this report:

1. Vision, Guiding Principles, and Context
  - 1.1. Planning Area
  - 1.2. Vision, Guiding Principles, Goals and Policies
2. Land Use
  - 2.1. Land Use Diagram
  - 2.2. Districts, Goals, Objectives, Policies
  - 2.3. Downtown Opportunity Sites
3. Design Guidelines
4. Circulation and Access
  - 4.1. General Plan Circulation and Growth Management Elements
  - 4.2. Street Network
  - 4.3. Pedestrian and Bicycle Connections
  - 4.4. Transit
  - 4.5. Parking and Transportation Demand Management

The Planning Commission will be asked to provide early feedback to help guide the continued development of this document. Staff will provide a comprehensive presentation to help lead the discussion.

## **ATTACHMENT**

- A. Downtown Specific Plan Draft – 4/20/16 Planning Commission

**ATTACHMENT “A”**

# DOWNTOWN SPECIFIC PLAN

*DRAFT*

4/10/16

PLANNING COMMISSION

**A1**

## 1. Vision, Guiding Principles, and Context

## 1.1. Planning Area

### *City of Antioch*

The City of Antioch is located in eastern Contra Costa County and occupies 29.1 square miles. The City of Antioch is adjacent to the City of Oakley to the east, the City of Brentwood to the south and east, unincorporated Contra Costa County to the south, the City of Pittsburg to the west, and the southern shore of the San Joaquin River to the north.

The City is bisected by State Route 4, which runs east and west parallel to the San Joaquin River. This freeway provides access to the East Bay and Oakland, San Francisco, State Route 680 and San Jose, and Interstate 80. In addition, State Route 160 forms the eastern boundary of the City and provides access to the California Delta and, ultimately, the City of Sacramento.

[INSERT REGIONAL MAP]

### *Downtown Antioch*

The Planning Area boundaries of Downtown Antioch, for the purposes of this Specific Plan, are generally the San Joaquin River to the north, Fulton Shipyard Road to the east, Tenth Street to the south, and Auto Center Drive to the west. This area is approximately 1.5 miles wide and 0.5 mile deep, with a total area of 0.75 square miles. The Planning Area boundaries generally reflect the traditional grid that was developed during the 19<sup>th</sup> and early 20<sup>th</sup> centuries.

[INSERT DOWNTOWN ANTIOCH SPECIFIC PLAN MAP]

### *History*

Originally settled in 1848, Antioch is one of the oldest cities in California. Then known as Marsh's Landing, the area was a notable shipping point for the regional cattle industry. In 1850, Smith's Landing was established to the west of Marsh's Landing, and the town's name was eventually changed to Antioch, after the biblical city.

Following the discovery of coal in 1859, the City of Antioch grew as an important mining and shipping community. This industrial identity continued into the twentieth century with the establishment of steel mills, canneries, and a power plant, all located along the important railroad and river connections. Following World War II, Downtown Antioch's traditional grid rapidly stretched southward to provide housing in support of the growing industrial sector. With the eventual loss of these industries and the construction of State Route 4 as a freeway, the City of Antioch ultimately transitioned into a bedroom community serving the larger cities of the East Bay. The City of Antioch is now committed to reclaiming its role as a complete full-service community with a lively downtown as its centerpiece.

## 1.2. Vision, Guiding Principles, Goals and Policies

***Vision ~ Downtown Antioch will be a wonderful place in which to live, work, shop, dine and play. The community will take pride in Downtown as the historic heart of Antioch. Downtown's unique waterfront setting, its historic and culturally rich character, buildings, streetscapes and open spaces will make it a successful, lively, fun and walkable special place that attracts residents and visitors of all ages.***

This chapter discusses elements that help make up a successful Downtown. It begins with the above Vision Statement that forms the basis for the Guiding Principles, Goals, Policies and implementation measures included in the Specific Plan and Design Guidelines. The Vision, Guiding Principles, Goals and Policies of the Downtown Specific Plan have evolved through the Plan process as a result of public input at study sessions and public hearings, stakeholder interviews, analysis and findings contained in the Existing Conditions: Opportunities and Constraints report, good ideas from other Cities, input from the Planning Commission and Economic Development Commission at study sessions, and direction from the City Council at public hearings. The sum of this input, establishes an overall direction for the Downtown that is reflected throughout this Specific Plan.

### **Guiding Principles for a Successful Downtown**

While the downtown of every city is different, there are basic building blocks that can make it attractive, welcoming and successful. People are first and foremost. Without people willing to spend time there, a downtown lacks life and ambience. The presence of people enlivens a downtown, promote safety, and contribute to the activity level that can make it an inviting, clean place with a unique Community Character.

#### Unique Identity

The heart of a community is its downtown, which is a public place that has good accessibility. Its sense of place is defined by the special, memorable qualities there. A downtown's physical setting and characteristics generally define its identity. The buildings, streets, civic and open spaces reflect its history, the pride it creates, and the care it receives. Attractive streets and sidewalks, and the presence of well preserved historic buildings along with new development establish downtown character. Activities and events also contribute to downtown character. Downtown should be a pleasant, interesting, active place with a variety of fun destinations for visitors of all ages.

#### Variety of Uses

A healthy downtown has a diversity of uses that attract people to spend time there. Downtown success hinges on it being a place to live, work, shop and play. Housing is a vital factor in a downtown being safe and active 24/7. Residents and visitors can attract a variety of retail, dining and entertainment uses to a downtown.



## Walkability, Accessibility and Parking

A walkable and accessible downtown allows people to take their time to window shop, go in and out of stores, socialize and exercise. Narrow tree lined streets with adequate sidewalk widths, good lighting and signage, and interesting building facades and shop windows, make for an enjoyable opportunity to stroll. A parking supply that is adequate to serve a downtown, but does not overwhelm it with lots of pavement, will support accessibility to a downtown. Mixed use development can help ensure adequate, but not excessive parking. This is important because most visitors will drive downtown and need to park there in the foreseeable future. An attractive walking environment will get people out of their cars, and keep them moving around downtown on foot for longer periods of time.

## Attractive, Well Designed Environment

The pattern of an attractive, walkable streetscape with a mix of vibrant shops, restaurants, and housing in well maintained historic buildings and high quality new development and open spaces, has made for memorable, successful downtowns in a number of cities. People are drawn to unique, pleasant, attractive downtowns that promote safety and stability in a well maintained environment.

## **Goals and Policies**

The Downtown Specific Plan is a twenty year plan, and a “living document.” It can change over time as needed to adapt to changes in the economy, market factors, technology, the needs and desires of the community. Over the next ten to twenty years, this Plan seeks to achieve the following Goals and Policies:

### Goal 1.2.1. Downtown Antioch’s Unique Character

Preserve Downtown Antioch’s special character by insisting on high quality design, landscaping, and protection of health and the environment. New development will complement the eclectic architecture and historic richness of our Downtown, and provide a pleasing and safe experience.

Policy 1.2.1.1. To promote the long-term sustainability of Antioch, this plan recognizes the value of Downtown as a unique place with a rich character. Downtown’s riverfront, historic and architectural resources and streetscape contribute to an eclectic mix that attracts residents, business and visitors. By preserving and enhancing that character through a commitment to high quality design, this plan lays the groundwork for the long term vitality of Downtown as the historic heart of Antioch.

Policy 1.2.1.2. Fostering a unique sense of place will help establish the identity of Downtown Antioch in the region, by developing a mixed-use, pedestrian-oriented district, linked to the assets of the San Joaquin Riverfront and Waldie Plaza.

Policy 1.2.1.3. Noise and vibration from train traffic in Downtown can be significant, especially in areas abutting the tracks. This Plan provides that noise and vibration be

evaluated as part of the environmental review of any new development abutting the railroad tracks. Proper site planning, the location of buildings and/or sound barriers, and use of building techniques and elements that control noise and vibration intrusion will help lead to successful high quality development along the Downtown rail corridor.

#### Goal 1.2.2. Preserve and Enhance Public Spaces

Maintain and enhance Downtown public features such as parks, streetscapes and open spaces. Provide access to and re-connect Downtown to the San Joaquin River. Enhance Waldie Plaza as a venue for public events and enjoyment of the River. Encourage development and events that activate public spaces.

Policy 1.2.2.1. The City is responsible for improvements to public spaces that attract private investment. Public spaces in the Downtown includes streets, alleyways, sidewalks, lighting, landscaping and street furniture such as benches, bike racks, newsracks and fountains, as well as the River, promenade Waldie Plaza, City Hall, Community and Senior Centers. The Downtown streetscape provides an existing asset consisting of a well designed and coordinated grid pattern including decorative sidewalks, crosswalks, street lights, landscape planters, street trees, street furniture and street name signs. By preserving and enhancing the streetscape and public places, and providing greater opportunities for community gathering and outdoor dining, the City can help foster the unique quality of Downtown.

Policy 1.2.2.2. The improvement of Waldie Plaza as a public gathering and event space, with attractive shops and seating in which people can view the River, shop, dine, and attend events, will add ambiance and enliven Downtown to attract visitors, and build on the beauty of our Riverfront.

Policy 1.2.2.3. Maintaining and expanding the number and variety of events at the Downtown Nick Rodriguez Community Center, Senior Citizens Center, and Waldie Plaza can help attract greater numbers of visitors and residents to Downtown.

#### Goal 1.2.3. Economic Vitality

Establish Downtown as a preferred place to live, work and visit. Ensure the future economic stability of Downtown by providing an active daytime workforce in shops, restaurants, offices and studios, and by promoting tourism and the provision of high quality businesses and jobs.

Policy 1.2.3.1. According to downtown revitalization expert Christopher Leinberger: "Critical mass is created when there is enough activity to occupy a visitor for four to six hours" (The Shape of Downtown, Urban Land magazine (ULI), December, 2004). To attract, retain and enhance the restaurants, shops and entertainment assets of Downtown in the face of existing challenges, successful dining and retail must be attracted to rebuild Antioch's historic Downtown core as a preferred destination.

Policy 1.2.3.2. A sense of place has emerged as an important factor in shopping environments across the nation. Downtown Antioch must capitalize on this desire for attractive environments in which people will spend their time and money while enjoying themselves.

Policy 1.2.3.3. Position Downtown to succeed by utilizing assets such as City land holdings to help leverage and facilitate new residential, commercial and mixed use development.

Policy 1.2.3.4. Foster building designs that meet current retail operational design requirements, and focus on high wage, high quality jobs as an important factor in economic viability for Downtown. Bringing back first class dining, shopping and housing uses that appeal to entrepreneurial endeavors is crucial to helping Downtown's economic base become sustainable in the long term. By identifying priority retail markets and attracting establishments that meet special Downtown niches, as well as everyday community shopping needs, the City can promote and strengthen retail diversification.

Policy 1.2.3.5. The Land Uses allowed by this Plan can help bolster the balance of housing, retail, office, and institutional uses in the Downtown. Such a balance can increase the daytime population so that it supports Downtown businesses by expanding opportunities for visitor serving and office uses to locate Downtown.

Policy 1.2.3.6. Providing development clarity to encourage investment, incorporating flexible development standards that respond to changing market conditions, Downtown land use and parcel patterns, and streamlining permitting in the Downtown, including more administrative permits, can promote a "business friendly" environment, and reduce the burden on business owners, developers and City staff.

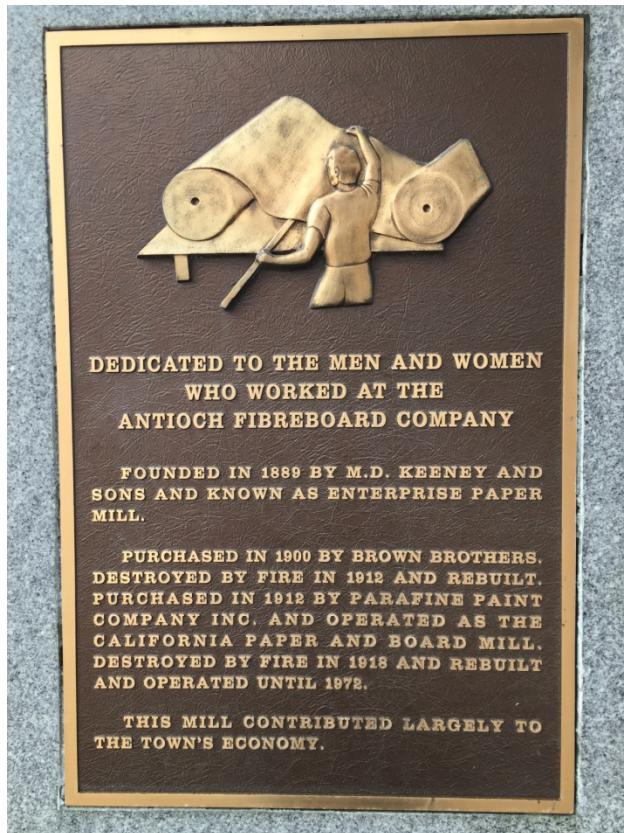
Policy 1.2.3.7. Tourism-related establishments can help support Downtown's continued development by distinguishing Antioch as an active and friendly to all ages destination in the heart of the Delta. Highlighting Downtown as the historic center of activity in Antioch, and establishing new businesses and activities can create a regional draw in Downtown. The enhancement of linkages to regional assets such as the San Joaquin River, Prewitt Water Park, Delta View Golf Course, County Fairgrounds, Hillcrest eBart Station and future ferry terminal, can bring Downtown into greater focus as a unique shopping, dining and entertainment center.

Policy 1.2.3.8. Continue to promote more activities and attractions in Downtown, including more restaurants, entertainment venues, art, cultural, and special events.

Policy 1.2.3.9. This Plan facilitates opportunities to support entrepreneurial efforts for artisans and crafts persons to produce and/or sell their products in ground floor or above spaces in the Downtown. Their wares could be showcased in conjunction with events in Waldie Plaza, at the El Campanile Theater, and/or other Downtown festivals.

Policy 1.2.3.10. Although ground floor retail uses make the most sense for long term economic development and pedestrian ambiance in the Downtown core, in the near-

term, this Plan allows office uses that can increase occupancies, pedestrian traffic, and patrons for Downtown businesses.



#### Goal 1.2.4. Housing Renaissance

Facilitate the provision of high quality, market rate and affordable housing to support the creation of a Downtown Core that is active throughout the day and evening, and to support Downtown businesses. Encourage efficient use of Downtown's land resources by promoting infill development.

Policy 1.2.4.1. The City has an important role in promoting Downtown housing by establishing policy, helping facilitate projects and, in some cases, by leveraging development.

Policy 1.2.4.2. Providing high quality market rate and affordable housing in Downtown is a crucial step toward revitalization that can result in a lively Downtown that can sustain around-the-clock activity. The policies and actions in this Plan are intended to stimulate the production of mixed use and residential development to create housing opportunities for new and existing Antioch residents and workers, while being harmonious and compatible with good examples of the existing urban fabric, building strong neighborhoods and strengthening the local economy.

Policy 1.2.4.3. Achieving residential development in Downtown can be complex and expensive due to multiple factors, including small parcel sizes, multiple ownerships, the difficulty of land assembly, high land costs, physical and environmental constraints and infrastructure costs. The administrative permitting process, development and design standards provided within this Plan are intended to reduce or eliminate regulatory obstacles to development.

Policy 1.2.4.4. The Plan provides flexibility in design to encourage the construction of housing, while raising the bar on quality and creativity for materials and architecture that are harmonious and compatible with good examples of the existing Downtown built environment.

#### Goal 1.2.5. Mobility

Create an integrated multi-modal transportation system that effectively serves the Downtown area. Improve all modes of access to and within Downtown, and provide opportunities for residents, workers, and visitors to walk, bike, drive or access transit (including Amtrak, buses, future ferry service, and links to the Hillcrest eBart station), Downtown.

Policy 1.2.5.1. A wide range of circulation modes serve Downtown, including cars and trucks, several bus routes, Amtrak, the nearby Hillcrest eBart Station, bike and multi-use trails, and pedestrian sidewalks. Downtown ferry service is planned for the future. While most people will continue to arrive Downtown by car, this Plan encourages people to use alternative modes of transportation, rather than cars, to get to and around Downtown.

Policy 1.2.5.2. Downtown sidewalks and plazas will continue to be accessible to disabled persons, and accessibility will be improved where appropriate.

Policy 1.2.5.3. This Plan calls for the City to explore and implement feasible vehicular access and aesthetic improvements to the three main roadways into Downtown (A Street, L Street, and Auto Center Drive), and to work with schools, parents and bicycle clubs on the best ways to improve bike access into and around Downtown and schools between Highway 4 and Downtown.

Policy 1.2.5.4. With the expected opening of the Hillcrest eBart Station in 2018, commuters and visitors may begin to travel between the Station and Downtown. If that travel pattern materializes, there is the opportunity for the City to study it, and provide feasible means to improve it, if appropriate.

Policy 1.2.5.5. Downtown traffic is one indicator of economic health. As traffic increases due to the revitalization of Downtown, congestion issues may arise. Increasing roadway capacity to Downtown would be expensive, disruptive, and could harm existing good examples of community character, landscaping and architecture. Rather than widen streets, this Plan encourages the City to consider relaxing traffic level of service (LOS) thresholds into and in Downtown, if needed, to preserve the street environment, and prioritize pedestrian, bike and transit access.

Policy 1.2.5.6. The existing network of bicycle lanes and multi-use trails in and around Downtown is fragmented. This Plan encourages the City to explore the means to improve such access.

**Goal 1.2.6. “Park Once” Management Strategy**

Manage the existing ample supply of Downtown parking available in public and private lots, and on streets, in balance with parking demand to accommodate visitor, resident and employee parking needs.

Policy 1.2.6.1. Providing access to and around Downtown through various transportation options can help avoid traffic congestion, and enhance pedestrian ambience Downtown. However, most people visiting Downtown now and in the foreseeable future, will continue to arrive by car to visit, work, shop, dine or enjoy the Riverfront and Waldie Plaza. While this Plan encourages alternatives to the car, planning for, and provision of adequate parking is important for the success of Downtown.

Policy 1.2.6.2. While the “Existing Conditions: Opportunities and Constraints” report (February 2015) found that in Downtown, parking may not be a problem currently, that could change depending on future circumstances. Overall, there is currently more than sufficient parking capacity between public and private parking lots and on-street parking to accommodate typical demand, with numerous available spaces during weekday and weekend peak times. Parking is an important component that the City will need to monitor in the future to ensure an adequate, safe supply, as Downtown attracts more visitors, residents and businesses.

Policy 1.2.6.3. Where possible, reducing parking requirements in areas that have no opportunity to provide parking can encourage new business, transit use and reduce reliance on the private automobile

**Goal 1.2.7. Sustainable Infrastructure**

Safeguard public health, safety and prosperity by providing and maintaining standards and facilities that enable the community to live and work in balance with the natural environment. Continue to ensure that public services facilitate new development in Downtown.

Policy 1.2.7.1. The California Government Code requires a specific plan to include text and diagrams that specify: “The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.”

Policy 1.2.7.2. The availability of adequate sanitary sewer, electrical, water, natural gas and cellular services within the Downtown are a critical factor in the accommodation of new residential and non-residential development, and in attracting new uses within existing buildings. The “Existing Conditions: Opportunities and Constraints” report (February 2015) reviewed the major utility systems in the Downtown. Those findings for existing infrastructure and any future needs are reported in this Plan.

Policy 1.2.7.3. Promote green leadership in Antioch by expanding Downtown as a green and healthy community with sustainable building and landscape design, sustainable water use and irrigation practices, and reduced energy use. Encourage outdoor and active living with more opportunities for healthy choices including walking and biking, readily available access to transit, housing in close proximity to shopping, dining and workplaces, and access to parks, play spaces and open space for children and families to enjoy.

1.3. Planning Context

1.4. Relationship to Existing Plans

1.5. Planning Process and Public Participation

1.6. Related Documents

1.7. Plan Organization

## 2.0 Land Use

---



## Page | 2



## 2.2 Districts, Land Use, and Development Standards

---

The Downtown Area contains a variety of districts with unique histories, building form, land use compositions and influences. These districts are identified so that specific approaches to their use/re-use and revitalization can be employed.

### Rivertown Mixed Use Historic District (MU)

#### Introduction

This district contains the early twentieth century buildings that constitute the oldest surviving development in the City of Antioch and its most significant historic resources. The basic form of the Rivertown Historic District is a traditional grid-form commercial downtown with a mix of historic one and two-story buildings, contemporary infill buildings, linear parks, and surface parking lots. The functional center of the district is 2<sup>nd</sup> Street, between A Street and L Street, which serves as a linear commercial spine running from east to west. Prominent land uses on 2<sup>nd</sup> Street include Antioch City Hall, El Campanil Theatre, the Nick Rodriguez Community Center, and a number of small restaurants and businesses. The intersection of 2<sup>nd</sup> Street and G Street is the traditional center of the Rivertown Historic District and greater Downtown Antioch. Residential uses are currently infrequent over commercial uses, but are closely present in nearby neighborhoods. The commercial prominence continues on G Street to 5<sup>th</sup> Street, where it transitions into a mixed residential neighborhood.

#### *Major Issues*

- Historic Buildings
- Parking Facilities
- Commercial Mix
- Vacant Lots

The purpose of the Rivertown Historic District is to encourage an ultimate mix of retail, restaurant, public and entertainment uses that serves as a local and regional attraction. The physical form of the Rivertown Historic District lends itself to a strong pedestrian experience and

#### Goals, Objectives, Policies, and Programs

**GOAL:** An attractive, walkable environment that preserves and celebrates the history and architecture of the community and the district, serves as a cultural and celebratory centerpiece for the City, encourages new investment in both existing buildings and new construction, and offers a high-quality unique experience to residence and visitors alike.

**Objective:** A reduction in storefront vacancies and an increase in visitor-serving uses.

**Policy:** Though the City ultimately envisions predominantly retail, restaurant, and unique visitor-serving land uses, the interim use of ground-floor space for office or other similar uses should be accommodated to reduce the vacancy rate and improve the overall appearance of the District.

**Policy:** The City does not support the ongoing holding of chronically-vacant and under-maintained buildings.

**Policy:** The City encourages programs to allow the use of vacant storefronts for temporary displays by business, community, or historical organizations.

**Program:** The City will continue to monitor and update the land use and development standards table to ensure that positive contributing land uses are not excluded.

Program: The City will explore a program to offer short-term incentives for new business to locate in the Rivertown Historic District. These programs may include a business license fee deferral program where new businesses in the District are allowed to defer City business license fees for the first six months of operation with repayment over the following year.

Program: The City will strictly enforce building and public nuisance codes for chronically-vacant and under-maintained buildings.

Program: The City will pursue modification of the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties.

**Objective:** Improved visual and physical access to the San Joaquin River from public and private locations.

**Policy:** The City supports the continued use and conversion of riverfront property, including City-owned parking lots, to public-accessible walkways and observation areas.

**Policy:** The City encourages the expansion and clarification of public access at the Riverview Lodge Restaurant property at the terminus of I Street.

**Policy:** The City supports new private development projects that provide strong physical or visual connection to the San Joaquin River through balconies, roof-decks, walkways, etc.

**Policy:** The City discourages the expansion of heavy rail service except for commuter or passenger lines.

**Program:** The City will pursue the completion and improvement of a continuous walkway along historic 1<sup>st</sup> Street from E Street to L Street.

**Objective:** An increase in annual festivals and large community events occurring in the Rivertown Historic District.

**Policy:** The City supports the use of public streets, parking lots, and parks for annual festivals and large community events and will provide logistical support, as feasible.

**Policy:** The City recognizes that its financial contribution to these events occurs entirely through its support of the Antioch Community Foundation. As such, event applicants are expected to pay ordinary application and processing fees.

**Program:** The City will create a streamlined application process administered by a single City Department, advertised on the City website, and supported by City staff.

**Objective:** A continuous high-quality pedestrian experience connecting parking facilities, the inner commercial blocks, and the riverfront.

**Policy:** The City supports the use of pedestrian-oriented signage, including A-frame signs and displays, when located on private property. As an alternative, the City may support a comprehensive program to allow limited use of public property or right-of-way for signs or displays if such a program did not detract from the overall aesthetic of the District.

**Policy:** The City supports the use of public property, where feasible, for outdoor dining areas, subject to the provisions listed in the Downtown District development standards.

**Policy:** New development and remodels should maximize pedestrian access through visible storefronts and other features that engage pedestrians. Solid, unadorned walls are prohibited.

**Program:** The City will work with local business, community, or historical organizations to develop a cohesive directional signage program.

**Program:** The City will prioritize street tree plantings and replacements, sidewalk improvements, and pedestrian infrastructure maintenance on the areas of highest pedestrian use.

**Program:** In the absence of flowing water in the Waldie Plaza water feature, the City will explore alternative decorative uses or treatment of the feature.

**Program:** The City will study current trash service methods to identify and deter unsightly and messy trash collection on public sidewalks. Specifically, the City will explore construction of centralized consolidated trash enclosures to simplify collection and eliminate sidewalk impacts.

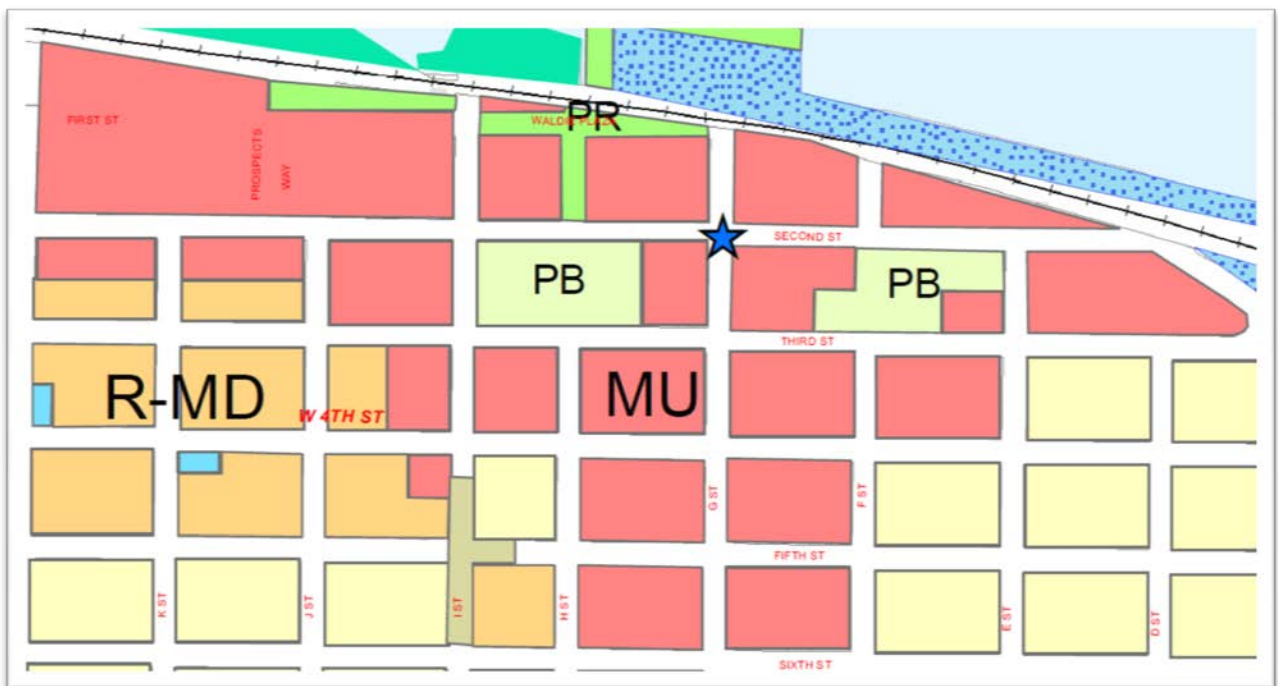
**Objective:** The preservation and restoration of historic resources throughout the Rivertown Historic District and Downtown Antioch

**Policy:** The City encourages the preservation and restoration of all qualifying historic resources.

**Policy:** Alterations to qualifying historic resources must comply with the United States Secretary of the Interior's Standards for the Treatment of Historic Properties.

**Policy:** New buildings shall reflect the historic character and traditional architecture of the Rivertown Historic District.

**Program:** The City shall prepare and adopt an ordinance specifically addressing the Citywide treatment of historic properties.



## ***DEVELOPMENT AND LAND USE STANDARDS***

<b>Rivertown Mixed Use Historic District (MU)</b>	
<b>Development Standards</b>	
Front Setback	0' minimum, 10' maximum
Side Setback	0' minimum
Corner Side Setback	0' minimum, 10' maximum
Rear Setback	0' minimum
Lot Coverage	100% maximum
Lot Width	50' minimum
Lot Size	5,000 square feet minimum
Parking	No on-site parking required
Height	45' or three stories
Lot Area Per Dwelling Unit	1,600 square feet minimum
Residential Density	27 dwelling units per net acre maximum
<b>Land Uses</b>	
Retail – Minor	P
Retail – Major	P
Restaurant – Minor	P
Restaurant – Major	U
Service-Minor	P
Service-Major	U
Assembly – Minor	P
Assembly – Major	U
Residential – Minor	P
Residential – Major	U
Industrial – Minor	P
Industrial-Major	Prohibited

## Neighborhood Commercial District (C-N)

### Introduction

This district includes the commercial areas along 10<sup>th</sup> Street, 6<sup>th</sup> Street, A Street, and other isolated commercial sites. These commercial sites are closely tied to the adjacent residential neighborhoods and have the potential to provide neighborhood-serving uses. Currently, the land use composition of these commercial areas includes automotive sales and repair uses, a former movie theater currently used as a church, and few retail and restaurant uses. In addition, there are several remnant single-family residences interspersed within these commercial corridors.

#### Major Issues

- Land Use Compatibility
- Physical Appearance of Buildings
- Lack of Neighborhood Serving Uses
- Vacant Lots

The purpose of the Neighborhood Commercial is to reclaim these commercial districts as neighborhood-serving uses that directly complement and add value to the adjacent residential neighborhoods.

### Goals, Objectives, Policies, and Programs

**GOAL:** An attractive, walkable, neighborhood-serving commercial district that complements and adds value to the adjacent residential neighborhoods.

**Objective:** An attractive commercial district that evokes community pride, creates a sense of place, and is enjoyable to its tenants and patrons.

Policy: The City supports streetscape improvements, including private or non-profit sponsorship of banner programs, seasonal decorations, and similar enhancements.

Policy: The City supports the permanent improvement of sidewalks, medians, crosswalks and roadway surfaces to improve circulation and pedestrian safety along 10<sup>th</sup> Street and other neighborhood commercial corridors.

Policy: The City supports the use of pedestrian-oriented signage, including A-frame signs and displays, when located on private property. As an alternative, the City may support a comprehensive program to allow limited use of public property or right-of-way for signs or displays if such a program did not detract from the overall aesthetic of the District.

Policy: The City supports the use of public property, where feasible, for outdoor dining areas, subject to the provisions listed in the Downtown District development standards.

Policy: New development and remodels should maximize pedestrian access through visible storefronts and other features that engage pedestrians. Solid, unadorned walls are prohibited.

Policy: The City discourages the installation of parking lots at the front of lots, especially on 10<sup>th</sup> Street. As an alternative, parking lots should be installed behind buildings and adjacent to alleys.

Policy: The City supports the interconnection, where feasible, of adjoining commercial parking lots to improve vehicle movement, limit driveway cuts, and reduce road traffic.

**Objective:** A mix of commercial uses that provide convenience and add value to adjacent residential neighborhoods.



**Policy:** The City encourages neighborhood-serving uses including restaurants, certain retail uses, entertainment venues, personal services, coffee shops, and local small businesses.

**Policy:** The City discourages any use or operational conditional that detracts from the quality of life of adjacent residential neighborhoods.

**Policy:** The City supports the imposition of Conditions of Approval for approved land uses that limit or eliminate their operational impacts on adjacent residential neighborhoods. The City recognizes that some land uses may not necessarily be accommodated at every site, even if the land use is conditionally permitted in the district.

**Policy:** The City supports the conversion or redevelopment of single-family residences into commercial uses only when an aggregate land area of 10,000 square feet can be created. The conversion of existing single-family residences on 5,000 square-foot lots into stand-alone commercial uses is generally discouraged.

**Objective:** A dynamic and engaged business district that cooperatively works with business owners to promote and improve the business climate throughout Downtown Antioch.

**Policy:** The City supports the creation of a Downtown Business Association, or similar organization, which is solely dedicated to the promotion and improvement of Downtown Antioch.

**Program:** The City will participate in a supportive role with any such association upon its formation.

**Objective:** A gradual phase-out of automotive service and sales uses that are visually incompatible, noisy, potentially hazardous, and do not necessarily provide a neighborhood-serving use.

**Policy:** The City supports the continuance of automotive uses as legal non-conforming uses, but does not support their expansion.

**Program:** The City will strictly enforce Use Permits and similar related ordinances governing current automotive uses.

**Policy:** The City supports the relocation of automotive uses to more appropriate areas.

**Program:** The City will examine opportunities in industrial or heavy commercial areas to provide adequate lands for automotive uses.



**Objective:** A reduction in storefront vacancies and increase use of chronically-vacant or abandoned buildings.

**Policy:** The City does not support the ongoing holding of chronically-vacant and under-maintained buildings.

**Policy:** The City encourages programs to allow the use of vacant storefronts for temporary displays by business, community, or historical organizations.

**Program:** The City will pursue modification of the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties.

**Program:** The City will prioritize enforcement using the 'broken window' concept to address minor vandalism, graffiti, and similar quality of life and perception issues.





## *DEVELOPMENT AND LAND USE STANDARDS*

<b>Neighborhood Commercial District (C-N)</b>	
<b>Development Standards</b>	
Front Setback	0' minimum, 10' maximum
Side Setback	0' minimum
Corner Side Setback	0' minimum, 10' maximum
Rear Setback	0' minimum
Lot Coverage	50% maximum
Lot Width	100' minimum
Lot Size	10,000 square feet minimum
Parking	0 - 5,000 square-foot buildings: no requirement 5,001+ square-foot buildings: 1 / 1,000 square feet
Height	35' or two stories
<b>Land Uses</b>	
Retail – Minor	P
Retail – Major	U
Liquor Store, Adult Bookstores, Gun Sales, Tobacco Stores; Auto Sales/Service	Prohibited
Restaurant – Minor	P
Restaurant – Major	U
Bar	Prohibited
Service-Minor	P
Service-Major	Prohibited; Day Care Center with Use Permit
Assembly – Minor	P
Assembly – Major	U
Vehicle-Minor	Prohibited
Vehicle-Major	Prohibited
Residential – Minor	P
Residential – Major	U
Industrial – Minor	Prohibited
Industrial-Major	Prohibited

## Neighborhood Preservation District (NP)

### Introduction

This district includes the traditional residential neighborhoods that surround Downtown Antioch and once served as the City's primary residential area. The residential neighborhood is very eclectic and demonstrates complex and modest architectural styles from the late 19<sup>th</sup> and early 20<sup>th</sup> century, as well as more contemporary residential buildings. The neighborhood is very walkable and offers direct access to the commercial areas of Downtown Antioch and Tenth Street, as well as the Marina and waterfront. The neighborhood is laid out in a traditional grid arrangement and contains interspersed institutional and cultural buildings, churches, lodges, and Proserville Park. Though most of the neighborhood consists of single-family dwellings, there are also several areas where apartment buildings and higher density housing is available.

### Major Issues

- Preservation of Historic Residential Buildings/Neighborhood Character
- Physical Appearance of Buildings/Property Maintenance
- Cut-Through Traffic
- Lack of Neighborhood Serving Uses
- Compatibility with single-family neighborhoods
- Parking availability
- Bulk and mass of buildings
- Vacant Lots

The purpose of the Neighborhood Preservation District is to promote policies that will enable further investment into these neighborhoods, strengthen property maintenance, enhance market competitiveness of these neighborhoods, create a viable residential adjunct to Downtown Antioch, and to improve the quality of life for its residents.

### Goals, Objectives, Policies, and Programs

**GOAL:** A traditional, walkable, neighborhood that offers a residential product that is unique to the City and attractive to reinvestment.

**Objective:** Maintenance of the traditional single-family visual character of the neighborhood, while encouraging reinvestment.

**Policy:** New residential buildings, regardless of density, should reflect a traditional single-family architectural style, including scale, minimized visibility of parking (including garages), traditional porches, etc.

**Program:** The City will develop Design Guidelines specifically for the NP District to address the existing traditional neighborhood and housing styles.

**Policy:** All modifications to existing buildings within the Downtown Specific Plan boundaries are subject to Design Review. Administrative design review may be used for minor projects, at the discretion of the Community Development Director.

**Objective:** An improvement in the value of residential properties to encourage owner-occupancy rates more similar to those elsewhere in the City of Antioch.

**Policy:** The City supports residential development standards that are unique to the NP district and complement its traditional development patterns.

**Policy:** The City encourages re-investment in existing residential buildings through remodels and additions and recognizes that older homes may lack certain modern conveniences expected by many potential owners and that flexible standards to accommodate these elements may be necessary to allow for improvement of these buildings.

**Policy:** The City is committed to the preservation of qualifying historic structures and acknowledges that much of the value in R-LD district is largely derived from the continued presence of these buildings. The City will not permit the demolition or inappropriate modification of eligible historic structures.

**Program:** The City will develop a contemporary historic preservation ordinance that reflects best practices, encourages preservation and restoration, and is consistent with applicable State and federal law. Until such ordinance is adopted, the City will apply the Secretary of the Interior's Standards for the Treatment of Historic Properties for all modifications to any structures constructed prior to 1950.

**Objective:** A reduction in the number of under-maintained or substandard residential properties in this district that may serve as a deterrent to investment in the residential neighborhood or patronage of the commercial districts.

**Policy:** The City supports the re-establishment of the residential rental inspection program for this neighborhood, on a priority basis, even if infeasible for the remainder of the City.

**Policy:** Community Development Block Grant (CDBG) funding sources should be prioritized for high-visibility, high-impact purposes in this neighborhood, as available.

**Policy:** The City supports the formation of an independent residential neighborhood association for the purposes of neighborhood watch, crime reduction, promotion, and coordination of activities to benefit the City.

**Policy:** The City promotes the abandonment, transfer, or sale of existing City-owned vacant right-of-way parcels, wherever feasible. Similarly, the City encourages other entities owning similar undeveloped parcels to make them available for development to further eliminate blight.

**Program:** The City shall make an inventory of existing vacant parcels and develop a strategy for their development, which must include the potential for abandonment, transfer, or sale.

**Policy:** The City allows the construction of residential units within the NP Zoning District on individual lots as small as 33' wide and 100' deep (3,300 square feet).

**Policy:** The City supports the enforcement of all housing and building codes to the fullest extent permitted by law.

*DEVELOPMENT AND LAND USE STANDARDS*

<b>Neighborhood Preservation District (NP)</b>	
<b>Development Standards</b>	
Front Setback	10' minimum for porch; 15' to main structure; 20' to garage face.
Side Setback	5' minimum
Corner Side Setback	5' minimum
Rear Setback	15' minimum
Lot Coverage	50% maximum
Lot Width	33' minimum
Lot Size	3,300 square feet minimum
Parking	1 covered space per residential unit; visible carports are prohibited
Height	35'
Minimum Lot Area per Residential Unit	3,300
Low Density	3,300
Medium Density	2,000
<b>Land Uses</b>	
Residential Uses	P
Institutional Uses (lodges, churches, etc.)	U

## Commercial - Regional District (C-R)

### Introduction

The Commercial-Regional District is limited to the existing commercial properties adjacent to Auto Center Drive, between 10<sup>th</sup> Street and 4<sup>th</sup> Street. This area currently contains a large commercial recreation (miniature golf, etc.) facility, automotive service uses, a large hotel, boating service/sales uses, a veterinary hospital, and other retail uses. The area once served as a gateway to Antioch as 10<sup>th</sup> Street served as a primary thoroughway. Today, the area largely remains undeveloped, especially, the parcels along 6<sup>th</sup> Street. Since Auto Center Drive and 10<sup>th</sup> Street are both very prominent entries to Downtown Antioch, it is important that these areas contain complementary land uses that make a positive impression.

### Major Issues

- Vacant Lots
- Underutilized properties
- Transitional automotive uses
- Antioch Creek corridor
- Mix of land uses

The purpose of the Commercial-Regional District is to create a district that will enable development and/or redevelopment or re-occupancy of this area to capture the traffic and visibility from Auto Center Drive and 10<sup>th</sup> Street and to generate sales or occupancy taxes or high employment.



## Goals, Objectives, Policies, and Programs

**GOAL:** A thriving regional commercial district that complements the adjacent neighborhoods and presents a positive entry feature to Downtown Antioch.

**Objective:** Strong commercial businesses that will contribute to the local economy directly through sales tax, user taxes, or employment

**Policy:** New development must demonstrate direct financial benefit to the City and community through sales tax, user taxes, or employment.

**Policy:** Uses that do not provide direct financial benefit to the City or Community are strongly discouraged and should not be approved. Examples of unacceptable, under-performing uses include personal storage facilities, warehousing, parking lots, and vehicle storage.

**Policy:** New uses should include automotive sales, retail commercial uses, large office users, light industrial parks, commercial recreation, or similar uses.

**Policy:** Land uses that are not specifically described in the land use table may be considered if they otherwise achieve the policies of the Downtown Specific Plan.

**Objective:** New development that is visually attractive and presents a positive image as a gateway to Downtown Antioch.

**Policy:** New development should provide enhanced landscaping along Auto Center Drive, 10<sup>th</sup> Street, and W. 6<sup>th</sup> Street.

**Program:** For development of any site over 10,000 square feet along W. 6<sup>th</sup> Street, a comprehensive street and site design must be submitted to demonstrate a comprehensive design of landscape, building setbacks for all sites along W. 6<sup>th</sup> Street.

**Policy:** Parcels should not be subdivided to below 20,000 square feet to avoid awkward sites, flag lots, and similar undesirable elements.

**Policy:** Direct vehicle access from Auto Center Drive is discouraged and should be minimized. A maximum of one vehicle access may be permitted for each parcel along Auto Center Drive. Should further subdivision occur, the new lots must take access from W. 6<sup>th</sup> Street or 10<sup>th</sup> Street.

**Policy:** New buildings should demonstrate a high-quality, campus-like appearance.

**Policy:** If parking lots are located along Auto Center Drive, they must be separated from the public right-of-way by a landscaping border of at least 15'.

## *DEVELOPMENT AND LAND USE STANDARDS*

<b>Commercial-Regional District (C-R)</b>	
<b>Development Standards</b>	
Front Setback	15' minimum
Side Setback	10' minimum
Corner Side Setback	15' minimum
Rear Setback	0' minimum; 20' from residential uses
Lot Coverage	50% maximum
Lot Width	100' minimum
Lot Size	10,000 square feet minimum
Parking	Per Zoning Ordinance
Height	35'
Minimum Lot Area per Residential Unit	2,000
<b>Land Uses</b>	
Retail – Minor	P
Retail – Major	U
Liquor Store, Adult Bookstores, Gun Sales, Tobacco Stores	Prohibited
Restaurant – Minor	P
Restaurant – Major	U
Bar	Prohibited
Service-Minor	P
Service-Major	U
Assembly – Minor	U
Assembly – Major	U
Vehicle-Minor	U
Vehicle-Major	U
Residential – Minor	Prohibited
Residential – Major	U
Industrial – Minor	U
Industrial-Major	Prohibited
Office – Minor	P
Office – Major	P

## Waterfront (WF)

### Introduction

The Waterfront District contains the Antioch Marina, the adjacent parking lot, the Riverview Lodge property, and the surrounding undeveloped riparian areas. The site includes the City of Antioch's Marina office as well as supporting commercial uses, including the prominent restaurant site. This District serves as a local and regional attraction and is integral to the future success of Downtown Antioch because it brings residents and other visitors to the heart of Downtown Antioch.

### Major Issues

- Commercial businesses
- Parking lot patrol
- Railroad tracks
- Wayfinding and signage
- Underutilized properties

The purpose of the Waterfront District is to create a district that capitalizes on the City of Antioch's unique waterfront access and promotes the recreational opportunities associated with direct use of the San Joaquin River through the Marina facility.





# Goals, Objectives, Policies, and Programs

- GOAL:** A popular, safe and attractive waterfront recreational facility that serves the community and offers and attraction to visitors.
- Objective:** A diverse array of commercial uses that complement the waterfront and are attractive to the general population.
- Policy:** The City supports the continued use of the restaurant building at the Antioch Marina for a high-quality restaurant that will attract visitors beyond the immediate area.
- Policy:** Other uses of the adjacent building should be relevant to, or dependent on, the waterfront, such as bait and tackle shops, marine supply shops, or similar uses that relate to the waterfront or marine recreation. Other uses that are not reliant on or relevant to the waterfront are discouraged.
- Policy:** The City encourages additional commercial activities or business opportunities that will attract additional visitors. This may include construction of new buildings.
- Program:** The City will investigate the feasibility of additional building pads within the Marina area.
- Policy:** The Riverview Lodge building should remain as a restaurant use. The City is supportive of renovation or reconstruction of the building to ensure that it remains a viable attraction.
- Objective:** Open public access to the waterfront for boating, fishing, observation, or other waterfront-dependent activities.
- Policy:** The City supports retention of the fishing piers for general public use and for organized derbies or similar activities.
- Policy:** The City encourages use of the waterfront facilities for visiting historic ships and similar attractions.
- Objective:** A safe and clean environment that preserves the natural and scenic resources of the waterfront.
- Policy:** The City discourages use of the Marina parking lot for purposes other than accessing the waterfront.
- Policy:** The City promotes exclusive use of the developed path system to ensure that adjacent natural areas are preserved.
- Program:** The City will conduct a general site security and access study to examine ways to discourage behavior or trespass that is detrimental to the visitor experience or the natural environment.

## DEVELOPMENT AND LAND USE STANDARDS

Waterfront District (WF)	
Development Standards	
All new development in the Waterfront District requires approval of a Use Permit from the Planning Commission. The development standards will be established through the Use Permit and environmental review process.	
Land Uses	
Waterfront Dependent or Relevant Uses	U
All other Uses	Prohibited

## Opportunity Sites

### Introduction

Within the boundaries of the Downtown Antioch Specific Plan, there are three large parcels whose redevelopment would have a major impact on the Downtown Antioch. Because of the unique potential for these properties and the significance of their redevelopment, they have been identified as Opportunity Sites. In lieu of traditional prescriptive land use and development standards, they are governed by a series of general policies that guide their future reuse. In addition, each of these sites would be required to submit a comprehensive redevelopment plan prior to any new development on the site. The comprehensive plan would provide a big picture of the land uses and development schedule for the site.

As two of these sites currently have active businesses, there are also unique provisions for retention of these uses and even replacement with similar land uses to ensure that the buildings do not become vacant, which may lead to further complications.

### Opportunity Site A

This site most recently contains Bond Manufacturing, which operates a light manufacturing facility on the 17-acre site. Due to the quality of its existing industrial buildings and infrastructure on the site, it is envisioned to house additional industrial users before any eventual redevelopment. However, if proposed for redevelopment, the site would offer a very unique opportunity due to its size. The site is limited by access, with only one modest entry from Auto Center Drive/W. 4<sup>th</sup> Street, so its development potential is limited. Further, it is isolated from adjacent development by Antioch Creek, the Dow Wetlands property, and the historic Antioch History Museum building. The following policies apply to Opportunity Site A.

1. The property may be continued to be used for industrial purposes indefinitely, consistent with the all zoning regulations currently assigned to the M-1 Light Industrial District. This district is described as follows: This district allows light industrial uses and excludes those heavy industrial uses with potentially hazardous or negative effects.....Uses include the fabrication, assembly, processing, treatment, or packaging of finished parts or products from previously prepared materials typically within an enclosed building.
2. Both the development standards and land uses regulations of the M-1 Light Industrial District shall apply. Should the M-1 Light Industrial District be eliminated, the site shall be subject to the comparable provisions of a replacement light industrial district.
3. Future redevelopment of the site should be comprehensive in nature. To that effect, a comprehensive development plan is required for any land use or redevelopment that is not consistent with the M-1 Light Industrial District regulations. Such a comprehensive development plan shall be subject to review and approval through the Planned Development (PD) process through the Planning Commission and City Council.
4. Future redevelopment should contribute to the vitality of Downtown Antioch and may include residential uses, such as a large apartment or condominium complex offering river and wetlands views. Ownership units are encouraged.
5. Any future redevelopment must be sensitive to the adjacent wetlands and appropriate for the limited roadway access available.

### Opportunity Site B

This 37-acre site contains a series of industrial buildings that are currently being used for RV storage and other miscellaneous uses. This is the site of a former major manufacturing facility and the smoke stack still stands. The site is directly adjacent to the Antioch Police Department and maintains frontages

on W. 4<sup>th</sup> Street, L Street, N Street, O Street, and W. 2<sup>nd</sup> Street. The following policies apply to Opportunity Site B.

1. The property may be continued to be used for industrial purposes indefinitely, consistent with the all zoning regulations currently assigned to the M-1 Light Industrial District. This district is described as follows:  
This district allows light industrial uses and excludes those heavy industrial uses with potentially hazardous or negative effects.....Uses include the fabrication, assembly, processing, treatment, or packaging of finished parts or products from previously prepared materials typically within an enclosed building.
2. Both the development standards and land uses regulations of the M-1 Light Industrial District shall apply, in general. Should the M-1 Light Industrial District be eliminated, the site shall be subject to the comparable provisions of a replacement light industrial district.
3. Future redevelopment of the site should be comprehensive in nature. To that effect, a comprehensive development plan is required for any land use or redevelopment that is not consistent with the M-1 Light Industrial District regulations. Such a comprehensive development plan shall be subject to review and approval through the Planned Development (PD) process through the Planning Commission and City Council.
4. Minor improvements and modifications to the site for continued industrial purposes, provided that said actions do not result in the demolition and replacement of more than 10,000 square feet or construction of 10,000 square feet or more of new building area. Any such larger projects are subject to the requirement for a comprehensive development plan.
5. Future redevelopment should contribute to the vitality of Downtown Antioch and may include the following:
  - a. A mixed use village, containing a variety of residential and commercial/service uses.
  - b. A large residential complex offering river views, Marina access, and high-quality on-site amenities.
  - c. A large office complex providing employment at a rate comparable to business parks.
6. To improve circulation, a connection between 2<sup>nd</sup> St. and O St. should be explored.

### Opportunity Site C

This 10.5-acre site is the home of the former Hickmott Cannery and is currently vacant. The site is bisected by railroad tracks and access is to 6<sup>th</sup> Street and McElheny Road. Due to the historic use of the site for industrial purposes, there may be issues related to soils contamination that would need to be fully addressed prior to development. These issues may even dictate the level of development appropriate for the site. This site, has nearly unobstructed views of the San Joaquin River and is ideal for a major anchor project. The following policies apply to Opportunity Site C.

1. The property is not currently in use and any new development or land use requires a comprehensive development plan.
2. The reuse of the property should provide a strong anchor to the east side of Downtown Antioch.
3. Future redevelopment should contribute to the vitality of Downtown Antioch and may include the following:
  - a. A mixed use village, containing a variety of residential and commercial/service uses.
  - b. A large residential complex offering river views, Downtown access, and high-quality on-site amenities.
  - c. A large office complex providing employment at a rate comparable to business parks.
  - d. A large open space or park complex.
4. The existing houses on E. 6<sup>th</sup> Street must be incorporated into any future development plan.
5. With redevelopment of the site, McElheny Road should be examined for its potential to provide a pedestrian/cycle connection to the waterfront on Fulton Shipyard Road.

6. Direct linkages to the existing enhanced sidewalk on A Street should be provided throughout the project.
7. The project should capitalize on the views of the waterfront and the San Joaquin River.
8. New development should include historical monuments or interpretation of the site's history as a cannery.
9. Architectural styles may reflect the industrial traditions of the site.

## **Blending Land Use Designation**

The Land Use Map contains multiple instances of blended land use designations, where two land use designations are shown for a single parcel. These parcels are identified with hashmarks denoting the two applicable land use designations. In these cases, it is the intent of the Downtown Specific Plan to allow for the continuation of the existing land uses under a corresponding land use designation, while also recognizing that the site may ultimately be redeveloped for a different purpose.

For example, the NP-L/C-N blending district combines the Neighborhood Preservation-Low Density District with the Neighborhood Commercial District. This blending allows for the continuation of the current low-density, single-family residential uses under the NP-L District, but would allow for the entire site to be redeveloped as a neighborhood commercial site under the C-N District designation. In order to be redeveloped for neighborhood commercial purposes, the site would have to meet all of the development standards for the C-N District, including the 10,000 square-foot minimum lot size and all parking requirements. As most residential lots are 5,000 square feet in size, conversion to commercial use would require the accumulation of multiple sites. This would deliver more reasonable, comprehensive conversions and well-functioning commercial sites and would avoid the piece-meal conversion of individual 5,000 square-foot lots to commercial use, which is not generally beneficial to a community. In some instances, the lots might be combined with adjacent commercial sites to the rear, such as along 10<sup>th</sup> Street.

In short, the blending land use designation approach allows for the continuation of existing land uses in a neighborhood, but allows for a large-scale conversion to a different land use in the future. This approach also avoids many of the pitfalls associated with traditional legal nonconforming designations, which have become deterrents to lenders in a more conservative banking environment. This blending approach will hopefully allow for increased lending and investment in these communities, while providing responsible and detailed direction.

### **3. Downtown Design Guidelines**

#### **3.1. Introduction and Background**

The Downtown Specific Plan that focuses on the revitalization of historic Rivertown provides opportunities to make Downtown Antioch a vibrant place with a strong quality of life. The design of new development and the renovation of existing buildings will play a particularly important role in creating a distinct, high-quality image and ambience for the Downtown while promoting a desirable quality of life in a place that will attract people to live, work and play. The Downtown Design Guidelines, which are derived from and supplement the Citywide Design Guidelines, General Plan, Downtown Specific Plan and Zoning Code, will seek to enhance the design of streetscapes and commercial and residential projects.

#### **3.1.2. Purpose and Goals**

The purpose of this Chapter of the Downtown Specific Plan is to establish guidelines that will reinforce a common identity for Rivertown, clarify expectations about desired design quality, challenge stakeholders to think outside the box and provide a method to help ensure objectivity, consistency, and predictability during the design review process. The guidelines in this Chapter encourage design freedom and innovative design, while emphasizing basic design principles, community needs, and sensitivity to surrounding context. The design guidelines provide good examples of appropriate design solutions. The guidelines contain both quantitative and mandatory development standards and may be interpreted with some flexibility in the application to specific projects.

Specifically, the design guidelines attempt to achieve the following goals based on those outlined in the General Plan and Downtown Specific Plan:

- Preserve and enhance Downtown Antioch's unique historic identity;

- Create opportunities to attract residential, commercial and other Downtown projects that will stimulate the economy and create an exciting live-work-play environment;
- Define standards and provide guidance for the design of new development and renovations that will encourage exceeding the desired design quality;
- Encourage architectural and landscaping criteria that stimulate walking, facilitate bicycling and reduce dependence on the automobile, while accommodating its continued use;
- Protect and maintain the quality and unique heritage and historical characteristics of the Downtown and ensure compatible design and historic preservation standards for new projects and renovations;

Guide the revitalization of existing developed areas blending seamlessly the quality of newer and older portions of the Downtown;

- Communicate a clear public vision for the community.

The interpretation and implementation of the design guidelines will be based on these goals.

### 3.1.3. Applicability

The provisions of the Downtown Design Guidelines are applicable to any new buildings, additions, exterior alterations, landscaping, and any modification to an approved landscaping plan or parking lot design, with the exception of single-family residences within an existing subdivision. These guidelines do not affect any existing buildings that are not proposed for new construction, exterior alterations, landscaping, or changes in the parking lot layout.

### 3.1.4. Exemptions

When in compliance with all other City Plans, policies, regulations and ordinances, the following projects are exempt from design review:

- Underground construction, which will not leave any significant, permanent structure at or above grade level upon completion. Utility boxes, pipes, and poles shall be considered a "significant permanent structure."
- Roof maintenance and repair with similar like materials. Roof reconstruction or replacement with different materials is not subject to design



*Historic buildings such as the El Campanil Theater reinforce Antioch's heritage*





review if it does not change the historic character of the building, as is determined by the Community Development Director or his/her designee.

C. Routine maintenance of buildings, landscaping (including relatively minor replacement of plants other than trees), exterior painting, or grounds (including parking lots) that does not significantly alter the appearance, historic character, or function of the building, landscaping, or grounds. Exterior colors shall be soft and warm, rather than bright and bold, thus eliminating a visual intrusion into the Downtown's appearance and character.

D. Temporary uses, structures and signs as defined by the City of Antioch Zoning Code or other applicable codes and ordinances.

E. Interior remodeling.

### 3.1.5. Relationship to Design Review Process

The Downtown Design Guidelines will be utilized during the City's development review process to implement the highest level of design quality. The guidelines provide project designers with the flexibility necessary to respond to existing site conditions.

Applicants of any new development or rehabilitation must follow a development review process as detailed in the Downtown Specific Plan to complete site and building improvements. Design review is one element of the overall process. At the onset of any project, and prior to undertaking significant design efforts, applicants should meet with Community Development staff. City staff will provide information on permits, processing timeliness, required steps for project approval, and City codes and ordinances that may affect or apply to a particular project. In addition, the meeting can be useful to better understand project-specific design objectives.

### 3.1.6. Interpretation

A development applicant should understand the meaning of "*should*," "*encouraged*," "*discouraged*," and "*shall*" when interpreting these guidelines. Guidelines that employ the word "*should*" are intended to express the City's desire and expectation. However, an alternative measure may be considered that meets or exceeds the intent of the guideline. Guidelines using the words "*encouraged*" or "*discouraged*" are meant to express a more or less desirable design solution. Standards using the words "*shall*" or "*must*" are meant to express an absolute minimum and are required.

### Qualitative Guidelines

Many of these guidelines are qualitative. They provide descriptions and graphic illustrations that show the manner in which design should be carried out with a given land use, building type, or spatial setting. By their nature, qualitative guidelines allow for flexibility and individuality within the design parameters so long as the intent of the guidelines is upheld.

### Quantitative Guidelines

Some of these design guidelines are written with a specific numerical or measurable component. In some instances, the guidelines may include a minimum measurement (e.g. sidewalk width). In other instances, a number may be included in a design guideline that specifies a preferred quantity (e.g. ratio of trees to parking spaces). Quantitative guidelines still allow flexibility in design within the given parameters, i.e. specifications may be given for percentage of lot to be landscaped but the plant choices and design may be creatively interpreted using the approved plant list.

### 3.1.7. Visual Preference Survey



Figure 3.1.2 Good examples of the type of architectural diversity found in historic

As part of the development of the Citywide Design Guidelines, an online Visual Preference Survey was conducted that was accessible through the City website. The community was invited to vote on 125 images of community design elements (including 18 from Antioch). The images illustrated different commercial and residential architectural styles, building materials, landscaping, signs, site plans, and streetscapes.

The results of the Visual Preference Survey were presented at a Design Subcommittee meeting in 2007. The survey received 145 responses. Respondents favored images that showed the following characteristics:

- Regional architectural styles (such as Mission Revival and Victorian styles);
- Stone, stucco, and iron materials; and
- Streetscape amenities such as seating, lush landscaping, shade, and paving treatments that provided interesting public spaces and a positive pedestrian experience.

Meanwhile, respondents tended to dislike those images that showed the following characteristics:

- Plain, unadorned architecture;
- Plastic and concrete materials;
- Evergreen plants; and
- Pole signs.







### **3.1.8. Organization of Document**

The Downtown design guidelines are generally organized in sections according to major land use categories. General citywide design guidelines that may also be relevant for Downtown are located in the separate Citywide Design Guidelines Manual. A brief description of each section is provided below:

#### **Downtown Design Guidelines Introduction and Background**

This section contains an introduction and background to the downtown design guidelines and how the design guidelines are to be used.

#### **Downtown Commercial Design Guidelines**

This section addresses design guidelines that are applicable to commercial properties in Rivertown, Antioch's traditional city center. The guidelines attempt to preserve Rivertown's historic character and enhance its vitality and walkability. Topics include site planning, architecture, storefronts, lighting, parking and circulation, and building additions and renovation.

#### **Downtown Mixed-Use Design Guidelines**

This section consists of design guidelines that are applicable to Downtown mixed-use projects, which combine retail, office, and residential uses. Mixed-use guidelines seek to blend different types of uses and create a pedestrian-friendly environment so residents can work, shop, and recreate within walking distance. The section discusses site planning, architecture, storefronts, parking, circulation, landscaping, and lighting.

#### **Downtown Residential Design Guidelines**

This section addresses design issues specific to preserving and enhancing the character of residential development in Rivertown.

#### **Downtown Sign Design Guidelines**

This chapter offers guidelines for signage, which plays a critical role in conveying activity, pedestrian scale, and high quality design. Topics include general guidelines as well as specific direction for monument, wall, projecting, window, awning, and navigational signs.

### **Downtown Streetscape Design Guidelines**

This chapter provides guidance for streetscape elements, which can create a unified character for the Downtown. The guidelines will cover street materials and furnishings, traffic calming, navigational systems, public art, and public transit.

### **Downtown Sustainability**

The sustainable design guidelines provide an alternate vision for the built environment. Individual property developers are encouraged to consider sustainable design principals within their projects. This consists of encouraging an environment that is sympathetic and in harmony with the natural environment.

### **3.1.9. What is Community Design?**

Community design is the art of enhancing the vitality, meaning, and physical form of neighborhoods, towns, and cities by ensuring quality, sensible development. Design is one of several factors that must be considered in community development. The others include economic conditions, business promotion and marketing, and maintenance. These design guidelines aim to strengthen these other community development factors and foster a publicly- supported image and character.



*Community Design is critical to developing more vital places*



## 3.2 Downtown Design

### Guidelines

#### 3.2.1 Introduction

The purpose of this section is to present design guidelines for commercial, mixed use and residential land uses in both new development and renovation of older structures within the City's historic Downtown. These guidelines are intended to reestablish Downtown as the heart of Antioch by promoting active street life and high standards in architectural design and construction.

Downtown Antioch is home to a variety of historical resources ranging from landmark commercial buildings to Victorian, Craftsman, and modern style homes to churches, schools, and civic buildings. The Downtown waterfront is still a distinctive resource containing numerous shipwrecks mapped offshore and many of the City's most historic buildings. Fifty-six Antioch buildings, four monuments and vanished sites are listed on national, state, and local registers of historic properties and landmarks adding to the overall historical context of this dynamic waterfront city.

### 3.2.2. Design Objectives

#### Promote Contextual Architectural Practices



*A Downtown building with good design components*

In order to create an inviting ambiance and preserve Downtown's historic integrity, new infill development and renovation to existing structures must be respectful of the existing architectural context. Designs that are compatible and respectful of historic buildings in the area are encouraged. Some designs may use historic ornaments in new "revival" interpretations of older styles. These may be appropriate as long as the result is visually compatible with its surroundings and the design is distinguishable as new.

#### Preserve the Original Facades/Storefronts

Historically, building modifications were made as needs changed. Many of these alterations were sympathetic to the original character of the structure and may have taken on historic significance themselves. Others were unsympathetic changes that eroded the

Historic integrity of the facade. Although, changes to structures will, and need to, occur over time, the guidelines in this chapter will ensure that these changes do not damage the existing historic building fabric and that the results of building renovation enhance the overall design integrity of the buildings and therefore the community.



*A successful blend of historic architecture and modern commerce*

#### Use Traditional Facade Components

Repetition of traditional facade components creates patterns and alignments that visually link buildings within a block, while allowing individual identity of each building. These elements are familiar to pedestrians and help establish a sense of scale. The use of traditional facade components, such as display windows,



bulkheads, arches, cornice/parapets, and balconies, are required.



*Traditional facade components such as display windows add visual interest to the pedestrian experience*

### Develop a Steady Rhythm of Facade Widths

The historical commercial lot width pattern has led to buildings of relatively uniform width that create a familiar rhythm. This pattern, which is particularly apparent on Second and G Streets, helps tie the street together visually and provides the pedestrian with a standard measurement of his/her progress. New or renovated buildings shall reinforce the existing facade rhythm of Downtown streets by using widths corresponding to existing widths.

### Create a Comfortable Scale of Structures



*A steady rhythm of facade widths creates a uniform and pleasant streetfront*

Downtown buildings shall convey a scale appropriate for pedestrian activity. For the most part, this means two- to three-story development at the back of the sidewalk. These characteristics create a friendly atmosphere that respects the historic scale of the district while enhancing its marketability as a special commercial and residential area.

### Distinguish between Upper and Lower Floors



*The upper floor facades exhibit more solid space than the ground floor facades*

The ground floor facade of commercial buildings shall be predominantly transparent (clear windows), with a high ratio of void (windows) to solid (wall). This transparency helps to define the first floor as more open to the public. Upper floor facades typically have more solid space than the ground floor. Uniform storefront heights establish a line that helps to create a sense of scale for pedestrians. New Downtown buildings should include the block's existing height elements and ratio of void to solid.



## Support Pedestrian-Oriented Activity at the Sidewalk

Commercial outlets shall strive to provide visual interest to pedestrians through the goods and activities that are visible in ground floor windows.



*Pedestrian activity is encouraged Downtown sidewalks by providing interest along the street front*

This is not only a significant characteristic of historic commercial buildings, but also promotes the area as a lively, pedestrian-oriented commercial district. Therefore, window placement shall enhance pedestrian visibility of goods and activities, and they shall be kept free of advertising and non-product related clutter (e.g. backs of display cases, etc.). An abundance of clear, transparent glass also instills a sense of safety for pedestrians since they sense that employees and patrons are monitoring the sidewalk. In contrast, storefronts with blank or solid opaque walls degrade the quality of the pedestrian experience.

## Highlight the Importance of the River to Downtown

The San Joaquin River is an integral part of Downtown's character, but some sites and

buildings do not take advantage of access to and views of the river. Where possible, new development and renovated buildings shall promote physical and visual connections with the river.



*New development and renovated buildings shall promote physical and visual connection with the San Joaquin River*

### 3.2.3. Site Planning

Buildings shall reinforce the pedestrian-orientation of Downtown by providing storefronts next to the sidewalk.



Structures that are distinctive because of their historical or cultural significance, or their unique architectural style shall be preserved and incorporated into development proposals.

#### Building Placement

A. The ground floor of any new building shall be located near or along the front property line, particularly on Second and G Streets. The front building facade shall be placed parallel to the street.



*The Ground Floor of any new building shall be located near or along the front property line*

B. Wherever possible, minimizing side yard setbacks between buildings or utilizing a zero setback from the side property line(s) is encouraged to create continuous pedestrian activity along public sidewalks.

C. Additional setbacks shall be provided at public plaza areas.



*Front building setbacks shall accommodate active public uses such as outdoor dining*

D. Buildings adjacent to or within view of the San Joaquin River shall be oriented to provide physical and/or visual connections to the river.



*Restaurants situated along a riverfront offer an opportunity for unique atmosphere and dining experience*

E. Buildings, particularly along Second and G Streets, shall use indentations to create small,



inviting plazas for people to sit and congregate, outside of pedestrian traffic.

F. Front building setbacks, where appropriate, shall accommodate active public uses such as outdoor dining and therefore shall use hardscape and limited landscaping. Landscaping could include potted plants or flower boxes on low rail barriers surrounding outdoor dining areas.

G. When possible, pedestrian paseos shall be created in the middle of the block that extend from the street to rear parking lots, activity areas, or alleys.

H. Buildings shall be situated to face a plaza, paseo, or other public space.

I. Loading and storage facilities shall be located at the rear or side of buildings and screened from public view.

### Street Orientation

A. Storefronts and major building entries shall be oriented to key commercial streets as well as courtyards, plazas, and the waterfront. Minor side or rear entries may also be desirable on corner lots, courtyards, and plazas.



*Mid-block paseos connect the street with parking, activities, or alleys*

B. Buildings located on corners shall include storefront design features for at least 50% of the side street elevation wall area.

### Parking Orientation

A. Parking lots shall be located to the rear of buildings or in screened parking lots or parking structures.



*The rear of the building provides a good opportunity for parking in Rivertown*

B. Rear parking lot entries shall be located on side streets in order to minimize pedestrian and vehicular conflicts along Second and G Streets.

C. Driveways shall be kept to the minimum number and width required for the project.

D. Shared driveway access is required whenever practical to further reduce vehicle/pedestrian conflicts and safety concerns.

E. Well-lit, decorative pedestrian paseos shall connect parking lots to sidewalks and/or building entries utilizing directional signs, and shall be designed for public access and safety.



### 3. 2.4. Architectural Guidelines

The design of an infill building in Downtown, particularly its front, and any other visible facades, shall be influenced by the good examples of historically significant facades in the area. All contemporary infill buildings shall be compatible with these guidelines in terms of height, facade rhythm, placement of doors and windows, solid to void ratios, color and use of materials.

#### Building Height, Form, and Mass

A. Vertical mixed-use structures, with retail on lower floors and residential or non-retail commercial on upper floors, are encouraged within Downtown (see additional guidelines for mixed-use development).



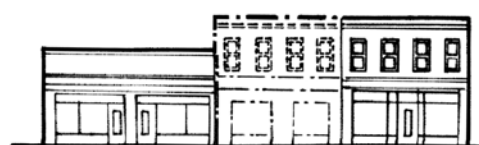
*Vertical mixed-use structures use detailing on facades to create visual interest and reduce the overall sense of scale*

B. Building heights shall enhance views of the San Joaquin River, minimize obstruction of views from adjoining structures, and provide adjacent sites with maximum sun, ventilation, and protection from prevailing winds.

#### Facades and Rhythm

New infill shall reflect the established scale and rhythm as well as the traditional lot pattern of existing well designed Downtown structures.

A. The characteristic proportion of height to width on existing facades shall be reflected in new infill development.



*Two story infill*



*One story infill*



*Two story Infill*

*New construction should be similar to existing buildings in height, width and rhythm of openings*

B. Building facades shall be detailed in such a way as to make them appear smaller in scale. This can be achieved through vertical and horizontal articulation such as:

1. Breaks (reveals, recesses, articulation) in the surface of the wall itself;
2. Placement of window and door openings; or
3. The placement of bay windows, balconies, awnings and canopies.

C. When a proposed infill building has two adjacent good examples of commercial structures, every attempt shall be made to maintain the characteristic rhythm, proportion, and spacing of existing door and window openings.

D. Bay windows and balconies that provide usable and accessible outdoor space for upper floor residential uses are strongly encouraged and may slightly encroach over the public right-of-way.



*Bay windows provide vertical and horizontal articulation*——

E. The predominant difference between upper story openings (windows and doors) and street level storefront openings shall be preserved. Typically, there is a much greater window area (70%) at the storefront level for pedestrians to view merchandise. In contrast, upper stories window openings are much smaller (approximately 40% of facade).

F. Whenever a proposed infill building's facade is wider than the existing facades on the street, the infill facade shall be broken down into a series of appropriately proportioned "structural bays" or components, such as a series of columns or masonry piers, to frame window, door, and bulkhead components.



*Columns help create structural bays to break up a long facade*

G. Whenever an infill building is proposed, identify the common horizontal elements (e.g. canopy, awning, cornice line, window height/width and spacing) found among well designed neighboring historic structures and develop an infill design utilizing a similar rhythm or alignment.





## Building Materials and Colors



*Minimizing the number of wall materials on a complex design enhances visual unity of design components*

The complexity of building materials shall be based on the complexity of the building design. More complex materials shall be used on simpler building designs and vice versa. In all cases, storefront materials shall be consistent with the materials used on the proposed building and adjacent well designed buildings.

### A. Approved Exterior Materials

1. The number of different wall materials used on any one building shall be kept to a minimum, ideally two.
2. The following materials are considered appropriate for building walls within Rivertown:
  - a. Decorative block (excluding cinder- block) or stone

- b. Granite
- c. Marble
- d. New or used face-brick
- e. Terra cotta
- f. Painted metal
- g. Stucco (smooth or hand troweled)
- h. Wood



*Stucco is effectively used in many architectural styles as an exterior wall material in Rivertown*

3. Accent materials shall be used to highlight building features and provide visual interest.
4. Accent Materials may include one of the following:
  - a. Wood (or fiber cement look alike for replacement purposes)
  - b. Glass or glass block (storefront only)
  - c. New or used face-brick
  - d. Concrete
  - e. Stone
  - f. Cloth (awnings only)
  - g. Plaster (smooth or textured)
  - h. Painted metal

- i. Tile (bulkhead)



*Tile used for bulkheads on the bottom of storefronts adds color and interest*

- j. Wrought iron
  - k. Cut stone, rusticated block (cast stone)
  - l. Terra cotta
  - m. Wood
5. Rooftop materials may include:
- a. Standing seam metal roofs
  - b. Crushed stone (on flat roofs)
  - c. Built up roof system
  - d. Tile

#### **B. Prohibited exterior wall materials**

1. Reflective or opaque glass (ground floor)
2. Imitation stone (fiberglass or plastic)
3. Textured Stucco
4. Rough sawn or "natural" (unfinished) wood
5. Pecky cedar (textured wood caused by a fungus during the tree's growth)
6. Used brick with no fired face (salvaged from interior walls)
7. Imitation wood siding, excluding fiber cement may be considered on a case by case basis

- 8. Plastic panels

#### **C. Exterior color**

The intent of these guidelines is to give guidance to create a pleasing and compatible color palette for the streetscape:

1. Light colored base walls of buildings and other large expanses are encouraged. Soft tones ranging from white to very light pastels are required. Neutrals such as off-white, beige and sand are also acceptable colors.
2. Subtle/muted colors shall be used on larger and plainer buildings.
3. Additional colors and more intense colors shall be used on small buildings or those with elaborate detailing.
4. Contrasting colors shall be used to accent architectural details.
5. In general, no more than three colors shall be used on any given facade, including "natural" colors such as unpainted brick or stone.
6. No more than one vivid color shall be used per building.



*Using one vivid color as an accent provides interest without appearing busy*



7. Color shall be used to accent entrances.



*A red door color accent this entrance and invites consumers in*

8. Colors shall be harmonious with the colors found on adjacent well designed buildings.
9. Finish material with “natural” colors such as brick, stone, copper, etc. shall be used where practical.

### Roofs and Upper-Story Details

- A. Downtown buildings shall incorporate historic Antioch flat roofs (with decorative parapets) or gable-end roofs.



*A typical flat roof commonly seen in Downtown Antioch*

- B. Vertical focal elements are encouraged and shall be incorporated as structural design elements. Towers, spires, or domes become landmarks and serve as focal/orientation points for the community.



*Vertical elements can be community focal points*

- C. Materials used on the visible portion of sloped roofs shall complement the architectural style of the building and other surrounding buildings.
- D. Access to roofs shall be restricted to interior access only.
- E. Rooftops can provide usable outdoor space in both residential and commercial developments.
- F. Roof-mounted mechanical equipment shall be screened from view by a parapet wall or similar structural feature that is an integral part of the building’s architectural design.



## Plazas and Paseos

Active plazas and paseos can serve as important components of a successful Downtown.

**A.** Ample seating in both shaded and sunny locations shall be provided in plaza and paseo areas.



*A plaza that contains ample seating*

**B.** Plazas and paseos shall contain features such as art that attracts pedestrians and serves as a landmark.

**C.** Any decorative paving used in plaza and paseo areas shall complement the pattern and color of the pavers used in the public right-of-way, and be accessible to the disabled.

**D.** Furniture and fixtures used in plaza and paseo areas shall complement those in the public right-of-way. Furniture and fixtures shall be selected with maintenance considerations in mind.

## Franchise and Corporate Business

The distinct architectural designs of many franchise and corporate businesses are typically not appropriate for historic areas such as Downtown. Franchises or national chains must respect the following standards to create unique buildings that are compatible with the existing structures and character of Downtown.

### A. Architecture

1. The scale, design character, architectural style and materials of franchise / corporate architecture shall be consistent with adjacent buildings. Natural materials, such as brick, stone, etc., shall be used where applicable.



*Brick is a natural material that can be used for franchise and corporate businesses*

2. No franchise/corporate buildings or portions thereof shall be more than two stories in height.

### B. Color and Lighting

1. Color(s) used by franchise/corporate buildings shall be considered carefully to be appropriate within Downtown.
2. Colors shall complement the existing colors used on adjacent buildings or



other buildings in Rivertown.

3. Franchise/corporate colors shall be consistent with the architectural style or period of the building.
4. Bright or intense colors are not allowed, unless on appropriate architectural styles and reserved for more refined detailing and transient features.
5. The use of symbols and logos can be utilized in place of bright or intense corporate colors.



*This building uses a logo rather than bright or intense colors to advertise the business*

6. Lighting of logos shall be compatible with the primary building and respect adjacent buildings. Bright and intense lighting is strongly discouraged.
7. The use of bright and intense neon outlining of windows is strongly discouraged. Refer to the Sign Section for acceptable neon use in signage.

### 3.2.5. Storefront Design

#### Introduction

While a storefront is only one of the architectural components of building facade, it is the most important visual element of a Downtown building. The storefront traditionally experiences the greatest degree of change during a building's lifetime and holds the greatest potential for creative alterations affecting both the character of the building and the streetscape. Traditional storefronts are comprised of a few decorative elements that repeat across the face of the building such as structural bays containing window and door openings, continuous cornice line, transoms, and bulkheads. These elements help to integrate the storefront into the entire building facade.

#### Storefront Composition

##### A. Entries and Doorways

One or more of the following design elements or concepts shall be utilized to emphasize the main entry to Downtown buildings:

1. Flanked columns, decorative fixtures, detailing, recessed entryway within a larger arched or cased decorative opening.



*Flanked columns emphasize the recessed building entry*



2. Recessed entryways shall be continuously and thoroughly illuminated.
3. Entryways shall be covered by a portico (formal porch) projecting from, or set into, the building face, and distinguished by a change in roofline, a tower, or a break in the surface of the subject wall.
4. Buildings situated at a corner along Second or G Streets shall provide a prominent corner entrance to street level shops or lobby space.
5. All entryways shall be well illuminated and contain vandal resistant covers to protect lighting devices.

#### **B. Awnings and Canopies**

Awnings provide excellent opportunities for color and visual relief as well as protection for buildings and pedestrians from the elements. They add pedestrian scale and visual interest to the storefront.



*Awnings provide color and protection from the elements*

Specific awning specifications are included in the Appendix. The following criteria shall be considered when using awnings:

1. Awnings shall be harmonious and compatible in design and color with the architectural style of the building.
2. Awnings provide excellent opportunities for color and visual relief as well as protection for buildings and pedestrians from the elements.
3. Awning shape shall relate to the window or door opening. Barrel-shaped awnings are only to be used to complement arched windows, while rectangular awnings shall be used on rectangular windows.
4. Awnings shall consist of a durable, commercial grade fabric, canvas, or similar material per the specifications included in the appendix.
5. Glossy, shiny plastic, or similar awning materials are not permitted.
6. Awnings shall use one or two colors. Lettering and trim utilizing more colors is permitted, but will be considered as a sign area.
7. Where the facade is divided into distinct structural bays, awnings shall be placed between the vertical elements rather than overlapping them. The awning design shall respond to the scale, proportion, and rhythm created by these structural bay elements and "nestle" into the space created by the structural bay.
8. Frames and supports shall be painted or coated a compatible color to prevent corroding.



9. Aluminum awnings or canopies do not fit the historic atmosphere of Downtown and are strongly discouraged.
10. Any damaged or faded awnings shall be replaced immediately.

### C. Storefront Accessories and Details

There are a number of design elements that may be incorporated into the building design, especially at street level, to add to the pedestrian experience while also meeting important functional needs.

1. Details shall be incorporated into the design to add visual richness and interest while serving functional needs. Such details include the following items:
  - a. Light fixtures, wall mounted or hung with decorative metal brackets;



*Light fixtures are an important storefront accessory for safety and as a design element*

- b. Metal grille work at vent openings or as decorative features at windows, doorways, or gates;

- c. Decorative scuppers, catches, and down-spouts;
  - d. Balconies, rails, finials, corbels, and plaques;
  - e. Flag or banner pole brackets;
  - f. Fire sprinkler standpipe enclosures and hose bib covers, preferably of brass; and

2. If security grilles are necessary, they shall be placed inside the building, behind the window display area.

### D. Door and Window Design

1. Doors to retail shops shall contain a high percentage of glass in order to view the retail contents. A minimum of a 50% glass area is required.



*Storefront doors contain a high percentage of glass for displays to entice pedestrian interest*

2. Clear glass (at least 88% light transmission) is strongly recommended on the ground floor.
3. Doors can be accentuated with simple details such as a brass door pull, brass kickplate, or an attractive painted sign on glass (limited to 10% of door glass area).
4. Traditional storefront windows should be a minimum of 18" from the ground

with a minimum height of 10 feet above the sidewalk to maximize the storefront displays and retail interior.

5. In areas with buildings built before 1950, storefront windows shall be compatible with those of well designed older buildings.

#### **E. Secondary Entrances**

1. Secondary entrances from plazas, paseos, or rear parking area may act as a secondary storefront.
2. The rear and side entry door design shall be compatible with the front door. Special security glass (i.e. wire imbedded) is allowed.
3. Signs shall be modestly scaled to fit the casual visual character of the plaza, paseo, or rear parking area.
4. An awning can soften rear and side facades and provide a pleasant protected space.
5. Security lighting shall be modest and shall focus on the side or rear entry door.
6. Selective use of tree planting, potted plants, and other landscaping complementary to the overall design theme shall be used to improve and complement a side and rear facade.
7. Trash, recycling containers and service facilities shall be screened by a roofed structure and shall be constructed of solid masonry with metal doors. The enclosures shall complement the colors and architecture of the building.
8. Landscaping shall be used on trash enclosures and service facilities to screen walls and help deter graffiti.

### **3.2.6. Lighting**

#### **Introduction**

Lighting is an important feature in a pedestrian-oriented area such as Downtown. Residents and visitors shall feel safe and comfortable during nighttime hours.

#### **General**

**A.** Lighting fixtures shall be attractively designed to complement the architecture of the project.

**B.** All exterior doors, entryways, aisles, passageways and recesses shall be equipped with a lighting device providing a minimum maintained one foot-candle of light at ground level during hours of darkness.

**C.** Specialty lighting in trees adjacent to or within outdoor patios and restaurants shall be used to create an inviting and festive atmosphere and encourage nighttime use by pedestrians.



*Night lighting of plazas and paseos can be used to create a comfortable ambiance*



- D. Lighting shall encourage the use of open spaces and plazas.
- E. Vandal resistant covers shall protect lighting devices where needed.
- F. Lighting sources shall be shielded, diffused or indirect to avoid glare for pedestrians and motorists.
- G. Lighting shall be directed so as not to spill onto adjacent properties.

### 3.2.7. Parking and Circulation

#### Introduction

The design and development of off-street parking in Downtown will focus on enhancing the pedestrian-oriented streetscape environment.

Some elements of design to incorporate are:

- A. Reduce possible conflicts between vehicular and pedestrian traffic, particularly at ingress/egress points and crosswalks;
- B. Reinforce the distinction between the street edge and the pedestrian environment;
- C. Provide adequate on-site circulation, separate pedestrian walkways, and designated service vehicle zones;
- D. Develop parking configurations that incorporate safe pedestrian circulation with a pleasant appearance through the use of canopy trees for shading, colorful accent plantings, and interesting hardscape elements;



*Trees provide valuable shade for Rivertown parking areas*



E. Minimize opportunities for crime and undesirable activities through natural surveillance, access control, and activity support;

F. Create a sense of spatial organization by providing a clear layout separating uses within the parking lot.

### General Considerations

A. Parking areas shall be separated from buildings by a five foot minimum landscaped strip or raised concrete sidewalk. Conditions where parking stalls directly abut buildings shall be avoided.



*A raised sidewalk separates parking from the building providing safe pedestrian circulation*

B. Lighting, landscaping, hardscape, fencing, parking layout and pedestrian paths shall all assist drivers and pedestrians in navigating through parking lots.

C. Parking structures below or above ground level retail or commercial allow for pedestrian activity along the street while providing parking convenient to destinations within Rivertown.

### Circulation

A. Parking facilities shall be designed with clearly identified entries and exits and a designated circulation pattern.

B. Parking facilities adjacent to a public street shall provide pedestrians with a point of entry and clear and safe access from the sidewalk to the entrance of the building(s).

C. The layout of parking facilities shall be designed so that pedestrians walk parallel to moving cars.

D. Pedestrian and vehicular entrances shall be clearly identified and easily accessible to create a sense of arrival. The use of enhanced paving, landscaping, and special architectural features and details is required.



*Pedestrian entrances are clearly identified to create a sense of arrival and provide a safe path of travel*

### Parking Facility Lighting

A. The design of light fixtures shall be compatible with the architectural style of the building.

B. Lighting for parking facilities shall be evenly distributed and at a pedestrian scale.

C. Lighting shall provide pedestrians and drivers with adequate visibility at night.



### 3.2.8. Landscaping

**A.** Surface parking facilities shall be landscaped with the following objectives in mind:

1. Maximize distribution of landscaping;
2. Promote compatibility and function as a “good neighbor” by reducing visibility into the parking area from neighboring properties; and
3. Plant one tree for every six parking spaces to provide needed shade.

**B.** Parking facilities adjacent to a public side street shall be landscaped to soften the visual impact of parked vehicles from the public right-of-way. Screening shall consist of a combination of low walls (a minimum of 3 feet high) and plant materials at the setback line.



*Landscape materials screen parking from the public right-of-way*

**C.** Selection and composition of hardscape materials shall be used to order space and reinforce the relationship of the parking lot to its surroundings and to the buildings it serves.

**D.** Entrances, exits, and walkways shall use special paving materials such as brick or stamped concrete.

### 3.2.9. Building Additions and Renovations

#### Introduction

The renovation/restoration of older structures provides an excellent means of maintaining and reinforcing the historic character of Rivertown. Renovation and expansion not only increases property values in the area but also serves as an inspiration to other property owners and designers to make similar efforts.

When an applicant proposes a renovation of, or addition to, an existing structure, the work shall respect the original design character of the structure. The appropriate design guidelines in this section are to be applied whenever a structure is to be renovated or expanded. In addition, renovation of all structures of historic significance shall follow The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, published by the U.S. Department of the Interior, National Park Service (Available on the web at: <http://www.cr.nps.gov/hps/tps/tax/rhb>).

#### Preservation of Traditional Features and Decoration

Many times during the remodeling of storefronts, original decorative details are intact as visual “leftovers” or simply covered up with previous construction. If the building is to be refurbished, these forgotten details shall not be wasted. If enough of them remain, they can be restored as part of the original design. If only a few remain, they can be incorporated as design features in a new storefront. In either case, the design of any improvements shall evolve through the remaining traditional details and

create a harmonious background that emphasizes them.



*Storefront renovations complement the original design and materials for integrity*

**A.** Existing materials, details, proportions, as well as patterns of materials and openings shall be considered when any additions or building renovations would affect the appearance of an existing building's exterior.

**B.** All existing historic decorations shall be preserved since they reinforce Downtown's traditional character and add a richness of detail that is often irreplaceable at today's costs.

### **Removal of Elements Inconsistent with the Original Facade**

Owners or shopkeepers alter buildings over time in an effort to "keep up with changing times" or to "update a tired image." Unfortunately, such changes often result in gradual but severe erosion of the original character and cohesion of historic Downtown.

**A.** Buildings that have been substantially or carelessly altered shall be restored.

**B.** Existing building elements that are incompatible with the original facade design of the building shall be removed. These include excessive use of exterior embellishments and "modernized" elements such as metal grilles.

### **Storefront Renovation**

**A.** An original storefront with little or no remodeling shall be preserved and repaired with as little alteration as possible.

**B.** Where part of the original storefront remains (due to limited remodeling that has occurred), the storefront shall be repaired, maintaining historic materials where possible, including the replacement of extensively deteriorated or missing parts with new parts based upon surviving examples or historical, pictorial and physical records of transoms, bulkheads, pilasters, signs, etc.

**C.** Where the original storefront is completely missing (due to extensive remodeling that has occurred), the storefront shall be restored based upon historical, pictorial and physical documentation.

**D.** When reconstruction is not practical, the design of the new storefront shall be compatible with the size, scale, proportion, material and color of the existing structure.





## Window Replacement

The impact of windows on the facade is determined by the size, shape, and pattern of openings and the spacing and placement within the facade. When altering or reconstructing windows, consideration of these elements is crucial to retaining the structure's original architectural balance and integrity.

**A.** Wherever possible, the original historic window openings shall be retained.



*Original window openings add an air of authenticity to the building*

**B.** If possible, the original windows and frames shall be saved and restored. Missing, rotting or broken sash, frames, mullions, and muntins with similar material shall be replaced.

**C.** Where transom windows exist, every effort shall be made to retain this traditional storefront feature. If the ceiling inside the structure has been lowered, the ceiling shall be sloped up to meet the transom so that light will penetrate the interior of the building.

**D.** If the original window openings have been altered, the openings to their original

configuration and detail shall be restored. Blocking or filling window openings that contribute to the overall facade design shall be avoided.

**E.** If the existing ceiling has been lowered, the dropped ceiling shall be pulled back from the original window.

**F.** When replacing windows, consideration shall be given to the original size and shape detailing and framing materials. Replacement windows shall be the same operating type as the original window.

## Door Replacement

**A.** Original doors and door hardware shall be retained, repaired and refinished provided they can comply with ADA requirements. If new replacement doors are necessary, they shall be compatible with the traditional character and architectural design of the building.



*Doors are an integral part of a building's appearance and design*





## Awnings

**A.** In general, awnings shall fit the historic character of the district and building, be well maintained, functional and not obstruct the flow of pedestrian movement along the public sidewalk space.

**B.** Original awning hardware shall be used if it is in working order or is repairable.

**C.** The traditional canvas, slanted awning is most appropriate for older storefronts and is encouraged, however contemporary hooped or box styles may be used if they are appropriate to the architectural style of the building.



*Canvas, slanted awnings are most appropriate for older storefronts*

## Painting

Painting can be one of the simplest and most dramatic improvements that can be made to a facade. A new coat of paint gives the facade a well-maintained appearance and is essential to the long life of many traditional materials. The steps below shall be followed to insure a quality paint job.

**A.** Light and neutral building colors are encouraged, particularly on larger, less detailed buildings. Contrasting colors shall accent architectural details.

**B.** Any necessary repairs shall be made to surfaces before painting (e.g., replace rotten wood, repoint masonry mortar joints, remove rust from metal).



*Paint can provide a fresh appearance for an older building's facade*

**C.** Painting of unpainted masonry materials such as brick and stone is prohibited.

**D.** Chipped and peeling paint shall be surface repaired and repainted immediately.

## Repair and Cleaning

A. Surface cleaning shall be undertaken with the gentlest means possible. Sandblasting and other harsh cleaning methods that may damage historic building materials shall not be employed.

B. Waterproofing and graffiti proofing sealers shall be used after cleaning and repair.

### 3.2.10. Seismic Retrofitting

The City has identified 56 properties in Downtown that contain unreinforced masonry structures (URMs) that are potentially unsafe during major seismic events, and has sent letters to the owners of all 56 properties to notify them. The protection of the public health, safety, welfare, and property is an important role of the City. Therefore the City encourages seismic mitigation of URMs in order to lessen the risks to life and property in the City, posed by a major earthquake.

"URM" means any building constructed prior to the adoption of the City building code requiring earthquake resistant design of buildings that are constructed of unreinforced masonry wall construction and exhibit any of the following characteristics:

- A. Exterior parapets or ornamentation that may fall.
- B. Exterior walls that are not anchored to the floors or roof.
- C. Lack of an effective system to resist seismic forces.

Where structural improvements for seismic retrofitting affect the building exterior, such improvements shall be done with care and consideration for the impact on appearance of the building. Where possible, such work shall be concealed. Where this is not possible, the improvements shall be planned to carefully integrate into the existing building design.

Seismic improvements shall receive the same care and forethought as any other building modification. An exterior building elevation may be required with seismic retrofit submittals, showing the location and appearance of all such improvements.

Project specific impacts that could result from any specific proposals for the retrofit or demolition of a cultural resource would be evaluated in any project specific environmental review under CEQA. If based on an historic analysis of their building, that is found acceptable to the City, the building is demonstrated to be a significant historic resource eligible for inclusion on a local, state or national register of historic places, it shall be reviewed pursuant to any applicable historic building regulations promulgated by the City, state, or the Secretary of the Interior's Standards and Guidelines for Historic Preservation.



### 3.2.11. Commercial Center Design

#### Guidelines

#### Introduction

This section provides general design guidelines and concepts that are applicable to new Downtown commercial centers that may span multiple parcels, include new buildings, and/or remodeling of commercial buildings, individual retail, service, and office uses. The intent of this section is to promote the creation, enhancement and preservation of good community design and quality development.

#### 3.3.1. Design Objectives

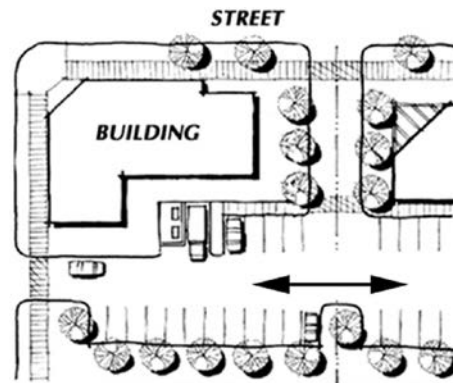
The design of each commercial center in Downtown shall keep in mind the following objectives:

- A. Designs shall be harmonious and compatible with good examples of well designed nearby buildings that exhibit the historic elements of design of Downtown Antioch.
- B. Consider the size and scale of the site and surrounding sites.
- C. Articulate building forms and elevations to create varied rooflines, building shapes, and patterns of shade and shadow;
- D. Utilize landscaping to provide project amenities and screen parking and equipment areas;
- E. Provide site access, parking (for sites large enough to have onsite parking), and circulation that is arranged in a logical and safe manner for pedestrians and vehicles;
- F. Design spaces for outside equipment, trash receptacles, storage, and loading areas in the least conspicuous part of the site.

### Site Planning

#### A. Site Character/Compatibility

- 1. Natural amenities unique to the site such as views of the San Joaquin River or Mount Diablo, mature trees, etc. shall be preserved and incorporated into development proposals.
- 2. Structures that are distinctive because of their historical or cultural significance, or their unique architectural style shall be preserved and incorporated into development proposals.
- 3. As applicable, safe vehicle and pedestrian connections shall be provided between commercial buildings, centers and adjacent commercial uses.



*Shared parking and access serve to connect commercial projects*

- 4. Commercial developments should incorporate onsite parking if the site is large enough, to minimize negative impacts on parking on the street and adjacent sites.
- 5. Views of parking areas from the street shall be discouraged. Landscaping, low walls and shrubs, and berming shall

be utilized to screen parking areas.

6. Any internal site vehicular circulation system shall be designed to minimize conflicts between inbound and outbound traffic and incorporate safe pedestrian paths of travel.
7. Service areas shall be located away from shopping areas and existing or planned amenities (e.g. parks, open space, water features).
8. Service areas that are too expansive, underutilized, and require heavy landscape screening shall be avoided.
9. Walls and fences, if harmonious and compatible with the historic character of Downtown may be used for security purposes to define ownership, to mitigate nuisances such as noise, and to screen areas from public view.



*A 6' wall is architecturally compatible with and effectively screens a commercial use*

## **B. Land Use Buffering**

1. Non-residential uses shall be separated from horizontally abutting residential uses as necessary to maintain a pleasant living environment for residents. This separation shall be harmonious and compatible with Downtown historic character, and can be achieved with distance, landscaping, and/or masonry walls.

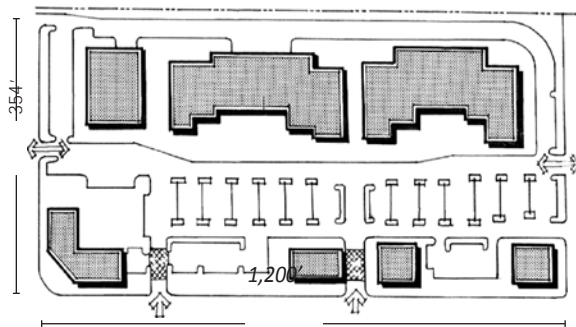
2. Residential uses shall be buffered from the impacts of horizontally abutting commercial uses, including noise, odor, vibration, dust, and glare by a minimum of 72" high landscaping, and/or masonry wall, an/or distance shown to reduce the above impacts to acceptable levels.
3. Walls, greater than 6 feet in height shall be avoided. Walls shall be masonry in construction. A minimum 24 inch landscaping strip shall be located between all walls and the adjoining sidewalk or roadway of adjacent residential property.
4. When situated adjacent to a residential area, loading areas, driveways, trash and storage areas, and rooftop equipment shall be located as far as possible from adjacent residences and properly screened from view.
5. When adjacent commercial and residential uses can mutually benefit from enhanced physical connections between these uses, appropriate linkages (e.g. walkways, common landscape areas, building orientation, and unfenced property lines) are recommended.
6. Building orientation and landscape buffers shall be used to minimize any direct line of sight from commercial buildings into adjacent private residential structures and open space to protect privacy.
7. When commercial buildings abut open space or residential projects, the rear setback area shall be landscaped to be functionally and/or visually combined with the residential open space where possible.





### C. Building Siting

1. Commercial buildings shall be consistent with the historic Downtown development pattern of being situated at the front setback line. On commercial centers, buildings may additionally be permitted internally on the site.



*This example depicts a suburban site plan with most building frontages internal to the site, that is not appropriate in Downtown*

2. Corner buildings shall include a corner focal point or plaza that is harmonious and compatible with Downtown's historic character.



*Proper corner treatments provide a clear view and enhance the public realm while adding architectural interest in design*

3. On any commercial sites over 5 acres, multiple buildings shall be clustered to create a "village" feeling and stimulate pedestrian activity. Plazas, patios, and pedestrian walkways shall be included.



*This site layout incorporates pedestrian plazas and new urbanism principles creating a village type sense of place*



*This commercial center would benefit from pedestrian connections through the parking lot.*



4. Small or unusable open space areas shall be grouped into larger, more prominent landscape areas rather than equally distributing them into areas of low impact.
5. Commercial sites shall recognize the importance of using spaces between buildings as “outdoor rooms” on the site. These spaces shall be utilized as usable common space.



*A courtyard enhanced pathway creates a view corridor and useable public open space*

8. Service areas shall be architecturally integrated into the building, at the sides or rear, out of the circulation pattern and screened from view.

#### **D. Site Amenities**

1. Site amenities form elements of commonality that help to establish the identity of a building or commercial area and provide comfort and interest to its users. Individual site amenities within a commercial setting shall have common features, such as color, material, and design to provide a cohesive environment and a more identifiable character.
2. Seating is an important amenity that shall be provided in Downtown commercial areas. Seating in the public right-of-way shall coordinate with other streetscape furnishings.



*Seating placed in a commercial area provides a place of rest*

3. Tree grates shall be used along street edges and plazas where a continuous walking surface is needed. Grate sizes shall be a minimum of 4 feet in diameter with knockouts provided to enlarge the inside diameter as the tree grows.



4. Tree guards shall extend vertically from tree grates, and serve to protect trees in highly active areas. Tree guards shall be narrow, painted in a similar color, and relate to other site furnishings.



*A tree grate and guard*

5. Removable bollards are encouraged in locations where emergency access may be necessary. Bollards shall be used to separate pedestrians from vehicular traffic areas and to light sidewalk surfaces. Bollard design shall coordinate with other streetscape furnishings.
6. The design of trash receptacles shall coordinate with other streetscape furnishings.
7. Irrigated pots and planters shall be durable and have color tones that

complement the adjacent structures and be located where pedestrian flow will not be obstructed.



*An example of a planter that complements the adjacent structure*

8. Kiosks or directories could be provided near the pedestrian entrances of commercial centers to assist visitors in wayfinding.



*A kiosk aids visitors in finding their destinations*



9. Kiosks that serve as information booths and/or shelter for small vendors are encouraged. They shall be located where pedestrian flow will not be obstructed.
10. The design of newspaper boxes shall be consolidated into one rack. The rack shall be attractive on all sides and properly anchored.
11. Bicycle racks shall be provided and conveniently located throughout the site.
12. Bicycle racks shall be selected that are durable and visually subdued. Based on their performance, "loop racks" and "ribbon bars" are encouraged, and shall be sized according to parking requirements.



*Ribbon bars and loop racks provide a safe location for bicycle parking*

#### **E. Site Utilities and Mechanical Equipment**

1. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, and junction boxes) shall be screened from the view of public streets and neighboring properties.



2. Mechanical equipment shall be concealed by building elements that were designed as an integral part of the building design, unless local utilities prohibit this practice.
3. Mechanical equipment shall not cause adjacent occupants and activities to be subject to noise that is disturbing by virtue of its volume or nature.

#### **F. Building Form and Mass**

1. New structures shall be designed to avoid blank facades, particularly on major streets, but shall provide storefront windows, doors, entries, transoms, awnings, cornice treatments, and other architectural features to add visual interest.
2. Buildings shall be designed to allow maximum sun and ventilation, to provide protection from prevailing winds, and to enhance public views of features such as the San Joaquin River and Mount Diablo, and to minimize obstruction of views from adjoining structures.

#### **G. Security**

Posted building numbers (street addresses) shall be clearly visible from the public right-of-way and conform to public safety standards.

1. Permanent, fixed security grilles in front of windows are discouraged. If security grilles are necessary, they shall be placed inside the building behind the window display area.
2. The use of scissors grilles is prohibited since they do not convey the desired charm and ambiance of Downtown, and cannot be integrated visually into the overall design of a building or storefront.

### 3.2.5. Lighting

**A.** Lighting shall be designed to satisfy both functional and decorative needs. All security lighting shall be designed as part of an overall lighting plan rather than as single stand alone elements.

**B.** As a security device, lighting shall be adequate to delineate path of travel but not overly bright. All building entrances and plazas shall be well lighted.

**C.** Pedestrian ways, not adjacent to the roadway, shall have 2.0 maintained foot candles.

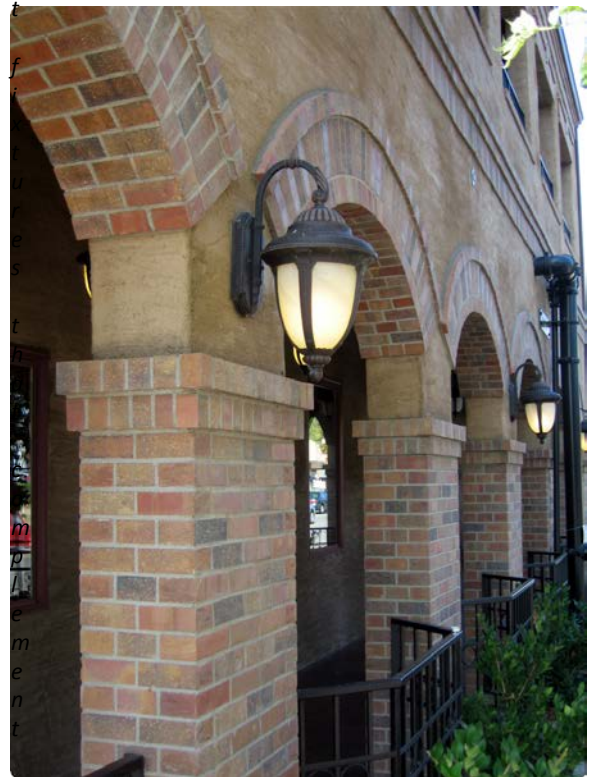
**D.** Lighting sources shall be shielded, diffused or indirect to avoid glare to pedestrians and motorists. Wall-mounted lights are encouraged to minimize the total number of freestanding lights.

**E.** All project exterior lighting, with the exception of lighting for public streets, shall be consistent with the architectural style of the commercial building.

**F.** All lighting fixtures for each commercial project shall be from the same family of fixtures with respect to design, materials, color, and color of light.



L  
i  
g  
h  
t



t  
h  
e

a  
r  
c  
h  
i  
t  
e  
c  
t  
u



### 3.2.6. Public Space

#### A. Plazas and Courtyards

1. Plazas and courtyards shall be incorporated into commercial developments whenever possible.
2. Retail shops, restaurants, offices or other activity-generating uses shall be located at the edges of plazas.

*Figure 3.1.39 An example of activity-generating uses at the edge of a plaza*

5. Courtyards shall be landscaped with a variety of plant materials. Shade trees or other elements that provide relief from the sun are encouraged.

#### B. Public Art

1. Public art shall be incorporated as an integral part of site design rather than a standalone object.
2. The setting of public art shall be considered in its design; likewise, the impact of physical space and nearby structures on public art shall be considered.
3. Freestanding pieces of art or sculpture shall not obstruct a pedestrian path or create a traffic hazard.
4. Public art shall be constructed using durable materials and finishes.
5. Public art shall be as vandal proof as industry standards permit.

3. Plazas shall provide at least one sitting place for each 400 square feet of plaza in addition to any outdoor dining. Simple sitting niches with a view of the activities within the space are encouraged.
4. Visual features, such as artwork and/or fountains, shall be incorporated into plazas and courtyards to attract pedestrians.

*Figure 3.1.40 The use of a fountain to attract pedestrians*

*Figure 3.1.41 Public art constructed of metal adds interest to the streetscape*

### 3.3. Commercial Building/Center Rehabilitation

The rehabilitation of older commercial buildings provides an excellent means of maintaining and reinforcing the desired character and image of Downtown. Renovation and expansion not only increases property values in the area, but also serves as an inspiration to other property owners and designers to make similar efforts.

While the following section provides specific direction for existing buildings, any proposed renovations shall also follow the Downtown and general commercial Design Guidelines. In addition, restoration and remodeling of all historic structures in the Downtown shall comply with *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Building* published by the U.S. Department of the Interior, National Park Service.

1. The site's relationship shall be strengthened with the street by employing the following techniques:
  - a. Adding small pad structures along the front setback line where underutilized parking is currently located. Corner locations shall be considered first.

*Figure 3.1.42 A pad structure placed on the front setback line*

- b. Connecting older portions of buildings to the street with pedestrian walkways enhanced by accent paving, landscaping, and architectural canopies or colonnades.

## **A. Architectural Rehabilitation**

Many commercial buildings in Downtown will need to undergo maintenance and/or renovations to remain viable. The goal of these improvements is to preserve and enhance the historic character of the exterior of the building.

1. Buildings shall be designed to be viewed from all sides.
2. Large buildings shall incorporate changes in vertical and horizontal planes to break up a monolithic appearance.
3. Employ arcades and trellises between buildings to diminish the impact of a building's mass while providing inviting and shaded areas for customers.
4. Articulated storefronts, rather than blank walls, shall face onto pedestrian spaces.
5. Each building shall have a definable base (wainscot/bulkhead), roofline (or parapet cap detail), and entry.
6. Long building facades should incorporate vertical elements that create a rhythm of bays that are generally harmonious and compatible with the original historic spacing found on the subject building, or on nearby, well designed historic buildings. These bays can be designed as multiple facades on a single structure that gives the appearance of several smaller buildings.
7. Adjacent buildings shall be compatible in height and scale.

8. Whenever possible during rehabilitation, trash enclosures shall be architecturally integrated into the design of the structure, at the rear of the building.

9. Corporate architecture and generic redesigns are not recommended. The redesign of each project shall create a pedestrian-scale atmosphere and provide a clear appearance and theme.

#### **A. Sign Replacement**

Signs play a major role in defining or redefining the theme, quality, and success of a commercial building or center.

1. Remove all illegal, non-conforming, and poorly designed signs.
2. Replace internally illuminated pole signs with high quality signs that employ indirect lighting.
3. Monument signs shall incorporate colors, materials, and fonts that complement the colors and materials found throughout the renovated building.

4. Desirable wall sign types for individual tenants include reverse channel letter signs or channel letter signs.

5. Undesirable sign types for commercial buildings or centers include:
  - a. Internally illuminated can signs with translucent plastic panels;
  - b. Illuminated awnings; and
  - c. Roof signs.
6. Temporary window signs shall be grouped to allow views into store displays.
7. All signage shall comply the Sign Design Guidelines.



## 3.4 Mixed-use Design Guidelines

### Introduction

The mixed-use design guidelines are intended to provide clear and useful recommendations for the design, construction, review, and approval of mixed-use development in Downtown Antioch. Mixed-use development plays a vital role in creating neighborhoods where people can walk between home, work, shopping, and recreation. This section will help ensure that new projects will be well designed, uphold the City's vision, and contribute to the quality of the public realm.

The primary design issue related to mixed-use projects is the need to successfully balance the requirements of residential uses, such as the need for privacy and security, with the needs of commercial uses for access, visibility, parking, loading, and possibly extended hours of operation. There are two basic types of mixed-use with residential projects. The first type is vertical mixed-use, which is typified by residential use over commercial uses in the same building. The second, called horizontal mixed-use, combines residential and commercial uses on the same site, but in separate buildings.

### 3.4.1. Design Objectives

The following objectives form the basis for the mixed-use design guidelines. The intention of the guidelines is to promote a desired level of development quality that will be harmonious and compatible with the historic character of Downtown:

- A. Provide the resident living in upper floors of a mixed-use project with a high quality environment;
- B. Protect the pedestrian and enhance the pedestrian environment and scale;
- C. Protect bicyclists and their environment ensuring the needs of non-motorized travelers are incorporated into the circulation plan;
- D. Design parking that not only provides secure resident parking, but also promotes safe interaction between vehicles and pedestrians;
- E. Ensure that retail/commercial space on the lower floor is appropriately designed to promote uses that serve the community living in a mixed-use development;
- F. Ensure compatibility between adjacent uses, especially residential; and
- G. Encourage high quality mixed-use infill development that is comprised of residential, office, entertainment, and commercial uses.



*Mixed-use projects create a pedestrian-friendly atmosphere where neighbors can socialize and enjoy each other*

Ultimately, the goal of these mixed-use design guidelines is to ensure that the new infill mixed-



use properties in Downtown create a historically harmonious and compatible, comfortable, pedestrian-friendly environment.

### 3.4.2. Site Planning

The design of each mixed-use project site shall contribute to the evolving sense of place and character in Downtown. Site planning guidelines consider the internal organization of a development project and the external relationship with the public right-of-way and other projects.

#### Building Placement

One of the most important elements of new mixed-use development is the way the project is integrated physically and functionally into the public realm. Properly executed building placement and orientation can enliven adjacent public spaces, encourage pedestrian activity, and strengthen the link between businesses and residences.

**A.** Buildings shall be constructed near or along the front property line(s). A “zero setback” from the front property line(s) is encouraged.

**B.** Variations in the zero setback from the property line(s) may be appropriate when the resulting setback provides greater accommodation for pedestrian circulation, sidewalk dining areas, enhanced entries, and improves the pedestrian realm.

**C.** When a front setback is necessary, a majority of the setback shall be hardscaped with limited landscaping to accommodate uses that keep the public realm active, such as outdoor dining and seating.

**D.** Create a dynamic, uninterrupted pedestrian zone by avoiding excessive side yard setbacks between buildings. A zero setback from the side property line(s) is encouraged wherever possible.



*Outdoor furniture clearly signals a pedestrian zone*

**E.** The linear frontage on in the Downtown core (excluding driveways and pedestrian connections) shall be designed in order to accommodate pedestrian-oriented, neighborhood serving commercial uses. The minimum interior depth of these commercial spaces shall be 25 feet.



*Incorporation of a full range of services can produce a walkable urban setting where people can live, work, shop and dine*



## Street Orientation

Mixed-use buildings shall be sited and oriented so that the primary commercial building entry is located along the public sidewalk, which is the main pedestrian route.

**A.** The main pedestrian access point to the building shall be located along the facade that is oriented to the primary street.

**B.** Buildings on corner lots shall have the primary entry facing the intersection. Corner entries help create an active public realm and reinforce significant street and sidewalk intersections.



*A corner building facing the primary street for added visual interest*

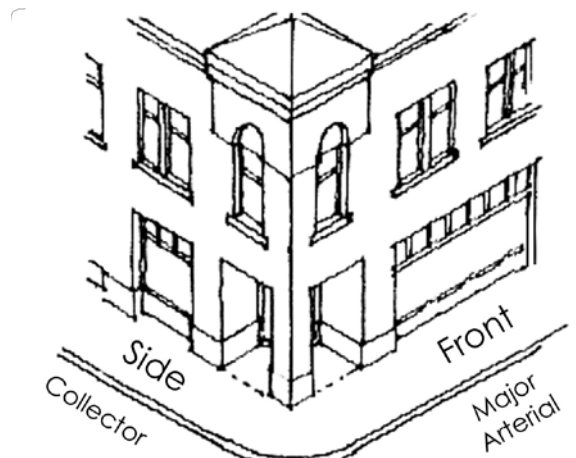
**C.** Entries that face the primary street shall be directly connected to the street's sidewalks. Secondary and residential entrances can be connected to interior courtyards and parking lots.

**D.** The most active ground floor uses such as storefronts, lobbies, and restaurant dining areas shall front the public sidewalk. 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.



*Outdoor dining serves as an active use fronting the public sidewalk stimulating the pedestrian experience*

**E.** For buildings sited outside the Downtown Core, at least 50% of the side street ground floor elevation shall include storefront design features.



*A smaller window area on the side street creates continuity in design and allows for additional display area*

## Parking Orientation

A well planned circulation system efficiently moves vehicles in a well-defined manner while avoiding and reducing potential conflicts between pedestrians and vehicles.

**A.** On-site surface parking between the front property line and the building is strongly discouraged. Instead, parking shall be located to the rear of the site in a parking lot, within the building, or in a separate lot or structure.



*Parking to the rear of the site allows for a strong, highly visible storefront and pleasant urban pedestrian environment*

**B.** Vehicular access shall be provided from side streets, adjacent alleys, and parallel streets whenever possible.

**C.** The number of curb cuts for vehicular entry into the site shall be minimized so that pedestrian and bicycle areas are safe, secure, and passable.

**D.** Where possible, rear parking lots shall be designed and located contiguously so vehicles can travel from one private parking lot to another without having to enter the street. This may be achieved with reciprocal access agreements.

**E.** Consolidation of parking is encouraged to reduce the number of access drives from major roadways. Shared driveway access is encouraged whenever practical to further reduce vehicle/pedestrian interactions and safety concerns.

**F.** Pedestrians shall have a clear and direct route from on-site parking to the building entry and public sidewalk system. The circulation path shall be direct, continuous, and free of barriers (e.g., site equipment, signage, utility poles, etc.).

**G.** 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.



*Articulated paving for the sidewalk and crosswalk direct the circulation flow*





## Trash, Storage, and Equipment Areas

Truck loading/material handling shall be accommodated on-site in designated areas to minimize noise, odor, and visual blight to adjacent structures, residential properties, and public streets.

**A.** Loading and service areas shall be concealed from view within the building envelope or shall be located to the rear of the site and designed for minimal visual impact and circulation conflicts.

**B.** When trash enclosures, loading docks, utility equipment, and similar uses are visible from a side street or a neighboring property, they shall be screened using materials, colors, and landscaping that are harmonious with the site design and building architecture.



*Utility screening can be seamlessly integrated into a building design*

**C.** Rooftop equipment shall be completely screened from view.

**D.** Trash storage areas shall be covered to reduce unsightly views.

**E.** Trash enclosures shall provide an area for recycling.

**F.** Utilities shall be placed underground for improved service reliability and greater public safety. Underground utilities eliminate visual blight and enhance the quality of the public realm.

## Site Amenities

Similar to site design and building architecture, site amenities such as courtyards, site furniture, and landscaping contribute to the overall tone, image, and style of the mixed-use project.

**A.** Outdoor spaces play a significant role in the development of the site plan and shall be designed as “outdoor rooms” that can be used for play, recreation, social or cultural activities. Avoid undifferentiated, empty spaces.

**B.** Outdoor spaces shall be appropriately scaled for the intended use and be designed to include safety and security measures.



*Outdoor space serves as an important component or “third place” for informal social gatherings*

C. Useable open space or public gathering places accessible to the community (e.g., a roof garden, expanded waiting area adjacent to a bus stop, etc.) shall be provided on larger projects.

D. Landscaping, shade trees, and benches shall be incorporated into the site design as well as outdoor dining areas to encourage pedestrian activity on the ground floor level of a building.



E. Permeable paving materials (e.g., crushed stone, open paving blocks, permeable paving blocks, etc.) may be used in plazas, courtyards, walkways, and parking areas. Permeable paving materials shall not be used in the public right-of-way.

#### F. Courtyards and Plazas

1. Both private and semi-private outdoor spaces shall be incorporated in mixed-use developments. Private outdoor courtyard areas for residents only are

strongly encouraged. Semi-private plaza areas for visitors shall also be provided in areas adjacent to the retail/commercial uses.

2. Semi-private areas shall be centrally located and be designed as courtyards or outdoor rooms. Outdoor furnishings, community amenities, public gathering spaces, trees, shrubs, and trellises for shade shall be provided where appropriate.



*A semi-private area for residents and visitors provides a relaxing respite from the activity of the urban streetscape environment*



3. Mixed-use projects shall include a minimum 10% of public and private open space in the form of courtyards and plazas. Access shall be provided from both the public right-of-way sidewalk and ground floor commercial spaces.



*A public plaza accessible from the sidewalk and ground floor provides an opportunity for farmers markets and other social amenities*

4. All Courtyards and plazas shall be designed and oriented in a way that allows the majority of the space to have direct sunlight for the duration of the day to eliminate damp, dark corridors for the health and safety of the pedestrian. Shade trees or other sun-screening elements shall be incorporated in the design to provide areas of rest and relief from the sun.
5. Focal elements such as sculptures, art, or water features shall be incorporated into courtyard and plaza design.

6. Seating shall be provided in the courtyard/plaza. Where applicable, users shall be provided with a choice between social and quiet seating.



*A shaded courtyard seating area enhances the public realm*

#### F. Site Furniture

1. When plazas are adjacent to the public right-of-way, paving and furniture style shall complement the public streetscape elements and be constructed of durable materials.
2. Site furniture shall be carefully placed to not create pedestrian/vehicular conflicts. There shall be adequate circulation space surrounding site furniture.
3. Graffiti resistant material and/or coating and skateboard deterrents shall be required to retain the furniture's attractiveness.
4. All outdoor seating areas shall leave at least five feet of unobstructed pedestrian space.
5. All outdoor dining furniture and umbrellas in the public right of way shall be removed and stored inside during hours of non-operation.



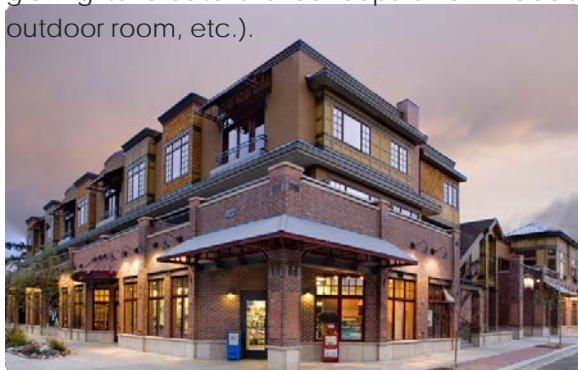
### 3.4.3. Architecture

Mixed-use projects generally take their architectural design cues from traditional urban environments, i.e. compact vertical form, higher FAR's, etc. Appropriate building scale, height, and massing, along with high quality detailing, articulation, and materials will engage the pedestrian and will become a positive addition to the public realm. Each project shall possess a distinguishable identity and identifiable design that is harmonious and compatible with the historic character of Downtown.

#### Street Environment and Building Frontage

Mixed-use development is compact in design and efficiently uses the site.

A. Building plans, facades, and architectural details shall 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, and visually extending interior spaces outside through paving and glazing to create the concept of an indoor/outdoor room, etc.).



*Corner storefront design attracts pedestrian interest through recessed doors, changes in materials, and enhanced lighting*

B. Projects located at intersections shall ensure the design treatments are continued around the corner.



*Facade treatments that continue on all sides of the building create a continuity in design and visual interest*

C. Development located at intersections of major streets shall include pedestrian-oriented, community serving commercial uses such as a bookstore, coffee shop, or local market.

D. If possible, parcels shall be

consolidated along corridors to ensure a mixed-use project is at least 10,000 square feet of ground floor space. This allows for heightened design criteria, more efficient design, and an improved pedestrian experience.



## Building Form and Articulation

Successful mixed-use projects utilize human-scaled massing, varied articulation treatments, and traditional, facades.

**A.** Large, mixed-use projects with street frontages greater than 100' shall incorporate traditional massing and facade techniques such as:

1. Dividing the facade into modular bays a minimum of every 25 feet;
2. Creating opportunities for relief and variation in both the vertical and horizontal plane with recessed and/or projected areas; and



*An example of a large mixed-use project that varies the facade*

3. Using traditional architectural detailing (i.e. ornamentation, window placement, changes in materials and/or colors) as opportunities to bring a human scale to a larger frontage.

**B.** Rear walls and elevations visible from the public right-of-way shall be designed to maximize visual appeal by using vertical and horizontal wall plane breaks.

**C.** Overarticulation that may look forced or unauthentic shall be avoided.

**D.** The proportion and placement of windows on upper floors shall be designed to look different from the windows on the ground floor.



*Upper floors of this building are distinct from the ground floor*

**E.** The design and positioning of street facing balconies shall be compatible with the design of the building.

**F.** Facade "base", "middle", and "top"

1. Traditionally, vertical mixed-use buildings have been designed with a distinct "base", "middle", and "top". Today, this concept still holds true for traditional facades. All new projects shall follow this concept to create a human-scaled public realm.
2. The area where the first floor commercial base meets the second floor uses

above shall be clearly defined with a strong cornice, sign band, change in materials or colors, awnings, or canopies.



*A strong cornice treatment separates commercial uses on the ground floor from residential above*

3. The building shall have a defined and significant top edge and a perimeter parapet to stylistically define the top of the building.

**G. Building entries and access**

1. In order to promote active, pedestrian-friendly streets, each individual tenant or business establishment and residential lobbies shall be oriented to and accessible from the major street frontage and directly accessible from the public sidewalk.
2. Where possible, primary entrances shall be located at major intersections.

## Building Height

Building height must be sensitive to the context of the site and consider adjacent uses.

- A.** Two to three stories are encouraged to ensure

sufficient bulk at a major intersection. Additional or fewer floors may be considered, depending on individual site considerations and overall design.



*A three story building can provide sufficient bulk at a major intersection to anchor the entire block*

- B.** The first floor height to the finished ceiling shall be at least 14 feet to ensure appropriate scale of the base of the building in relation to the upper floors.

- C.** Building height shall transition from the maximum building height to a lower height when directly adjacent to a single-family residential zoned district.

- D.** In order to accommodate the desired ceiling heights of ground floor retail/commercial uses, new mixed-use development shall be allowed to exceed the currently allowed building heights by four feet.

- E.** Heights greater than three stories may be considered for a compact mixed-use project development that includes underground parking, public open space adjacent to





the street, and is sensitively designed to be compatible with adjacent properties.

**F.** The three-story limit will be strictly adhered to when the mixed-use project is directly adjacent to single-family residences.

**G.** Variations in building height and massing as well as articulated facades are strongly encouraged as they contribute to community image and improve the pedestrian experience.



*Variation in height and massing contributes to an interesting streetscape and community image*

## Roof and Upper Story Details

Every effort shall be made to ensure that mixed-use buildings emulate a traditional urban environment. Rooflines on mixed-use structures shall be flat with parapets. However, pitched and full roofs are appropriate architectural design features when dictated by building design.

**A.** Roofline ridges and parapets shall not run unbroken for more than 75 feet. Vertical or horizontal articulation is required.

**B.** The visible portion of sloped roofs shall be sheathed with a roofing material

complementary to the architectural style of the building.

**C.** Radical roof pitches that create overly prominent or out-of-character buildings (e.g., A-frames, geodesic domes, or chalet-style buildings) are not allowed.

**D.** The following roof types are inconsistent with the desired mixed-use development in Downtown: sloped roofs, gable-end roofs, single pitch (shed) roofs, false mansard roofs, and curving roofs.

**E.** Rooftops can provide usable outdoor space in both residential and commercial developments.

**F.** Roof-mounted utility and communication equipment shall be screened from view by structural features that are an integral part of the building's architectural design.



*Useable rooftop space produces an inviting garden setting for urban relaxation*

## Building Materials and Finishes

**A.** A well-defined building “base” (i.e., ground floor) provides scale and articulation at the pedestrian level. The “base” shall consist of traditional thicker walls along with high quality, durable, and easy to clean materials and finishes. Special materials (e.g., granite, marble, polished stone, and other metal panels) shall be utilized as accent materials on the building’s “base.”



*This building has a well-defined building base with durable materials*

**B.** Upper floors that are less prone to vandalism shall utilize high quality finish materials of traditional mixed-use projects (e.g., brick veneer, smooth troweled stucco, etc.).

**C.** High-quality materials convey a sense of permanence and concern. Materials and colors shall be selected to unify the building appearance and fit into the pedestrian context. Avoid overly vibrant colors and/or monochromatic color palettes.

**D.** The following materials are inappropriate because they do not uphold the quality or lifespan that is desirable for new development.

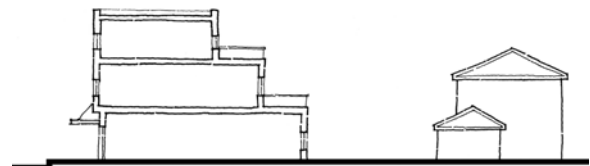
1. Mirrored glass, reflective glass, or heavily tinted glass;
2. Vinyl siding;
3. Utility, decorative scored or split-faced block (split face block might be considered at the base up to no more than 2 feet above the sidewalk);
4. Vertical wood sheathing such as T-I-II.

## Compatibility with Adjacent Properties

Site designing mixed-use projects must respect and complement adjacent buildings through consideration of mass, rhythm, scale, setbacks, height, building materials, texture, and related design elements.

**A.** To ensure and protect the privacy of residents in adjacent single-family homes, windows in mixed-use projects facing single-family residences within 15 feet of the property line, shall be carefully arranged. Examples of privacy options include translucent or louvered windows, offset window patterns, and locating windows five-feet above the floor level.

**B.** Upper floors of mixed-use buildings shall be stepped back when adjacent to single-family residences.



*Proper mixed-use project design incorporates stepped back upper stories next to single family residential*



**C.** Mixed-use projects shall be designed to minimize vehicular circulation on streets through local single-family neighborhoods.

**D.** Guest parking areas shall be located and designed to be convenient to minimize spillover to adjacent residential neighborhoods. Parking for residents, visitors, and/or employees shall be accommodated onsite or on adjacent public streets that are not serving single-family residences.

**E.** Parking and loading/unloading areas shall not create stacking/queuing issues at ingress/egress points. Site design must ensure that vehicles entering and exiting the site do not adversely impact adjacent streets and neighborhoods.

**F.** Facades and garages that face existing single-family homes shall be designed to be compatible with the setbacks and scale of the existing development.

**G.** The design shall clearly delineate between public space and private space.



*Stoops are a design technique used to separate public and private spaces*

**H.** In order to integrate new buildings with the existing historic urban fabric, new buildings are encouraged to incorporate passageways and attractive plaza areas between buildings that allow light to reach adjacent buildings.

**I.** Parking shall be separated from adjacent residences and buildings by no less than five feet.

### **Construction Details Between Floors**

Appropriate construction methods can mitigate the impact of ground floor commercial uses on adjoining residential units.

**A.** Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

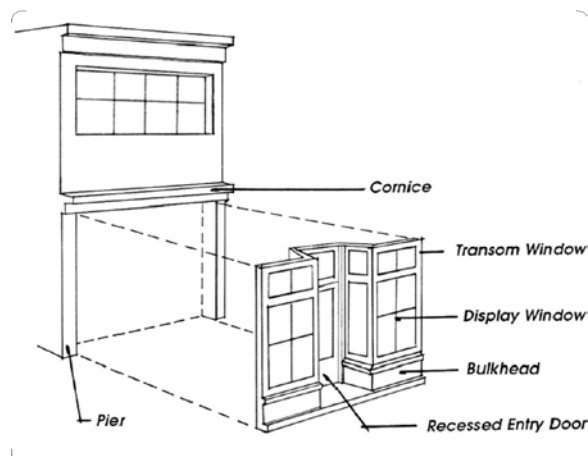
**B.** Where practical, mechanical equipment and other sources of noise shall be located away from building areas and exterior spaces designed for use by residents.

**C.** Non-residential spaces (e.g., dining establishments) shall be adequately ventilated to prevent odors from spreading to residential uses.



### 3.4.4. Storefront Design

Storefront design shall be reflective of the building's overall architectural style, yet highlight the individual character and personality of the use. A successful storefront with inviting display windows will attract passersby and contribute to the overall quality of the streetscape.



*The storefront is the most important architectural feature of a mixed-use building*

**A.** A well-designed storefront facade is comprised of:

1. An inviting recessed entry door;
2. Transparent display and transom windows and/or doors that allow shoppers to look into the retail or commercial space;
3. Bulkheads beneath the windows to mirror traditional development;
4. Piers that frame the windows and/or door openings; and
5. A decorative cornice treatment.

**B.** At least 70 percent of the ground floor facade of a commercial/retail use shall be devoted to transparent windows and/or doors.



*A ground floor facade with transparent windows and doors entices the passerby*

**C.** Windows shall be large glazed panels, possibly with small upper transoms. Window patterns shall have a slight inset and not appear flat. Glass shall be clear (88% light transmission) and not heavily tinted.

**D.** Generally, the most appropriate storefront design shall be comprised of a lower bulkhead not exceeding two feet above sidewalk grade.

**E.** Intersections provide great opportunities to showcase unique and interesting storefront facades.

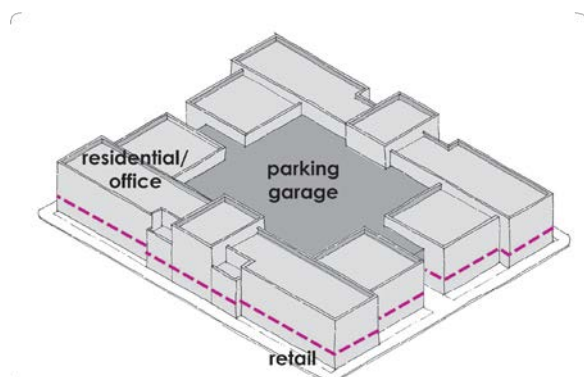


### 3.4.5. Parking and Circulation

Parking and circulation patterns for mixed-use projects shall be sensitively designed to ensure that adjacent properties are not impacted by new mixed-use development. Parking structures, tuck under parking, parking in the rear of the structure, and other creative solutions to providing parking are recommended (i.e., access to parking areas by alleys and side streets is encouraged).

**A.** Parking shall be provided on-site for residential uses.

**B.** Customer and tenant parking shall be provided at the rear of buildings, within the building, in off-street parking lots or adjacent parking lots. Whenever possible, parking structures shall be placed behind the mixed-use project.



*An illustration of a project that incorporates a parking garage within the site design*

**C.** Mixed-use projects that accommodate parking in parking structures must provide secure separate parking spaces for the residential units. The secure residential spaces shall be accessed via a gate code or other security mechanism.

**D.** Larger parking structures shall provide non-parking uses, such as retail storefronts, fronting on the street level.

**E.** Parking shall be conveniently located near non-residential uses. Parking lots visible from the street and pedestrian areas shall incorporate landscaping treatments (e.g., trees, shrubs, groundcover, etc.). Larger parking lots that are not parking structures shall also incorporate landscaped medians where appropriate.

**F.** Parking access shall be taken directly from an alley where possible.

**G.** Adjacent properties shall be adequately screened from the parking structures and lots.

**H.** Parking provided to the general public (visitors to commercial or residential uses) shall be clearly marked and separate from private resident parking spaces.

**I.** Secure, covered bicycle parking in residential mixed-use projects shall be provided.

**J.** Commercial bicycle racks shall be in public view, close to building entrances, with high visibility and sufficient lighting.



*Bicycle parking areas that are integrated into the site design. These facilities are secure, close to the entry and sheltered.*

**K.** The design of surface parking lot lighting fixtures shall be compatible with the architecture

used in the development and not be on poles over 25 feet high.

L. In public parking lots, a higher foot-candle level shall be provided at vehicle driveways, entry throats, pedestrian paths, plaza areas, and other activity areas.

M. Parking and security lights will not be obtrusive to neighboring residential properties.

### 3.4.6. Landscaping

Private mixed-use project landscaping is typically different from the landscape treatments and methods used in suburban commercial and residential settings as detailed below.



*Proper landscaping complements the architecture of a mixed-use project*

A. Landscape design shall consider the scale and mass of a building and its relationship to the street and neighboring properties.

B. Emphasis shall be placed on historic California or Mediterranean style landscaping, particularly indigenous plants, ornamental vines, and flowers in either container pots or as part of an arbor/trellis. Landscaping must be well maintained with drip irrigation systems for trees/garden beds and pots that does not drain across the pavement.

C. All landscaping shall employ features and techniques that reduce the demand for and consumption of water, including appropriate low-water plants, a high degree of paving permeability and water conserving irrigation techniques and systems.

D. Expansive surfaces can be visually screened with vines or foliage. Vines can be used to make a building's architecture more dramatic or soften hard materials.

E. Courtyards, gardens, and fountains are very desirable in mixed-use projects. Landscaping within courtyards shall include a balance of hardscape and softscape materials.

F. Ceramic, terra cotta, wood, or stucco decorative planters shall be used to enhance private areas accessible by the public. Large freestanding planters in seating areas shall provide an internal irrigation system.

G. Trees in paved areas shall be provided with "deep root" barriers, deep root automatic irrigation, and expandable metal tree grates of adequate size. Root barriers shall be of a material specifically designed for containing tree roots. Irrigation shall be adapted for deep watering.



*Well maintained planters appropriately placed, soften the buildings intrusion on the public realm*



### 3.4.7. Lighting

The basic requirement of lighting is to make the pedestrian environment safe and secure. However, lighting design can enhance a building's architecture and highlight important design features (e.g., entrances, towers, etc).



*Examples of lighting that are appropriately scaled for a pedestrian environment*

- A. Specialized lighting effects that enhance the attractiveness of commercial streets, restaurants, and entertainment venues for pedestrian traffic are encouraged.
- B. Lighting fixtures shall be attractively designed to complement the architecture of the project, signify building entry locations, and improve visual identification of residences and businesses.
- C. On each project site, all lighting fixtures shall be architecturally compatible with the buildings and from the same "family" with respect to design, materials, color, style, and color of light.

D. Wall mounted lights shall be used to the greatest extent possible to minimize the total number of freestanding light fixtures.

E. The lighting of building elements and garden walls is an effective and attractive lighting technique. However, light sources for wall washing and tree lighting shall be hidden.

F. Lighting shall be shielded to minimize glare and not spill over onto adjacent properties.

G. Exterior doors, aisles, passageways, and recesses shall have a minimum level of light of one foot-candle during evening hours. These lights shall be equipped with vandal resistant covers.

this page intentionally left blank





### 3.5. Downtown Residential

#### Introduction

Many of the residential buildings in Downtown were built in the early portion of the twentieth century, when site planning was less focused on automobiles and development was smaller-scale and more diverse. The guidelines in this section are intended to ensure that patterns of new infill single-family and multi-family residential development preserve and enhance the character of Downtown. The most important issue with infill development is one of compatibility, especially when considering larger single-family homes and multi-family projects. The architectural style, height, bulk, landscaping, and setbacks of infill projects shall consider and complement the characteristics of nearby properties.



*A variety of architectural styles can be found throughout Downtown*

One of the distinguishing characteristics of Downtown neighborhoods is the diversity of residential architectural styles. Some of the predominant styles include:

- **Craftsman** - a very popular California architectural style during the first three decades of the 1900s. One to one-and-a-half story Craftsman bungalows featured shallow pitched roofs, projecting eaves, and exterior walls of wood shingles, wood siding, or stucco.



*A front porch with sturdy columns is typical for a Craftsman style house*

- **Colonial Revival** - based on diverse historic styles in the eastern United States, Colonial Revival became popular during the 1920s.



*Strong symmetry and dormer windows are common design features of the Colonial Revival style*

This style incorporates simple rectangular volumes and classical details. Identifying features include symmetrically balanced

windows with a center door or entry porch supported by pilasters.

- Spanish Colonial Revival - derived from a variety of European and American sources, including the Pueblo and Mission styles, Spanish Colonial Revival became a dominant California style after 1915. Features include stucco exterior walls, red clay tile roofs, and wood and iron decorative detailing.



*Arched windows are common design elements of the Spanish Colonial Revival style*

- Victorian - In the late 1800s and early 1900s, the Industrial Revolution transformed the



*Prominent porches, asymmetrical structures and brightly painted wood siding are common components of Victorian style houses*

construction industry and home styles. Victorian houses took advantage of new technology by utilizing rounded porch

columns, ornate decoration, and manufactured windows. These houses also feature a prominent front porch.

### 3.5.1. General Guidelines

The following guidelines are applicable to both single-family and multi-family residential projects in Downtown. These guidelines are intended to address issues specific to Downtown residential neighborhoods. In all other instances the general Citywide Design Guidelines for single-family residential in chapter 6.1 and multi-family residential in chapter 6.2 will apply.

#### A. Site Planning and Architecture

New single-family and multi-family residential projects have the following site planning and architectural guidelines in common:

1. Projects shall incorporate views of the San Joaquin River whenever possible.
2. Balconies, porches, and patios shall be incorporated to break up large wall masses, offset floor setbacks, and add human scale to buildings.



*A porch can visually break up a vertical plane and add human scale*

3. Details shall reinforce and enhance the architectural form and style of the house.





## B. Materials and Color

The choice of materials and colors for residential projects shall provide enduring quality and reflect the existing historic architectural styles in Downtown. New architecture shall use a palette of materials that are compatible with the existing structures and convey an image of quality and durability.

1. Walls shall consist of smooth stucco, board-and-batten or ship-lap wood siding, wood shingles, natural brick, or natural stone;



*Recommended wall materials include (clockwise from top left) Smooth Stucco, Board-and-Batten wood siding, Wood Shingles, Brick and Stone*

2. Roofs shall consist of asphalt composition shingles (50 year minimum), unglazed clay tiles, or split wood shingles (class C required); Several manufacturers produce wood

shingles which are pressure-treated with fire retardant chemicals to meet Underwriters Laboratories, Inc. Class C requirements.



*Acceptable roofing types include (from top) Asphalt Composition Shingle, Clay Tile and treated Wood Shingle*

3. Materials that appear inexpensive, insubstantial or garish shall not be used in new construction, such as:
  - a. Vinyl, metal, plywood, and other sheet materials for walls; or
  - b. Glazed or painted tiles, metal or sheet materials, composition roll for roofing.

4. Board-and-batten siding shall be installed so there are no visible joints in the underlying “board” material.
5. Painted surfaces shall use colors that reinforce the architectural style and are compatible with natural materials, such as brick or stone, used on the building.



*Board-and-batten installation shall be seamless, and all painted surfaces shall complement natural materials*

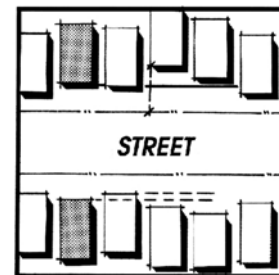
### 3.5.2. Single-Family Residential

The single most important issue with infill development is compatibility with the existing neighborhood. The design of single-family housing shall reflect the walkable scale, visual variety, and street orientation of Antioch’s traditional neighborhoods.

#### A. Site Planning

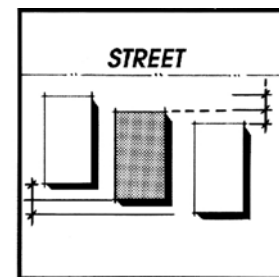
Single-family development shall be physically integrated into the surrounding neighborhood. Common patterns, such as entries facing the street, front porches, setbacks, and garages/ parking toward the rear, shall be continued in new projects.

1. Front yard setbacks shall consider the existing street setback pattern and follow either of the following criteria:
  - a. Equal to the average setback of all residences on both sides of the street within 100 feet of the property lines of the new project, but in no case less than that required by the subject zone; or;



*Average of setbacks on both sides of street*

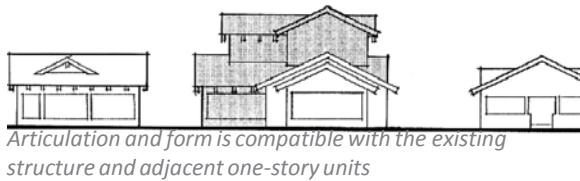
- b. Equal to the average of the two immediately adjacent buildings but in no case less than that required by the subject zone. The new building may be averaged in a stepping pattern. This method works well where it is desirable to provide a front porch along the front façade.



*Averaging existing setback patterns helps to determine the best setback for new infill development*

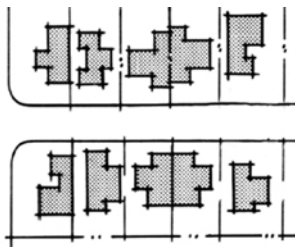


2. Two-story houses shall have additional setbacks at the second story to blend with adjacent single story residences unless this guideline conflicts with the architectural style of the structure.



*Ample sideyards and varying setbacks loosen the appearance of the streetfront*

3. Side yard setbacks in the neighborhood create a certain rhythm along the street. New residential projects shall be respectful of the open space patterns created by these setbacks and shall provide side yards that repeat the existing pattern. Infill projects will be required to demonstrate how they meet these criteria.



*Varying side yard setbacks can be used to break up the monotony along a residential street*

5. Entrances and windows, not garages, shall be the dominant elements of front facades.



*A facade that is dominated by inviting elements such as doors and windows adds warmth and a human element to a home*

4. The total square footage of the footprints of a house, garage and any ancillary structures shall not exceed 50% of the total lot size.

6. All off street parking and/or garages shall be located behind the front façade to the rear of the property or not be visible from the street.
7. Garages shall be set back at least 5 feet from the porch entry. Rear garages are strongly encouraged and shall be designed to preserve back yard space.



8. The width of the garage shall be less than 50% of the width of the structure.
9. On corner lots, the garage face shall be at least 30 feet from the corner.

## B. Architecture

New residential development shall reflect a common vocabulary of forms, details, and materials that are consistent with the architectural styles currently found in Downtown. Buildings shall be designed to be compatible with the surrounding neighborhood. Measures shall be implemented to insure that the height and mass of new structures do not adversely impact any adjacent structures.

1. Living areas, such as living rooms, family rooms, or dining rooms, shall be oriented towards the street.
2. New residential construction shall incorporate roofs that are compatible with the existing neighborhood styles. The use of flat roofs is not permitted unless architecturally consistent with the style of the structure.
3. Roof forms shall be consistent on all parts of the house and garage. All roofs shall have a similar pitch.



*The use of consistent roof pitches gives a house a cohesive appearance*

4. Projects containing at least four houses must include at least three distinct models (both in plan and elevation), plus one or more variations for corner lots. Homes of the same model may not occur on adjacent lots. A project shall include an equal amount of one- and two-story houses.

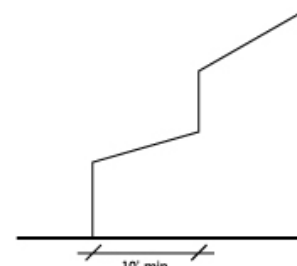
## 3.5.3. Multi-Family Residential

Multi-family residential housing shall be designed to fit the scale and rhythm of Downtown and incorporate the distinctive characteristics and architectural styling of the surrounding neighborhood.

### A. Site Planning

Site planning of new multi-family residential projects in Rivertown shall consider the project's relationship with existing homes and streets. Transitions between new projects and their surroundings shall enhance the charm and character of the existing neighborhood.

1. New development shall blend with the existing street setback pattern in Downtown residential areas.
2. Upper stories should provide an additional ten-foot setback from the ground floor.



*Second stories should be set back at least 10'*



3. Development shall provide “eyes-on-the-street” security by orienting residences towards the street and common spaces.
4. Ground floor residences shall have direct access from the street and/or common spaces.
5. Public, communal, and private spaces shall be clearly distinguished by design elements such as fences and walls, landscaping, changes in grade.
6. The entry drive to multi-family projects located on a street frontage, shall be designed to create a positive identity for the project.

8. Parking shall be located behind, under or within the buildings.



*Parking spaces sheltered from street frontage views*



*A well designed entry sign lends a feeling of unity to a multi-family development project*

7. Landscaping, enhanced paving, and other design elements shall frame and distinguish entry drives.

9. Parking shall be unobtrusive and not disrupt the quality of common spaces and pedestrian environments.
10. Service facilities shall not be visible from public areas. Utility meters, transformers, and other service elements shall be enclosed or otherwise concealed from view.
11. Trash enclosures shall be architecturally compatible with the buildings, covered by a roof structure, and heavily landscaped. The enclosure shall contain sufficient room for recycling.
12. Trash enclosures shall be designed as part of the structure wherever possible or located to the rear of the project and not visible from the street.

## B. Architecture

The design of new multi-family residential projects shall draw on the architectural styles of Downtown residential areas and demonstrate a commitment to lasting and durable design. Multi-family projects shall have a unifying theme and possess a common vocabulary of forms and architectural elements consistent with existing Downtown architectural styles.

1. Building forms shall vary roof heights and wall planes. Long, unbroken volumes and large, unarticulated wall and roof planes are prohibited



*A variety of roof heights and broken-up wall planes adds visual interest to a multi-family structure*

2. Roof forms shall cover the entire width and depth of buildings. Superficial roof forms, such as "mansards," affixed to the building are not allowed.
3. In areas near the Downtown commercial district, flat roofs may be allowed, but only if they are screened from public view by continuous parapets or by

pitched roofs and consistent with their architectural context.

4. Individual residence entries shall be clearly identified by employing different details and contrasting materials.



*The individual units are clearly separated by different design elements and paint applications. The landscaping clearly delineates private and public spaces.*

5. Stairways, fences, trash enclosures and other accessory elements shall be designed as integral parts of the structure. Manufactured components attached to the exterior of buildings, such as stairways and sheds, are prohibited.





### C. Landscaping, Common Space, and Lighting

Landscaping and common space for multi-family residential projects shall integrate the project into Downtown residential areas and create a sense of continuity between the site and architectural concepts. Lighting is an integral part of the planning and design of multi-family residences and shall not be treated as an afterthought.

1. Landscaping shall support and enhance the distinction and transition between private, common, and public spaces.



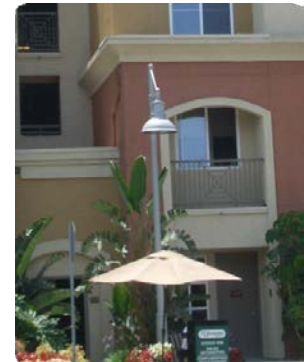
*Mature landscaping softens the transition from private to public space and provides increased privacy to the residents*

2. Plazas and common areas subject to pedestrian traffic shall be surfaced with a combination of landscape and decorative pavers or textured concrete.

3. Onsite lighting shall be mounted on architecturally designed posts less than 16 feet in height and preferably lower.



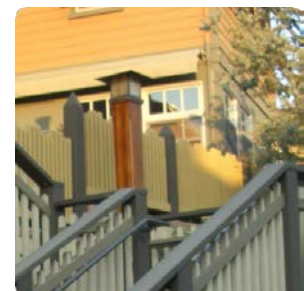
*Light posts can add architectural interest to a residential area*



4. Exterior lighting fixtures shall be compatible with the architectural style, color, and materials of the structure.
5. The use of "flood" lights to light an entire structure or yard is prohibited. Colored lights are prohibited.
6. Any exterior night lighting installed shall be of a low intensity, low-glare design, and shall be hooded to direct light downward onto the subject parcel and prevent spillover onto adjacent parcels.



*Low intensity lighting illuminates without disturbing neighboring parcels*



## 4. Circulation and Access

The potential for long term economic development and conservation efforts within the Downtown is directly affected by the diversity, capacity, features, amenities, and physical condition of the Antioch transportation network. In addition to local policies and programs, the Downtown transportation network is also influenced by regional policies and external conditions. The land uses established in this Plan are supported by a balanced transportation network that includes vehicular, transit, bicycle and pedestrian modes. Downtown benefits from existing and improving multi-modal transportation access, and is currently served by Tri-Delta Transit bus routes and an Amtrak station. An eBART station is under construction a short distance from Downtown on Hillcrest Avenue and Highway 4, and there are plans for a potential future Downtown ferry terminal. The existing Downtown traditional grid street pattern provides good access to vehicles and pedestrians. In addition to the street network and transit, there are existing bike and pedestrian paths and wide sidewalks, particularly in the Downtown Core.

In the past, alternative transportation has typically been subordinate to roadway and intersection planning. However, newer policies and practices are aimed at strengthening the connection between development and alternative transportation. For the Downtown Specific Plan it is expected that pedestrian, bicycle, and transit improvements will be given high priority. The construction of parking lots and roadway improvements will have to be carefully balanced with the installation of new bicycle lanes, pedestrian paths, and transit connections. Future improvements may be needed in all of these areas to attract investment to Downtown Antioch. The challenge will be to allocate the limited resources available in a way that will most effectively facilitate implementation of the community's goals for the area.

In general, the roadways and intersections serving the Downtown have sufficient excess capacity to accommodate increases in automobile traffic from approved and pending projects, including some degree of future additional development. However, should the traffic generating potential of future development exceed the levels assumed in prior analyses, additional roadway enhancements may be necessary.

It is important to highlight that many progressive communities have found that Downtown congestion can actually be an indicator of a healthy economy, rather than a hindrance to traffic access. Further increasing the capacity of roads in the Downtown could disrupt the urban fabric and diminish the attractiveness of living, visiting or doing business Downtown. As a result, some communities have relaxed their level of service (LOS) thresholds in downtown areas to LOS E or even LOS F in favor of preserving the street environment, mature street trees, and prioritizing pedestrian, bicycle, and public transit travel modes.

This Plan calls for the consideration of both aesthetic and pedestrian/bicycle improvements to the A Street, L Street and Auto Center Drive Corridors, in order to improve their function as principal entrances to the Downtown. This could also include adjustments to traffic signal operations to improve traffic, pedestrian and bicycle access. Also, this Plan calls for consideration of possible street name changes to "A" and "L" Streets, in order to potentially better correlate those important corridors with their role as principal accessways to the Downtown.

**4.1. General Plan Circulation and Growth Management Elements:** Chapters 7.0 (Circulation) and 3.0 (Growth Management) of the Antioch General Plan establish the goals and policies affecting vehicular, pedestrian and bicycle circulation, as well as the sequencing of improvements and related services within the City and Downtown. The DSP relies upon and includes by reference all goals and policies of the General Plan, and the Circulation and Growth Management Elements in particular.

### 4.2. Street Network

The roadway system that currently serves the Downtown and surrounding portions of the City are shown in **Figure 4-1** (note - that map needs to include all the Arterial and Collectors described below, and as shown in GP Circulation Element Figure 7.1). For the most part, the Downtown street system is a traditional grid pattern, as found in many historic downtowns. A total of five General Plan designated Arterial roads directly connect the Downtown with other portions of Antioch, and to regional Highways 4 and 101. These Arterials



that serve as gateways to the Downtown are (from west to east): (1) Auto Center Drive; (2) 10<sup>th</sup> Street; (3) “L” Street; (4) “A” Street; and (5) Wilbur Avenue. 9<sup>th</sup> Street inside the Downtown is designated in the General Plan as part of an Arterial (one way) Couplet with 10<sup>th</sup> Street between “A” and “L” Streets.

In addition, the Downtown contains a number of roadways designated as Major Collectors in the General Plan. These are: “L” Street from 4<sup>th</sup> Street to its northern terminus at Marina Park; 2<sup>nd</sup> and 4<sup>th</sup> Streets are labeled as a Major Collector (one way) Couplet, for 2<sup>nd</sup> Street from “L” Street east to “E” Street, and for 4<sup>th</sup> Street from “L” Street east to “C” Street; “G” Street from 4<sup>th</sup> Street north throughout and beyond the Downtown; and “E” Street from 2<sup>nd</sup> Street to 9<sup>th</sup> Street.

#### **4.2.1. Planned Street Improvements**

The existing Downtown grid street network is efficient and effective at moving vehicles into, out of, and through the area. Therefore, any street improvements envisioned through this Plan are relatively minor. As conditions change in the future, and more development occurs, it may be determined appropriate that one or both of the Downtown one-way couplets described in the General Plan, or other alternatives as appropriate, be studied further as to whether implementation would benefit access. If benefits would accrue, the City would then proceed to develop related funding and implementation plans.

Some Downtown intersections have 4 way stop signs, while others have 2 way stop signs. The City will explore whether development of a “Downtown 4 way stop warrant” criteria would help standardize and streamline any future evaluation of implementation of 4 way stop intersections.

*Figure 4-1 needs reference to Figure 1 removed, change note on eBART from planned to under construction, show proposed ferry terminal. The Gateways of Auto Center, L, G, A Streets and Wilbur Ave. should be noted with colored lines and in the map legend. See other map notes as marked up by Lynne Filson in a separate file.*

#### **Objectives and Implementation Measures**

**Objective CA-A: Evaluate and implement improvements to the street network within and to the Downtown that would facilitate connectivity and access.**

**Implementation CA-1:** Study whether two way stop sign intersections should be converted to four way stop intersections as deemed appropriate by a licensed traffic engineer as a consultant to Public Works and Community Development staff.

**Implementation CA-2:** General Plan Circulation Element Figure 7.1 (Circulation) designates Ninth and Tenth Streets between A and L Streets as an Arterial (one-way) Couplet, and Second and Fourth Streets between A and L Streets as a Major Collector (one-way) Couplet that are intended to serve as one way traffic loops on those streets, in order to move traffic more efficiently through the Downtown. This Specific Plan recognizes the continued use of cars for Downtown access. However, it encourages other transportation modes, such as pedestrian and bicycle use. Therefore, as part of the Downtown Specific Plan, the General Plan should be revised for the purpose of consistency, to note that the two Downtown one-way couplets should be studied at such future time as may be appropriate, in order to determine whether one or both of these one-way couplets would benefit automobile access, but would not hinder pedestrian or bicycle use. If implementation is beneficial, the City would develop funding and implementation plans at that time.

**Implementation CA-3:** Consider changing street names for “L” and/or “A” Streets to more distinctive names that reflect the importance of these roadways, and their link to the history and character of Antioch and the Downtown.

**Implementation CA-4:** Study the potential benefits and costs of aesthetic or other enhancements to “A and/or “L” Streets between Highway 4 and the Downtown, to determine the feasibility of making them more inviting corridors for bringing visitors directly Downtown.

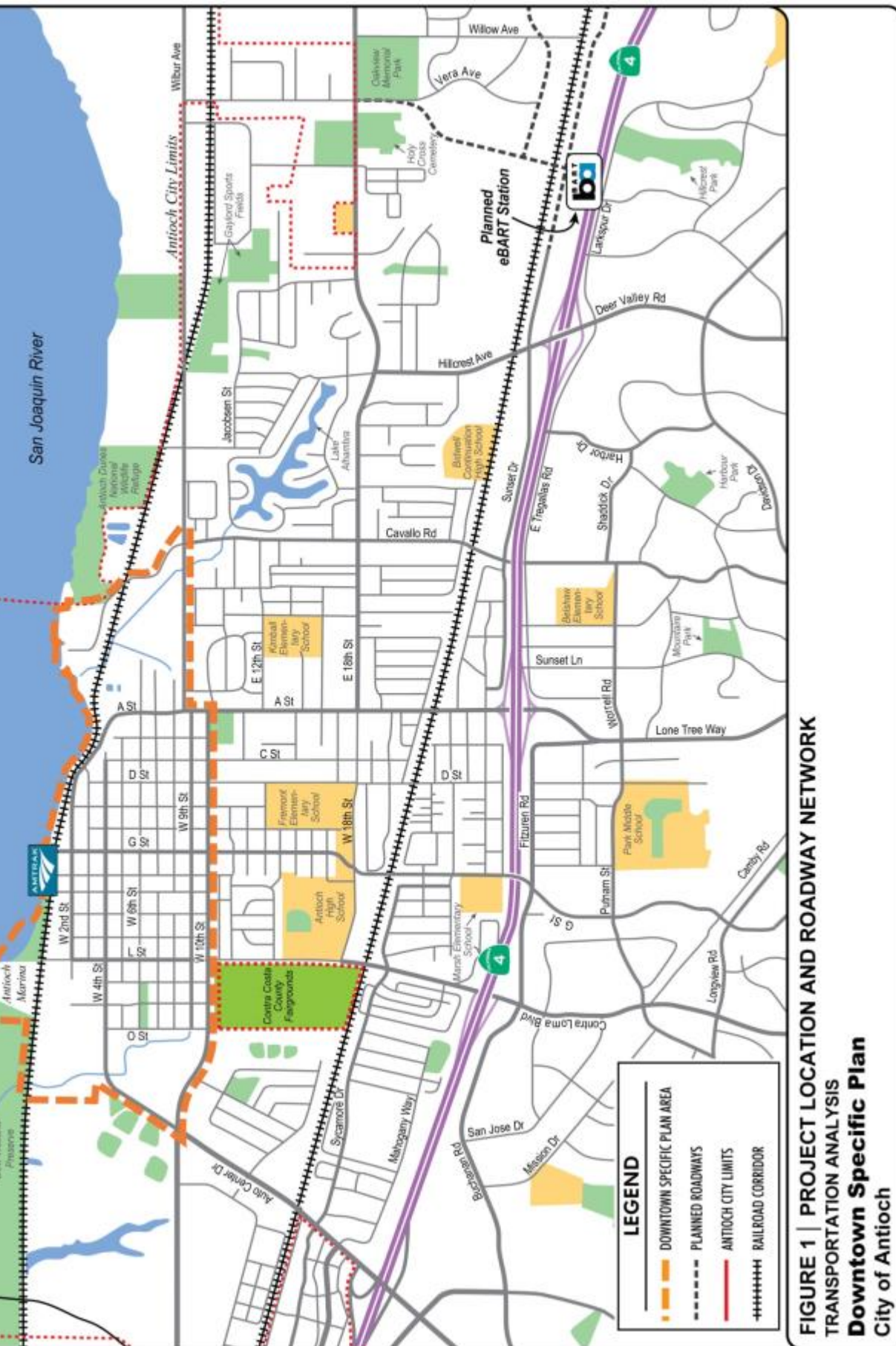


Figure 4-1: Circulation Network Serving Downtown and Surrounding Area

### 4.3. Pedestrian and Bicycle Connections

The Downtown has a generally pleasant and varied streetscape. In the Downtown Core, pedestrian amenities including wide decorative sidewalks, street trees, historic street lamps, planters and street furniture make the area attractive to walkers. That rich existing character helps provide a sense of place and supports retail shopping activity. Existing and future bicycle and pedestrian paths are shown on **Figures 4-2 and 4-3**.

The City of Antioch adopted TRANSPLAN's East Contra Costa Bikeway Plan in 2001. In that Plan, Figure 1: Existing Eastern Contra Costa County Class I, II and III Bicycle Facilities – Area 1, that includes Antioch, shows no bike facilities in or very near Downtown. In the 2001 Plan's Figure 3: Ultimate Eastern Contra Costa County Class I, II and III Bicycle Facilities – Area 1, 10<sup>th</sup> Street from “A” Street to “L” Street is shown as a Class II route, connecting with Class II routes on Wilbur Avenue to the east, and the Pittsburg/Antioch Highway to the west. The route on 10<sup>th</sup> Street intersects with a Class II route shown on “L” Street, starting at 4<sup>th</sup> Street and running south to James Donlon Blvd.

In 2009, the CCTA adopted a Countywide Bicycle and Pedestrian Plan, which incorporated Antioch's local projects and programs, and was subsequently adopted by the City in 2009. An Antioch Community Development Department staff member served on the Countywide Bicycle and Pedestrian Advisory Committee that helped develop that Plan. The Antioch projects and programs in that Plan serve as the foundation for improving the safety and attractiveness of bicycling and walking in the City. The plan recommends links to the Countywide Bikeway Network along with various regional improvements and local projects, including both on-street and off-street bikeways and pedestrian facilities in the City. Furthermore, the Plan provides guidance and strategies for planning and funding of local and regional projects. Specifically, Figure D-1 in Appendix D to that Plan shows bicycle routes or lanes on:

4<sup>th</sup> Street from “G” to “L” Street – Existing Class II

“G” Street from 4<sup>th</sup> to 10<sup>th</sup> Street and continuing south - Existing Class II

“L” Street from 4<sup>th</sup> to 10<sup>th</sup> Street and beyond – Proposed Class II

“L” Street from 4<sup>th</sup> Street to the Marina – Proposed Class III

9<sup>th</sup> Street between “A” and “L” Streets – Existing Class III

10<sup>th</sup> Street between “A” and “L” Streets – Existing Class II

Wilbur Avenue connects to Downtown at “A” Street and running east – Existing and Proposed Class II

Somersville Road heading east and turning into 4<sup>th</sup> Street connects to Downtown – Existing Class II

**4.3.1. Current Conditions:** While pedestrian access (including sidewalks, curb ramps, crosswalks, and other improvements) is generally available throughout the Downtown, the area is in need of curb ramps at a number of intersections. Consistent with Section 7.4.2 of the Antioch General Plan, as future development proceeds in the Downtown, walkway, bicycle lane, lighting, and other circulation and access conditions will be evaluated, and appropriate public improvements will be considered as part of new developments, if a nexus would exist.

Despite the array of the eight existing and proposed bicycle facilities shown above and in the 2009 CCTA Countywide Bicycle and Pedestrian Plan, Downtown actually has:

- One existing Class II striped bicycle lane on “L” Street from 4<sup>th</sup> to 10<sup>th</sup> Streets.
- An existing Class III Shared Route bicycle route (routes that share the roadway and provide signage to alert bicyclists and motorists that a bicycle route exists) on 9<sup>th</sup> Street.
- An existing Class III route on “F” Street from 5<sup>th</sup> Street heading south.
- Wilbur Avenue has westbound bike lanes that connect to Downtown, going as far west as “A” Street.

The current on-street bicycle network within the Downtown is not thorough or connected, and therefore it does not facilitate bike usage.

Transportation infrastructure in undeveloped areas typically must be extended or expanded to serve new development. The Downtown has a well connected street, transit and pedestrian system, and there are few constraints to new Downtown development related to providing new transportation infrastructure, with the exception of bicycle paths as discussed above.

**4.3.2. Future Bicycle Improvements:** While “L” Street has the sole Class II bike lane in Downtown for a six block stretch, there are gaps outside that area. As of the time of writing this Plan, the City is preparing to look at the needs of “L” Street for a “Path to Transit” project that could include street beautification from Highway 4 to the Marina. As development occurs in Downtown areas that lack bicycle facilities, lane extensions and improvements will be considered along key streets, as shown in **Figure 4-3**, if a nexus for providing the improvements as a condition of approval for development would exist. In the Downtown, those include:

- L Street: A connection from “L” Street along West 2<sup>nd</sup> Street to the Amtrak station should be done as soon as possible, as a future on-street bicycle route.
- Auto Center Drive/4<sup>th</sup> Street Corridor: The costs/benefits of a connection along entire corridor up to “L” Street should be studied.
- The Rivertown to Southeast Antioch bike lane: The feasibility of this proposed bicycle facility as called for in the General Plan should be analyzed.
- 9<sup>th</sup> Street: Has a few disparately spaced bike route signs on it, and it should be determined whether additional signs would be beneficial.
- G Street: Bike route from 6<sup>th</sup> Street south.

### **Objectives and Implementation Measures**

**Objective CA-B: Improve pedestrian access to and within the Downtown, and maintain a street and sidewalk system that enables walkability to major destinations, shopping, employment, housing and transit.**

**Implementation CA-5:** Close gaps in the sidewalk ramp network to ensure continuous pedestrian access to and within the Downtown. Currently, not all intersections have full four corner ramp access.

**Implementation CA-6:** Ensure that sidewalks, crosswalks, ramps and other pedestrian streetscape features are ADA compliant.

**Objective CA-C: Improve bicycle access to and within the Downtown that is safe and inviting for bicyclists.**

**Implementation CA-7:** Fill in gaps in existing bicycle facilities and provide proposed new bicycle routes or trails as follows that connect key destinations, housing, shopping, employment and transit:

- L Street: Has striped bike lanes only between 10<sup>th</sup> and 4<sup>th</sup> Streets. The connection from “L” Street along West 2<sup>nd</sup> Street to the Amtrak station should be done as soon as possible, as a future on-street bicycle route.
- Auto Center Drive/4<sup>th</sup> Street Corridor: The costs/benefits of a connection along the entire corridor up to “L” Street should be studied.
- The Rivertown to Southeast Antioch bike lane: The feasibility of this proposed bicycle facility as called for in the General Plan should be analyzed.
- 9<sup>th</sup> Street: Has a few disparately spaced bike route signs on it, and it should be determined whether additional signage would be beneficial.
- G Street: Bike route from 6<sup>th</sup> Street south.

**Implementation CA-8:** Require bicycle racks or storage in all new multi-family residential developments, multi-tenant retail, office and mixed use developments, and government, transit and institutional uses.

**Implementation CA-9:** Provide bicycle parking in a well distributed pattern as an amenity to facilitate bicycle usage, including in existing City parking lots.





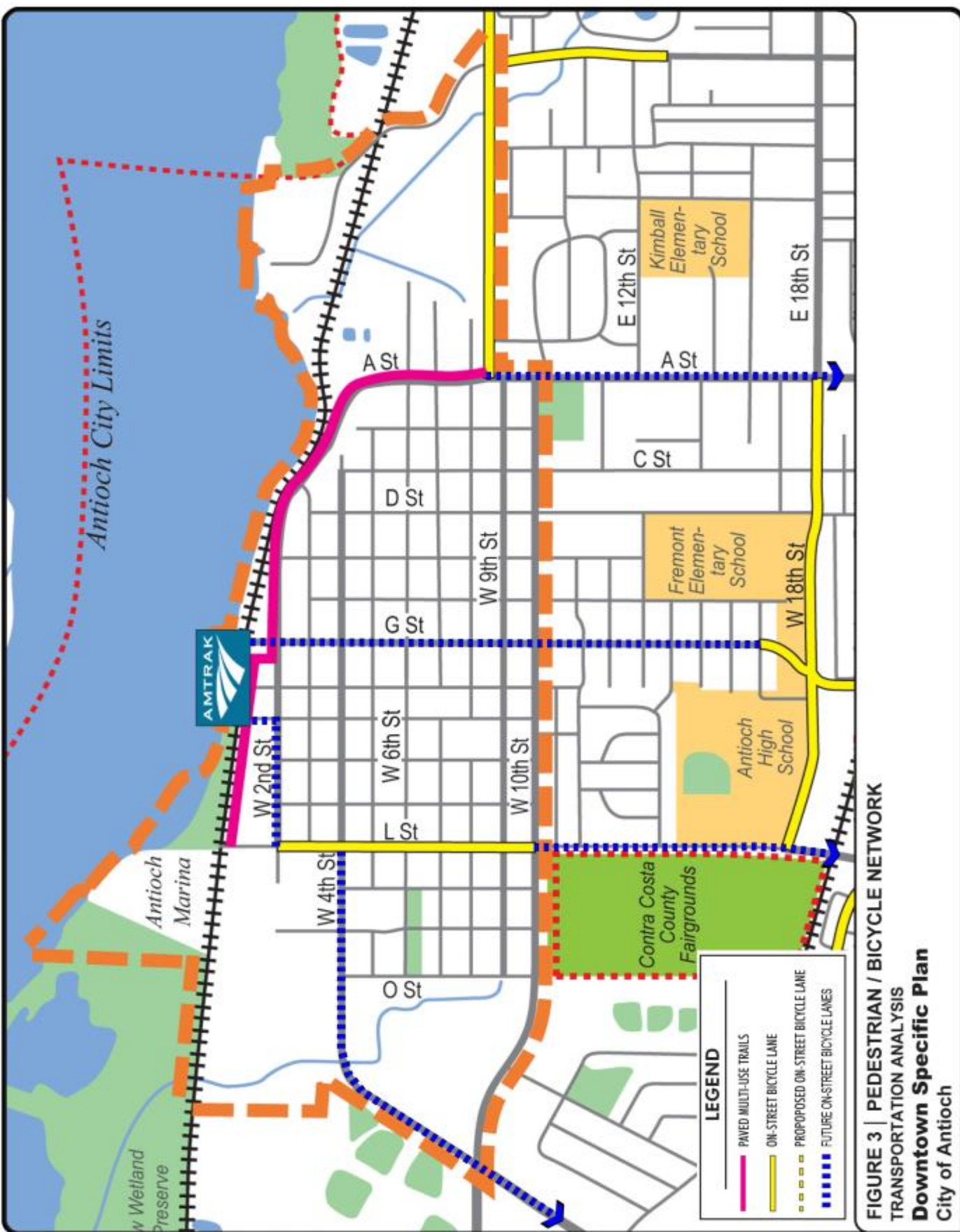


Figure 4-3: Current & Future Bicycle Corridors Connecting Downtown and Surrounding Areas

#### 4.4. Transit

The Downtown is currently served by three Tri-Delta Transit bus routes and an Amtrak station located at the northern waterfront. Tri-Delta bus route 387 runs weekdays from the Tri-Delta bus terminal in Antioch, through Downtown, to the Pittsburg Bart station. Route 388 runs weekdays from the current Hillcrest Park & Ride lot (that will become the Hillcrest EBART Station in 2018), fairly directly to and through Downtown, to the Pittsburg Bart Station. Route 392 runs weekends and holidays from the current Hillcrest Park & Ride lot (that will become the Hillcrest EBART Station in 2018), on a circuitous path to, and then through Downtown, to the Pittsburg/Bay Point Bart Station. The Amtrak station is unstaffed, and is located on the San Joaquin Oakland Amtrak route that stretches from Bakersfield to Stockton and beyond to Sacramento or the East Bay Area with connections to San Francisco. The current transit network serving the Downtown and surrounding areas is shown in **Figure 4-4**.

The extension of eBART service to Antioch at the Hillcrest Station that is currently under construction is scheduled in 2018. This station will introduce regional rail rapid transit service comprising approximately 10 miles of new track between the existing Pittsburg/Bay Point BART Station and the City of Antioch, connecting to the BART system, serving the San Francisco Bay Area. The location of the new e-Bart station is shown in **Figure 4-5**, along with the proposed eBART rail line extension shown in **Figure 4-6**.

Once the eBART station opens at Hillcrest, commuters and visitors may begin to travel between the station and Downtown. Tri-Delta bus route 388 provides fairly direct service between the station and Downtown on weekdays. Route 392 provides less than direct access on weekends. If that travel pattern emerges, and route 388 and/or 392 are not adequate to serve it, there is the opportunity for the City and Tri-Delta Transit to study it, and provide feasible means to improve the connecting access, if appropriate.

The opportunity exists for a future ferry terminal to be located at the northerly extension of “I” Street at the Urban Waterfront west of Waldie Plaza and the Downtown Mixed Use Core. As located in the Land Use Diagram (**Figure 3-13**) and the Waldie Plaza Concept Plan (**Figure 3-15**), the terminal would provide an alternative mode of transportation to Oakland and San Francisco.

#### **Objectives and Implementation Measures**

**Objective CA-D: Establish Downtown as a multi-modal transit destination and a connector for bus, Amtrak, eBART and ferry service.**

**Implementation CA-10:** Improve the accessibility of, educate the public about, facilitate the use of, and enhance linkages between the existing and future Downtown multi-modal transit resources, and local and regional sites.

**Implementation CA-11:** Encourage comfortable, safe and convenient amenities be provided at the Amtrak, eBART and Ferry stations, including seating, bicycle racks and/or lockers, informational and directional signage, and shelter from sun and rain.

**Implementation CA-12:** Work with Tri-Delta Transit and Bart to promote regional transit service to and from Downtown.



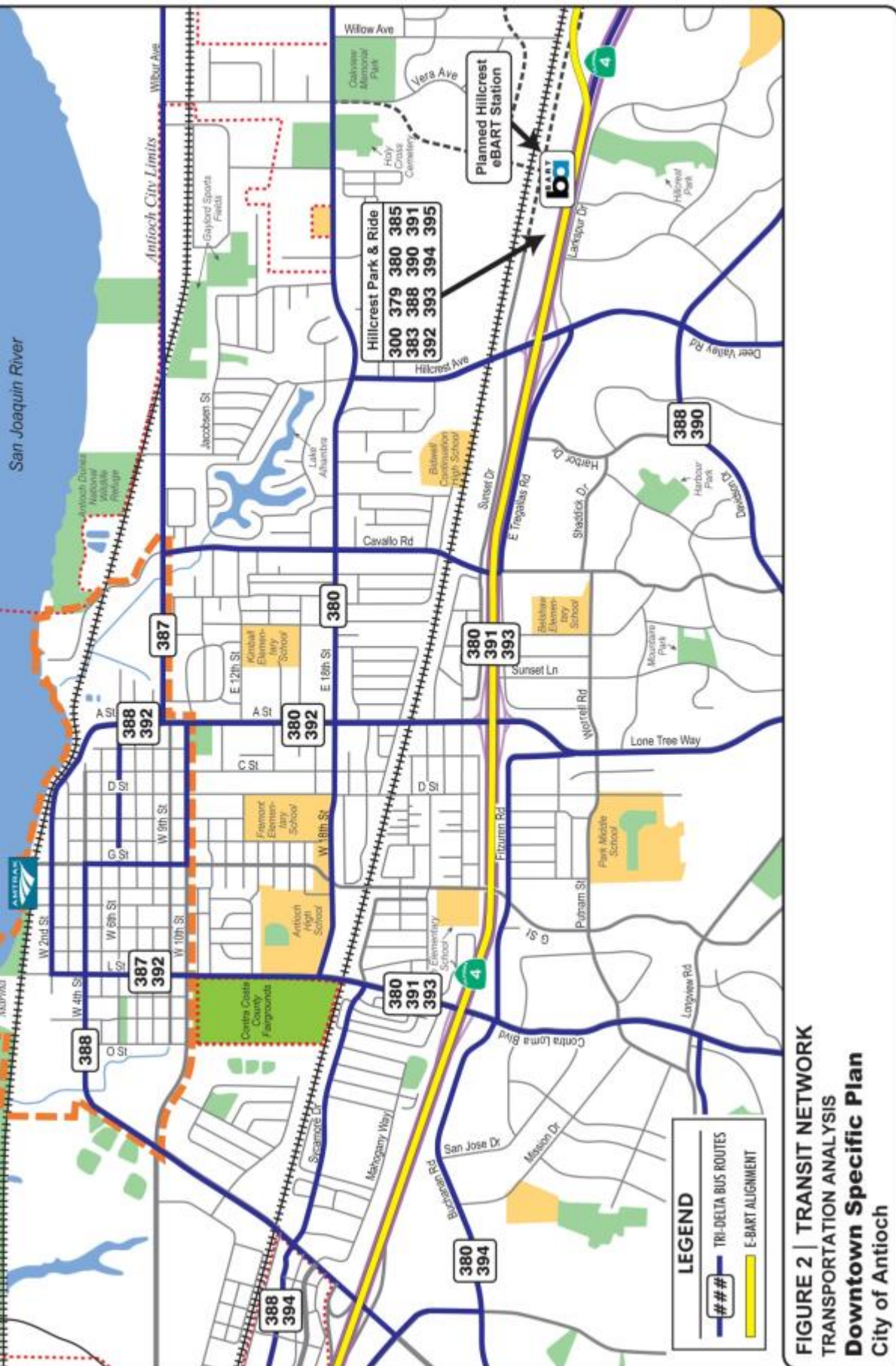


Figure 4-4: Current Transit Network Serving Downtown and Surrounding Areas

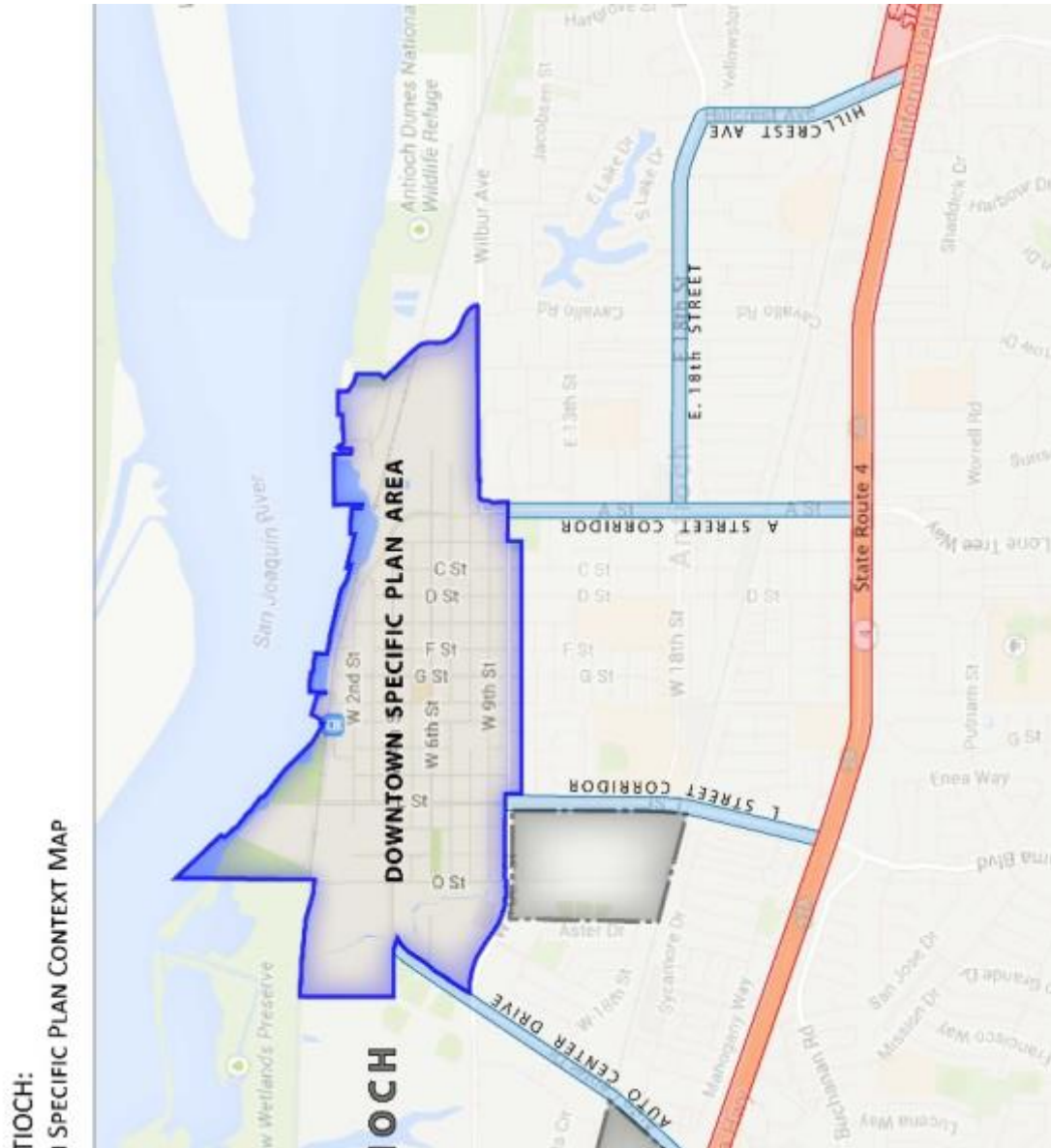


Figure 4-5: Relationship of Downtown Area to Proposed e-BART Station

Ensure that this figure is not cut off. It should show the eBART Station, Amtrak and potential Ferry Station.



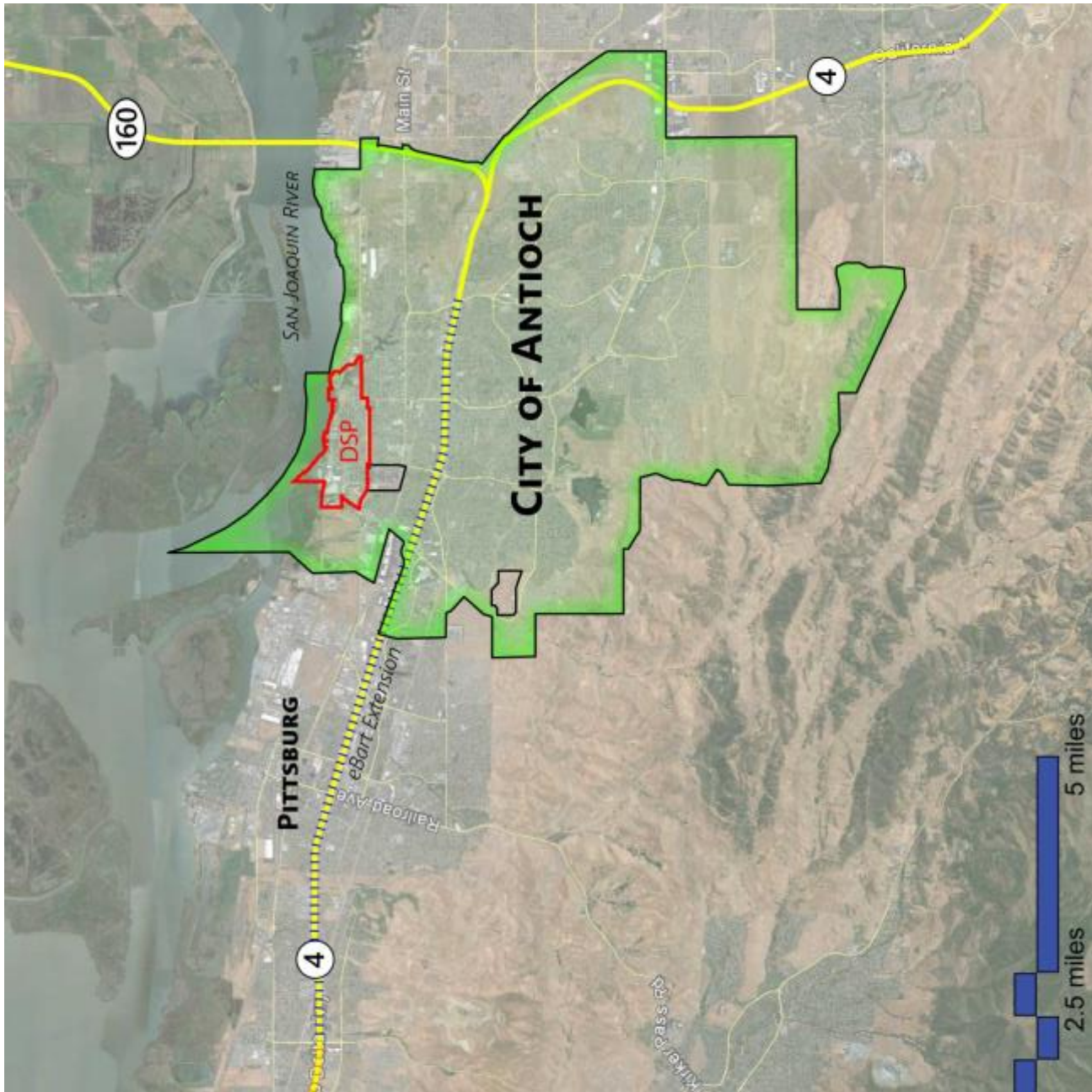
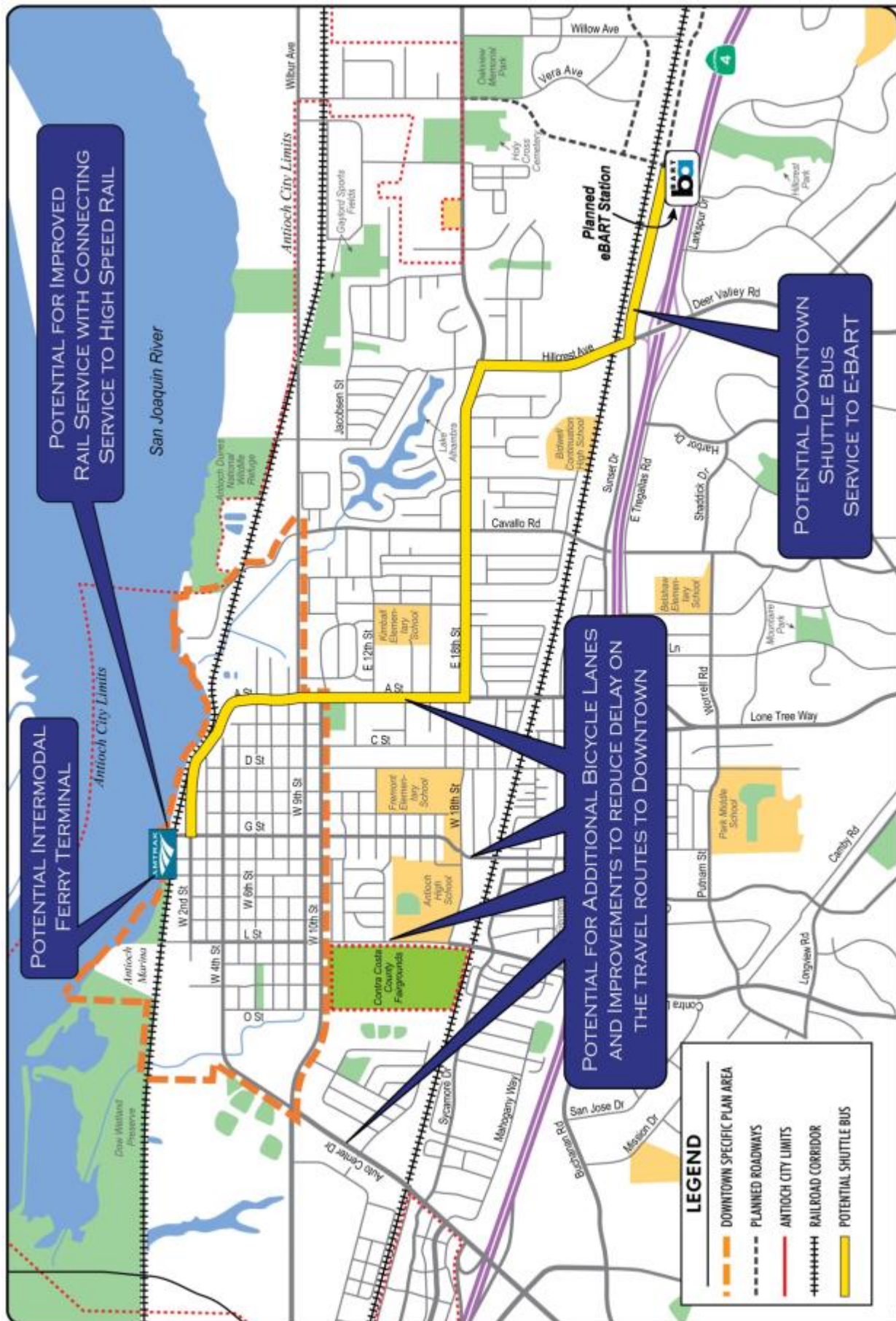


Figure 4-6: Relationship of Downtown Area to Proposed e-BART Rail Line Extension

This map should show the eBART Stations in Antioch and Pittsburg.



**FIGURE 4 | TRANSPORTATION OPPORTUNITIES**  
TRANSPORTATION ANALYSIS  
**Downtown Specific Plan**  
City of Antioch



## 4.5. Parking and Transportation Demand Management

Because of the pedestrian friendly, retail and nearby residential nature of Downtown, and the existing adequate supply of parking, many trips can be accomplished on foot, reducing the need for additional parking. The mix of uses Downtown promotes internal trips and enables people to park once to visit multiple destinations, further reducing parking need. For example, people can park once, have lunch, browse shops, walk along the River, and then return to their cars without having to move them. The three Tri-Delta Transit bus routes serving Downtown can also bring people there with no need for parking. Nearby residents can walk or bike Downtown from their homes without need to park Downtown at all. However, access by car will continue to be important for many people, including those accessing the Amtrak or future Ferry Stations, visiting from central or south Antioch, or from other towns.

Providing adequate parking is important for retail success, special events, and to reduce vehicle miles spent looking for parking. A broadly based parking strategy that minimizes the need for constructing excessive parking, meets community and business owner desires for convenient access to the Downtown, and provides commuter access to the Amtrak and future Ferry Stations is a key component of this Plan. Transportation Demand Management (TDM) is a combination of measures, services, incentives, and facilities that can help reduce the number of vehicle trips by encouraging the use of transit, bicycling, and walking. TDM can also assist with parking management and may help reduce the number of parked cars within the Downtown.

The existing two hour commercial-related parking time restrictions are driven by the need to provide parking turnover near shop frontages, increasing customer convenience and the perception that convenient parking is available. Time restrictions also help manage parking behavior by shifting employee, and other long-term parking to peripheral areas. This two hour limit must be balanced with the pedestrian friendly “park once” strategy where people can park and spend time dining, shopping, taking in a show at the El Campanile and viewing the River.

The parking and TDM objectives and implementation measures below are aimed at managing parking and transportation demand, both to reduce traffic congestion, and to improve the quality of the pedestrian and bicycle environment. Parking policies focus on a shared parking and flexible approach. Public parking options focus on on-street parking with key public parking lots that serve Downtown. Parking standards for cars, motorcycles, and bicycles are included in Chapter 3: Streetscape, Building Design, and Development Standards. TDM measures consider a range of approaches appropriate for development in Downtown.

### **Objectives and Implementation Measures**

**Objective CA-E: Recognize that the historic character and layout of most commercial sites in the Downtown Core of Antioch are pedestrian oriented, do not and can not provide on-site parking. Acknowledge the importance of preserving this historic character, and that pedestrian and other modes of transportation are available. Accept that the existing on-street and off-street parking supply is adequate for current conditions in the Downtown Core, and should be regularly evaluated for changing conditions and needs. Recognize that parking should not be a limiting factor on the use and development of commercial sites in the Downtown Core that cannot accommodate on-site parking, without significantly limiting the use of such sites. Balance parking need and provision with the desire to maintain Downtown ambiance, and promote transit, walking, and bicycling.**

**Implementation CA-13:** Regularly review on-street and off-street parking availability, requirements and restrictions (no parking, time limit parking) with downtown merchants and residents to determine if updated parking facilities, requirements or restrictions would better serve current and future parking needs.

**Implementation CA-14:** Do not require the provision of on-site parking in the Downtown Core for changes of use to or rehabilitation of existing commercial buildings, or for development of new commercial buildings on sites that are of such size and configuration that they could not

accommodate on-site parking without severely limiting the use or development of such sites, when compared to larger commercially designated sites.

**Implementation CA-15:** Allow credit for on-street parking spaces directly adjacent to a property for visitors or retail uses, where appropriate. This should be on a one-to-one basis.

**Implementation CA-16:** Allow “unbundled parking” within residential development projects. Unbundled parking separates the cost of parking from the housing, meaning that residents with no vehicles would realize a cost savings by not leasing or owning a parking space. Correspondingly, residents wishing to lease or purchase more than one space could pay “market price” to do so.

**Implementation CA-17:** Encourage underground, or tuck-under parking in new development, to maximize occupied uses and open space at the ground level.

**Implementation CA-18:** Maintain on-street parking where it exists to enhance access to stores and services and to provide a buffer between pedestrians and traffic.

**Implementation CA-19:** Work with Tri-Delta Transit and Bart to publicize and incentivize the use of transit to and from Downtown, and for special events. This may include coordination to provide extra service on special event days.

**Implementation CA-20:** Design new mixed-use developments to enable parking to be shared efficiently between various uses.

**Objective CA-F: Reduce transportation demand by promoting alternative modes of transportation and ridesharing.**

**Implementation CA-21:** As development occurs within the Downtown, consider transportation demand management strategies as part of the approval process, which can include:

- Promote alternative modes of transportation:
  - Implement an alternative commute subsidy and/or parking cash out program.
  - Work with Tri-Delta Transit and Bart to promote regional transit service. Refer proposed development projects to Tri-Delta Transit, and require the provision of bus bay turnouts and bus stops where appropriate.
- Promote car sharing:
  - Design sites with passenger loading zones for carpool and vanpool drop-off near the main building entrance.
- Reduce peak-hour travel:
  - Allow employees to work under compressed work schedules.
  - Provide employees with staggered or flexible work hours.
  - Provide opportunities and the ability to work off-site (telecommuting).
- Promote bicycling to work:
  - Ensure buildings contain bicycle parking facilities, showers, and clothes locker facilities.

**STAFF REPORT TO THE PLANNING COMMISSION  
FOR CONSIDERATION AT THE MEETING OF APRIL 20, 2016**

**Prepared by:** Forrest Ebbs, Community Development Director

*FE*

**Date:** April 15, 2016

**Subject:** Annual Election of Chair and Vice-Chair

**RECOMMENDATION**

It is recommended that the Planning Commission nominate and elect a Chair and Vice-Chair.

**DISCUSSION**

Pursuant to Section 9-5.2506 of the Municipal Code, the Commission shall elect a Chair and Vice-Chair at the last regular meeting of April each year. The new officers will assume their positions the first meeting of May.