

**PLANNING COMMISSION
RESOLUTION # 2023-xx**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH
RECOMMENDING THE CITY COUNCIL APPROVE AN AMENDMENT TO THE EAST LONE
TREE SPECIFIC PLAN**

WHEREAS, Government Code Section 65450 et seq. permits a city to adopt a specific plan for the implementation of the general plan for part of the area covered by the general plan;

WHEREAS, the Antioch City Council adopted the East Lone Tree Specific Plan ("Specific Plan") for the East Lone Tree Specific Plan Area ("Specific Plan Area") on June 11, 1996 by Ordinance 921-C-S;

WHEREAS, the Specific Plan includes goals and policies related to land use, housing, employment, infrastructure and urban design to fulfill the vision for the Specific Plan Area and establishes uses and development standards for the Specific Plan Area; and

WHEREAS, the Specific Plan includes text and diagrams specifying the distribution, location, and extent of the uses of land within the area covered by the plan, as well as the location, and extent and intensity of major components of infrastructure and other essential facilities located within the Specific Plan Area; and

WHEREAS, the Specific Plan must be amended to implement the 6TH Cycle Antioch Housing Element ("Housing Element") and support General Plan policies, including for multifamily housing options at a range of household income levels;

WHEREAS, the amendments to the Specific Plan are consistent with the policies, goals and vision set out in the General Plan; and

WHEREAS, the City, as lead agency under the California Environmental Quality Act ("CEQA"), has completed the Housing Element Environmental Impact Report ("EIR") for the Project, which includes the General Plan Amendments in the project description;

WHEREAS, the Antioch Planning Commission conducted a public hearing to consider the Housing Element EIR on January 4, 2023; and

WHEREAS, on January 4, 2023, the Antioch Planning Commission adopted Resolution 2023- recommending that the City Council certify the Housing Element EIR and adopt CEQA findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program;

WHEREAS, recitals and findings from the Antioch Planning Commission adopted Resolution 2023- are incorporated by reference;

WHEREAS, on December 23, 2022, a public hearing notice was published in the East County Times and posted in three public places pursuant to California Government Code Section 65090 for the Planning Commission on January 4, 2023;

WHEREAS, the Planning Commission held a public hearing on January 4, 2023, considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby makes the following findings to recommend approval of the General Plan Amendment:

1. The proposed project conforms to the provisions and standards of the General Plan in that the proposed amendments identify appropriate residential uses and densities within the Specific Plan Area.

2. The proposed amendments are necessary to implement the goals and objectives of the General Plan. The Specific Plan Amendments (Exhibit A) will accommodate higher density multifamily housing to expand housing options and affordability at a range of household income levels, and ensure consistency between the General Plan, Specific Plan, and Zoning Ordinance.

3. The proposed amendments will not be detrimental to the public interest, convenience, and general welfare of the City. The amendments will result in a logical placement of land uses consistent with the overall intent of the Specific Plan and General Plan and facilitate housing development opportunities at a range of income levels and household types.

4. The proposed amendment will not cause environmental damage in that potential effects were analyzed in the EIR prepared for the Housing Element, Environmental Hazards and Environmental Justice Elements and the associated Specific Plan and Zoning amendments and either found to be less than significant with mitigations or acceptable pursuant to a Statement of Overriding Conditions.

5. The proposed amendment will not require changes to or modifications of any other plans that the City Council adopted before the date of this resolution.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission recommend to the City Council **APPROVAL** of Specific Plan amendments as attached hereto in Exhibit A.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 4th day of January, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

FORREST EBBS,
Secretary to the Planning Commission

EXHIBIT A
SPECIFIC PLAN AMENDMENTS

EAST LONE TREE SPECIFIC PLAN

VOLUME 1

CITY OF ANTIOCH

ADOPTED MAY 1996

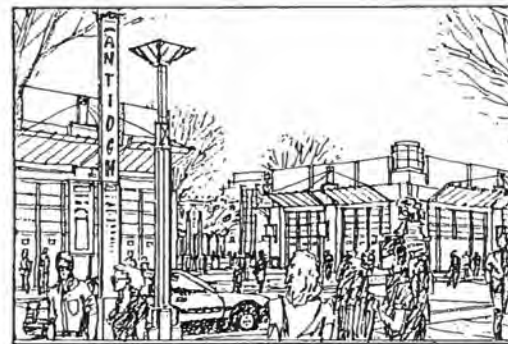


TABLE OF CONTENTS

VOLUME 1

1. Introduction
 - 1.1 Site Description
 - 1.2 Relationship to General Plan
 - 1.3 Relationship to Zoning
 - 1.4 Planned Projects
2. Urban Design Concept
3. Land Use
 - 3.1 Land Use Program
 - 3.2 Relationship to Zoning
 - 3.3 Land Use Districts
 - 3.4 Site, Height & Density Criteria
 - 3.5 Special Provisions
4. Open Space
 - 4.1 Ridgetop Open Space & Trail
 - 4.2 Antioch Creek Open Space & Trail
 - 4.3 Lindsey Basin Recreation Area
 - 4.4 Neighborhood Park
 - 4.5 School
5. Circulation
 - 5.1 Route 4 Bypass
 - 5.2 Trails
 - 5.3 Roadways and Gateways: West
 - 5.3.1 Laurel Road
 - 5.3.2 Lone Tree Way
 - 5.3.3 Canada Valley Road
 - 5.3.4 Country Hills Drive
 - 5.3.5 Other Collectors
 - 5.3.6 Residential Streets
 - 5.3.7 Residential Gateways
 - 5.3.8 Laurel Gateway
 - 5.3.9 Lone Tree Gateway
 - 5.4 Roadways and Gateways: East
 - 5.4.1 Sunset Drive
 - 5.4.2 Laurel Road
 - 5.4.3 Lone Tree Way
 - 5.4.4 Employment Center Streets
 - 5.4.5 Sunset Gateways
6. Infrastructure
 - 6.1 Water Treatment & Distribution
 - 6.2 Wastewater Treatment & Sewers
 - 6.3 Gas, Electricity, Telephone & Cable
7. Public Services
 - 7.1 Police
 - 7.2 Fire
 - 7.3 Parks
 - 7.4 Schools
8. Design Standards
 - 8.1 Single Family Residential
 - 8.2 Multifamily Residential
 - 8.3 Community Retail
 - 8.4 Employment
 - 8.5 Regional Retail
 - 8.6 Employment Retail
 - 8.7 School & Public Facilities

VOLUME 2

9. Specific Plan Administration
 10. Specific Plan Phasing and Timing
- Appendices

1

INTRODUCTION

This Specific Plan for the East Lone Tree Specific Plan Area (ELTA) in Antioch, California provides a comprehensive set of plans, design standards, public improvements, and implementation programs, to ensure the orderly development of ELTA in conformance with the City of Antioch General Plan and other adopted policies.

The City of Antioch adopts this Specific Plan pursuant to procedures set forth in Article 8, Sections 65450 through 65457 of the California Government Code. These provisions require that a Specific Plan must be consistent with the adopted General Plan of the jurisdiction within which the Specific Plan is located, and that all zoning regulations, subdivisions, and public works projects within the Specific Plan area must be consistent with the Specific Plan.





1.1 SITE DESCRIPTION

ELTA is comprised of roughly 800 acres at the southeast corner of the City of Antioch. It is bounded by Lone Tree Way on the south; Empire Ave and the SP railroad on the east; the Contra Costa Canal on the north; and existing residential subdivisions to the west.

The northwest portion of ELTA consists of low rolling hills, with a flat plain along the eastern and southern edges (Fig 1.0). The hilly portion is bisected by a ridgeline, with elevations 100-175' above the plain; it offers views of both Mt Diablo to the southwest and the San Joaquin River Delta to the northeast.

Unincorporated agricultural lands abut ELTA to the south and east. To the northeast lies a mix of agricultural and low-density residential uses at the periphery of the unincorporated community of Oakley.

Land use within ELTA is almost entirely agricultural, with a few farm residences. The flat plain and lower hills are used for orchards and row crops; the upper hills have been used for grazing and hay production. An operations center and storage tanks for the Oakley and Contra Costa Water Districts are located at the northwest corner of the site, and a PG&E pipeline easement runs along its entire western border.

Antioch Creek, an improved flood channel, runs through ELTA and empties into Lindsey Detention Basin at the northeast corner. The county plans to relocate and enlarge both the creek and the basin in conjunction with other infrastructure improvements in ELTA.

Lands to the west and north are within the Antioch city limits. The entire western border of ELTA is abutted by approved residential subdivisions, consisting of detached homes on lots averaging 5 u/a. Some are already completed; others are presently under construction.

Figure 1.0. Existing topography.

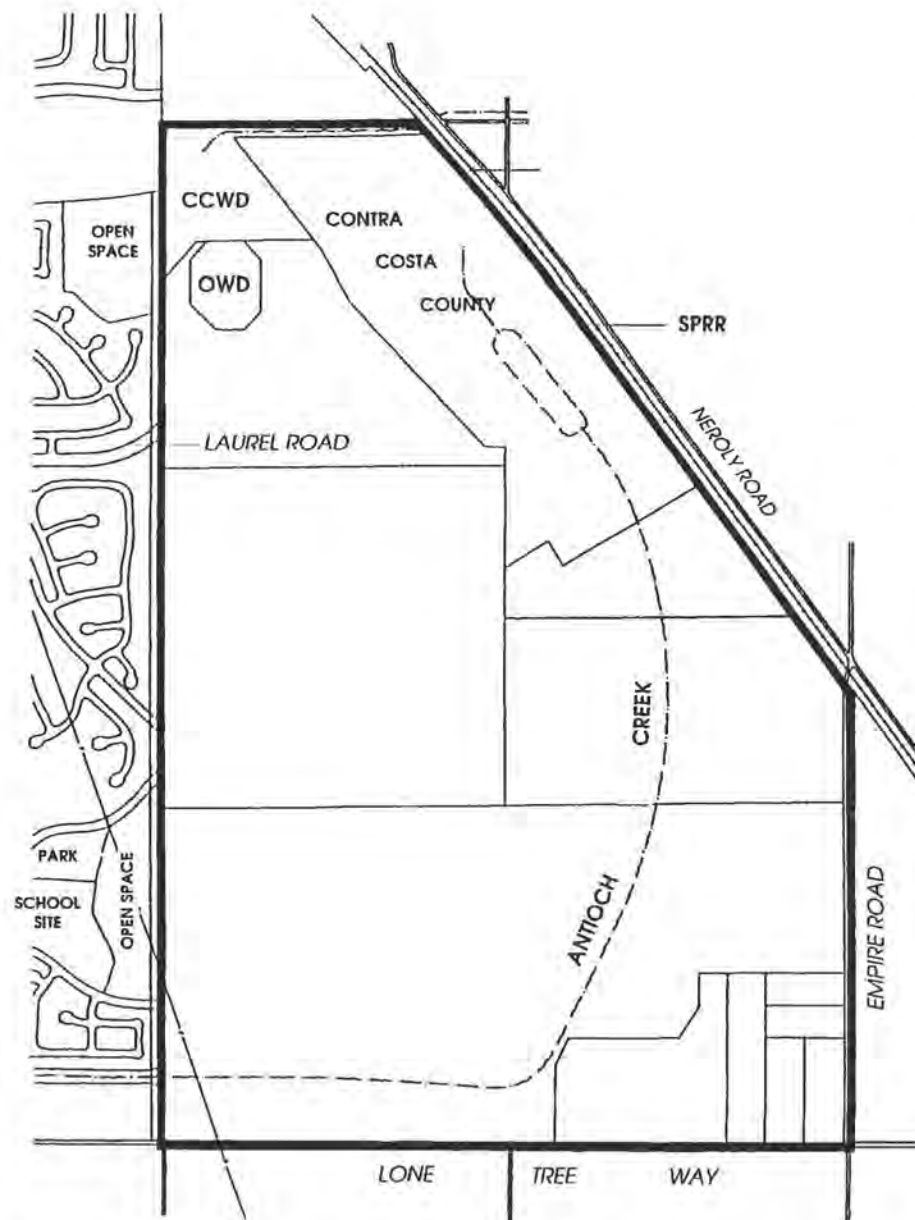


Figure 1.1. Existing parcelization.

These subdivisions not only establish the land use context along the western boundary of ELTA, but also fix the entry points of roads (Laurel Rd, Canada Valley Rd, Country Hills Dr) which serve ELTA from the west. They include two open space reserves which abut ELTA, and influence the location and configuration of open space within ELTA itself. A future elementary school site has also been designated near the southwest corner of ELTA (Fig. 1.1).

Lands to the south and east of ELTA are unincorporated and are therefore subject to the county General Plan. Most of the land south of ELTA is designated agricultural, with the parcels around the southeast corner designated for very low density residences (≤ 0.9 u/a). The remaining segment of the ELTA eastern border adjoins lands designated for low (1.0-2.9 u/a) to high (5.0-7.2 u/a) density single family residences.

1.2 RELATIONSHIP TO GENERAL PLAN

This Specific Plan is consistent with the Antioch General Plan, and, in particular, with the goal of creating a more balanced community in terms of residential and employment uses. The General Plan states:

[ELTA] should be developed for employment-generating uses...While some residential uses are merited in the more hilly western area, the majority of land should be set aside for future suburban type business parks that encompass major offices and light industrial uses developed in accordance with high design standards.

The General Plan identifies a new employment center as the primary land use in ELTA, and this goal is supported by other, more general policies for employment development.

South of Highway 4...light industrial uses are not encouraged unless these are of very low intensity...The emphasis south of Highway 4 should be on administrative offices and research and development.'

This Specific Plan utilizes the Employment designation for all land devoted to employment uses within ELTA. This flexible designation allows a wide range of office, research and light industrial uses, and includes stringent design standards.

1.3 RELATIONSHIP TO ZONING

The provisions of Section 3, Land Use and Section 8, Design Standards in this Specific Plan supersede Zoning Ordinance Sections C.1, C.2, C.3, C.4a, C.4b, and C.5 for development within ELTA. Zoning Ordinance Sections C.4c, C.6, C.7, and Section D in its entirety, remain in force for ELTA, and are incorporated herein by reference.

The specific procedures for securing development approvals under this Specific Plan are described in Section 9, Implementation.

1.4 PLANNED PROJECTS

There are several major public works projects already underway in ELTA, which strongly influence both the timing and nature of its future development.

- **ROUTE 4 BYPASS.** The proposed Route 4 Bypass is key to the future of ELTA, and is so recognized in the Antioch General Plan. The city has long envisioned ELTA as a major employment center; however, this goal depends on the access the proposed Bypass would provide. The General Plan states:

Premature encouragement of urbanization in this area could result in suboptimal development of land...The development of this area is largely dependent on the Route 4 Bypass.

The Route 4 Bypass is planned ultimately as a 4-lane expressway, with a 250' right-of-way. Grade-separated interchanges would occur at Laurel Road and at Lone Tree Way. The Laurel interchange would be a partial cloverleaf; the Lone Tree interchange is planned as a spread diamond interchange, with room to expand to a partial cloverleaf should traffic warrant it in the future.

The timing of the 4-lane expressway is uncertain, but it would not occur until funds are also to available to construct a complete interchange with Route 4. As an interim phase, a 2-lane expressway, with at-grade intersections and a partial interchange at Route 4, may be built within the Bypass right-of-way. *(Section 5, Circulation)*

The Route 4 Bypass shall not be part of any private toll road.

- **OTHER ROADS.** The General Plan indicates Laurel Road as a future arterial from Hillcrest Road to the eastern boundary of ELTA and beyond. The route includes bridges over the expressway and the SP railroad tracks. Lone Tree Way is planned to be widened from two to six lanes west of the Bypass, and from two to four lanes east of the Bypass. Also proposed, but not shown in the General Plan, is Sunset Drive, a new arterial through the employment center proposed in this Specific Plan. *(Section 5, Circulation)*

- **FLOOD CONTROL.** In anticipation of future development in ELTA, the county has prepared plans to realign the creek and to increase the capacity of both the creek and its detention basin.

The new creek would occupy a right-of-way of $\pm 180'$. Under normal conditions, only the 40' wide low-flow channel would contain water; the channel may meander within the right-of-way to create a 'natural' look. The balance of the creekway may be landscaped and utilized for paths, trails and open space.

The county has prepared a preliminary concept study of the proposed new detention basin. Under normal conditions, most of the basin would be usable for playfields and other active recreation. The concept study reserves a ± 9 acre site at the southeast corner of the property as the future site of a county judicial center, and another ± 6 acre site along the northern edge of the property for a future office project.

The design implications of the proposed creek and detention basin are presented in *Section 4, Open Space*.

- **LOS VAQUEROS PIPELINE.** The future pipeline from Los Vaqueros Reservoir will run along the east side of the Bypass right-of-way. The pipeline requires an easement 125' wide; the surface above the pipeline may be utilized for other compatible uses, such as open space or surface parking, but not for structures which would interfere with service access to the pipeline.

This Specific Plan is based upon a comprehensive urban design concept for ELTA as a whole. The elements of this urban design concept are described in detail in the following sections:

SECTION 3:	LAND USE
SECTION 4:	OPEN SPACE
SECTION 5:	CIRCULATION
SECTION 8:	DESIGN STANDARDS

There are, however, several larger ideas which run through all these elements, and provide the 'framework' for the design concept.

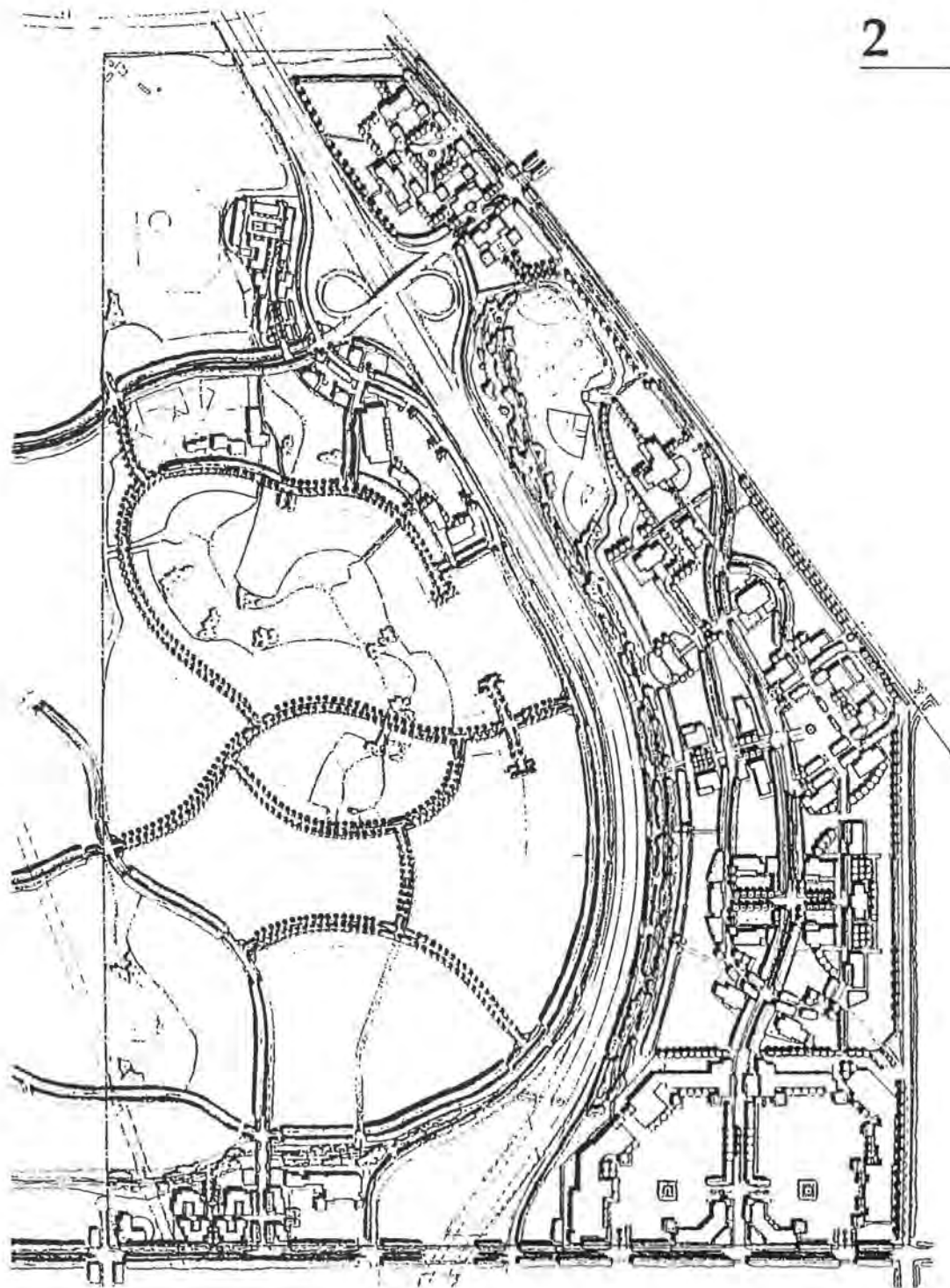
2.1 OPEN SPACE SYSTEM

Open spaces are far more valuable as public amenities when they offer a variety of experiences. ELTA has been designed around a continuous system of formal and natural open spaces, including active parks and playfields as well as trails along the creek and the central ridge. These open spaces - particularly the central ridge - also serve as 'formgivers' to help define and impart character to individual districts, as encouraged in the General Plan.

The Ridgetop Open Space, and the design standards which protect views from the trail along the ridge, support the General Plan goal to preserve significant views of both Mt Diablo and the San Joaquin River.

The new Antioch Creek is designed to serve not only as a visual and recreational resource in its own right, but also to provide ELTA residents and workers with a trail link east to the Lindsey Basin playfields and west to Prewett Family Park.

Figure 2.0. Illustrative concept (landscaping shown on major roadways only).



A key feature of the ELTA open space system is the network of bike and pedestrian trails that link the open spaces to each other and to surrounding neighborhoods. The trails also provide safe car-free routes for children to get to and from parks, schools, and playfields.

2.2 ROUTE 4 BYPASS

The Route 4 Bypass runs along the base of the hills, and splits ELTA into two distinct parts: the flat employment center to the east, and the hilly residential areas to the west. As described in *Section 5, Circulation* the Bypass is envisioned as a tree-lined parkway framed by open space: Antioch Creek on the east and an open space buffer on the west. The median and both sides of the broad 250' right of way will be generously landscaped with a 'California' mix of native and other climate-suited plants.

2.3 EMPLOYMENT CENTER

The ELTA employment center is envisioned as a campus-like environment with a mix of large and small employers (Fig 2.1). In order to achieve and maintain its status as a desirable business address, development projects within the center must reflect high standards of design and workmanship.



Figure 2.1. Employment Center.

Given the relatively low intensity of land use, and the likely predominance of low, conservatively designed buildings, the landscape is just as important as architecture in establishing the image and identity of the center. Two features of the landscape are particularly important. Sunset Drive, a new arterial will be generously planted with formal rows of side and median trees, and special landscaped entry features at the north and south ends of the employment center. Antioch Creek serves as both a visual buffer from the Bypass and a recreational amenity for employment center workers.

A key element of the employment center is the retail cluster located at its heart (Fig 2.2): this is the place for the restaurants and service providers that the employment center requires to function. It also provides a sense of identity, vitality, and urbanity to what is otherwise envisioned as a low, spread-out campus of largely internalized workplaces.

This retail cluster is also the location for a proposed commuter rail station along the existing Southern Pacific tracks. The Bay Area Rapid Transit District is exploring this and other existing tracks for diesel service to link outlying areas to the BART system. Rail service would be a significant advantage in marketing the ELTA employment center to research and development firms and other firms with strong ties to the inner Eastbay.



Figure 2.2. Employment retail cluster at rail station.

2.4 STREETS

A visitor's first image, positive or negative, of a community is provided by the view from the street. Even longtime residents assess the health and quality of their community primarily by what they see from the street. Since the visual quality of streets plays such an important role in community image, good design is crucial to the community's long-term success.

The Specific Plan includes detailed design and landscape specifications for each type of street within ELTA. Common to all these, however, are emphases on the importance of landscape in creating identity and a sense of place, and on the importance of the pedestrian in community life. (Fig 2.3).

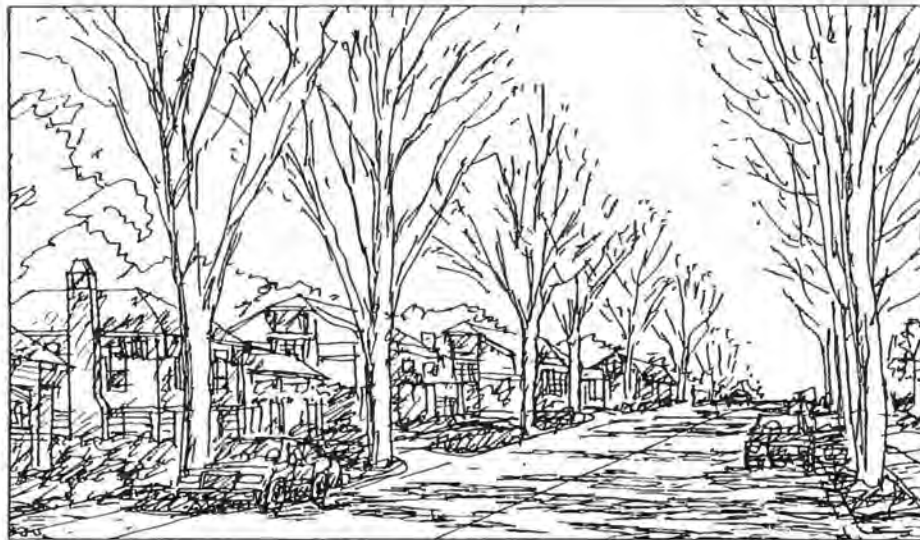


Figure 2.3. Typical residential street.

2.5 RESIDENTIAL AREAS

The residential community west of the Bypass is planned around the open space framework defined by the hills and the creek. These features not only provide visual and recreational amenity, but also help create distinct identities for individual residential districts.

Distinctive identities are also encouraged by the design standards. The standards address not only the quality of design and materials, but also variations in form and style, preservation of views and key natural landforms, and the creation of secure, pedestrian-friendly streets (Fig 2.4).

While the residential areas of ELTA conform to the General Plan goal to maintain and enhance the predominance of single-family residences in Antioch, they also include a healthy mix of housing types and retail services. Sites for multifamily residential and community retail are located at the two 'gateways' to the residential districts, at Laurel and at Lone Tree. The single-family districts themselves are envisioned as a mix of denser, more rectilinear blocks on the lower flatlands, with larger lots on curvilinear roads on the upland slopes.

Amendments to the Specific Plan in 2023 expand opportunities for multifamily housing, as depicted in the Housing Element.

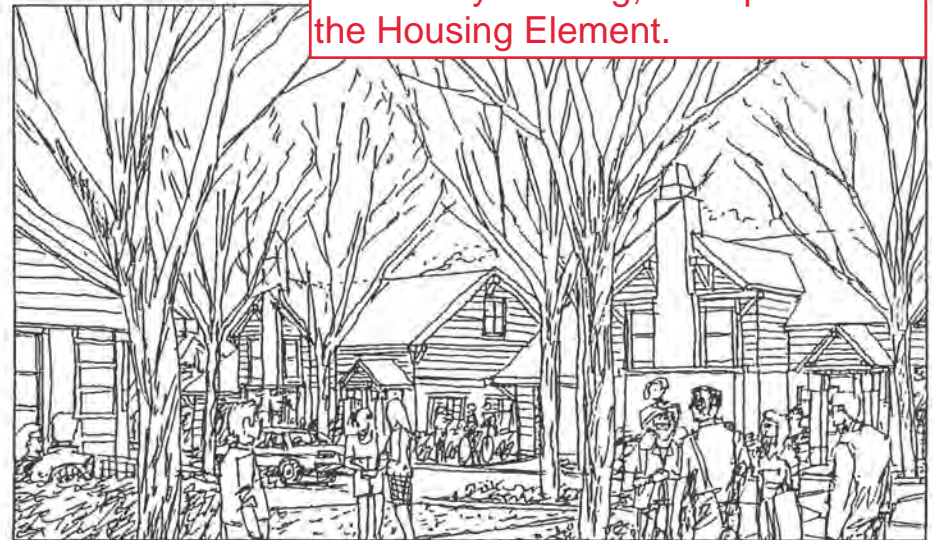
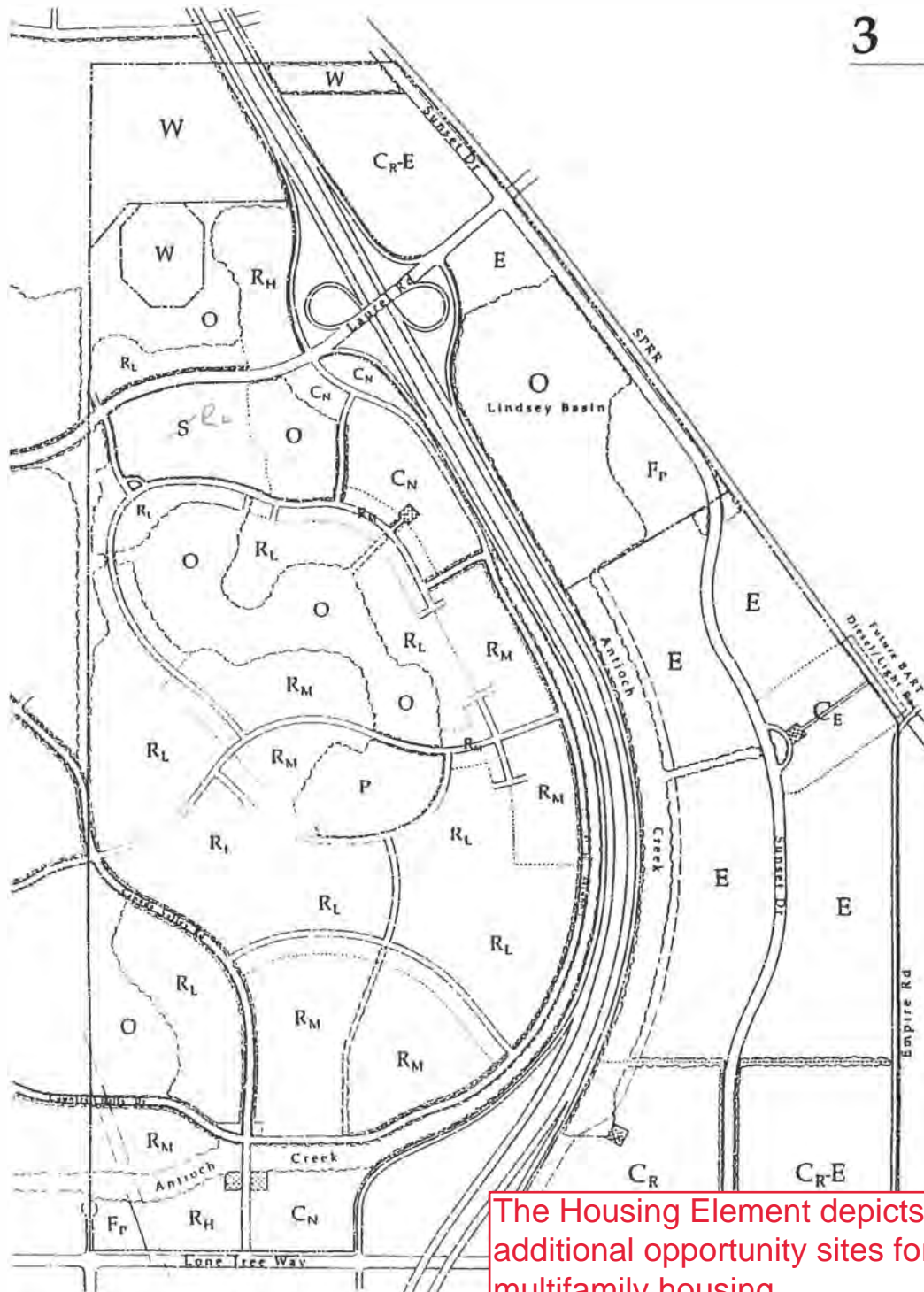


Figure 2.4. Typical single-family neighborhood.



The Housing Element depicts additional opportunity sites for multifamily housing.

The primary physical determinants of the Land Use Plan are the existing topography and the proposed Route 4 Bypass. The eastern portion of ELTA is a flat plain, while the western portion consists of gently rolling hills; the Expressway runs along the eastern base of the hills and divides ELTA into two distinct subareas. While the flat eastern portion is suitable for employment and retail uses requiring level sites and large floor plates, the hilly western portion is more suited to residential and other more flexible land use types.

The Land Use Plan supports the General Plan goal of a new employment center as the primary land use in ELTA. At the heart of the employment center is a retail nucleus of restaurants, convenience shops and service providers, to lend a sense of vitality and urbanity to what is otherwise a low, spread-out campus of largely internalized workplaces. The Plan also strongly encourages a commuter rail station along the existing SP tracks, to link the employment center via BART to the inner Eastbay.

The Land Use Plan includes up to 3 sites for regional retail development at the north and south ends of the employment center. The prime site at the intersection of Lone Tree Way and the Route 4 Bypass is reserved for regional retail only; the other two sites may be developed as either regional retail or employment.

The western portion of ELTA continues the land-use pattern of southeast Antioch, with most of the land devoted to detached homes at 4-6 units per acre. A continuous system of parks, natural open spaces and trails winds through these residential districts. The 'gateways' to the residential districts at Laurel and Lone Tree include more intensively developed sites for community retail and multifamily residential.

NOTE: MAP HAS BEEN UPDATED IN 2003 GENERAL PLAN.

Figure 3.0. Land Use Plan.

3.1 LAND USE PROGRAM

District	Acres
RL LOW DENSITY RESIDENTIAL	135.1
RM MEDIUM-LOW DENSITY RESIDENTIAL	90.6
RH MEDIUM HIGH DENSITY RESIDENTIAL	15.6
E EMPLOYMENT	98.3
CN COMMUNITY RETAIL	23.5
CR REGIONAL RETAIL	30.2
CR/E REGIONAL RETAIL / EMPLOYMENT	48.1
CE EMPLOYMENT RETAIL	11.4
S SCHOOL	11.3
FP PUBLIC FACILITY	10.7
P PARK	8.0
O OPEN SPACE	128.3
W WATER DISTRICT LANDS	34.9
ROUTE 4 BYPASS	82.5
ARTERIALS & COLLECTORS	50.0
Total	778.5

3.2 RELATIONSHIP TO ZONING

The provisions of Section 3, Land Use and Section 8, Design Standards in this Specific Plan supersede Zoning Ordinance Sections C.1, C.2, C.3, C.4a, C.4b, and C.5 for development within ELTA. Zoning Ordinance Sections C.4c, C.6, C.7, and Section D in its entirety, remain in force for ELTA, and are incorporated herein by reference.

3.3 LAND USE DISTRICTS

All proposed developments within ELTA shall comply with the procedures set forth in Section E.1 of the Zoning Ordinance for Planned Developments. Each such development shall comply with the land use provisions, design standards, and other elements of this Specific Plan. *(See also Section 3.5 for special land-use provisions relating to several of these districts.)*

- **RL LOW DENSITY RESIDENTIAL & RM MEDIUM-LOW DENSITY RESIDENTIAL.** Detached single family homes at densities of 2-4 and 4-6 units per acre, respectively. The two districts vary not only in density but also in form. The lower-density RL district is suitable for gentle slopes and curvilinear streets. The RM district is suitable for more formal, traditional grid layouts on flat land. The intent of the two districts is to encourage a range of housing types and prices, as well as more variety in visual character.
 - **RH MEDIUM HIGH DENSITY RESIDENTIAL.** Multifamily residential at 11-20 units per acre. The RH district is envisioned as a mix of garden flats and townhomes, of a scale and character that complements and enhances its single-family neighbors.
 - **E EMPLOYMENT.** A campus-like environment with a mix of large and small employers: offices, research and development, limited industry, and limited warehousing and distribution. Industrial production, fabrication and assembly are encouraged, but the bulk handling and processing of raw materials are prohibited.
- In order to achieve and maintain its status as a desirable business address, development projects within the center must reflect high standards of design and workmanship. Moreover, given the relatively low intensity of land use, the landscape is as important as architecture in establishing the image and identity of the center.
- **CN COMMUNITY RETAIL.** Supermarket-anchored retail oriented primarily to the day-to-day needs of local residents. Community retail in ELTA is envisioned not merely as a generic strip center, but rather as an integral part of the community, with a scale and character that complements and enhances its single-family neighbors.
 - **CR REGIONAL RETAIL.** Retail serving a larger market, and oriented primarily toward clothing, home products, electronics, and other durable goods. Regional retail and the types of employment envisioned in ELTA are not incompatible; on the contrary, they are quite similar in the inten-

sity of land use and the general scale and form of buildings. However, this compatibility depends on well composed and finished buildings, a generously planted landscape, and restrained signage.

- **CR/E.** Whereas the CR site is reserved for regional retail use only, the two CR/E sites may be developed for regional retail or employment.
- **CE EMPLOYMENT RETAIL.** The employment retail district is the place for the restaurants and service providers that the employment center requires to function. It also, however, provides a sense of identity, vitality, and urbanity to what is otherwise a low, spread-out campus of largely internalized workplaces. The design of this retail place should create a human-scaled cluster of activity at the heart of the campus.
- **S SCHOOL.** The S designation indicates the site set aside for a future elementary school. A school should be a source of community pride and identity. Not only should its architecture reflect its importance as a civic landmark, but both the buildings and grounds should be designed to invite use by the entire community.
- **FP PUBLIC FACILITY.** The FP designation refers to two specific sites in ELTA: the proposed county judicial center adjacent to Lindsey Basin, and the proposed fire station at Lone Tree and Sand Creek. Both of these facilities occupy prominent sites, and should be designed to reflect their importance as civic landmarks.
- **P PARK.** The P designation refers to open spaces improved for active uses, such as playgrounds, playfields, and game courts.
- **O OPEN SPACE.** The O designation refers to open space maintained in a natural condition for passive activities such as hiking, cycling, and informal picnics. The only exception is Lindsey Basin: its level portions will be improved with playfields and other active-recreation facilities.
- **W WATER DISTRICT LANDS.** These lands are owned by a water district, and maintained as natural open space, but are otherwise unimproved except for water district-related facilities.

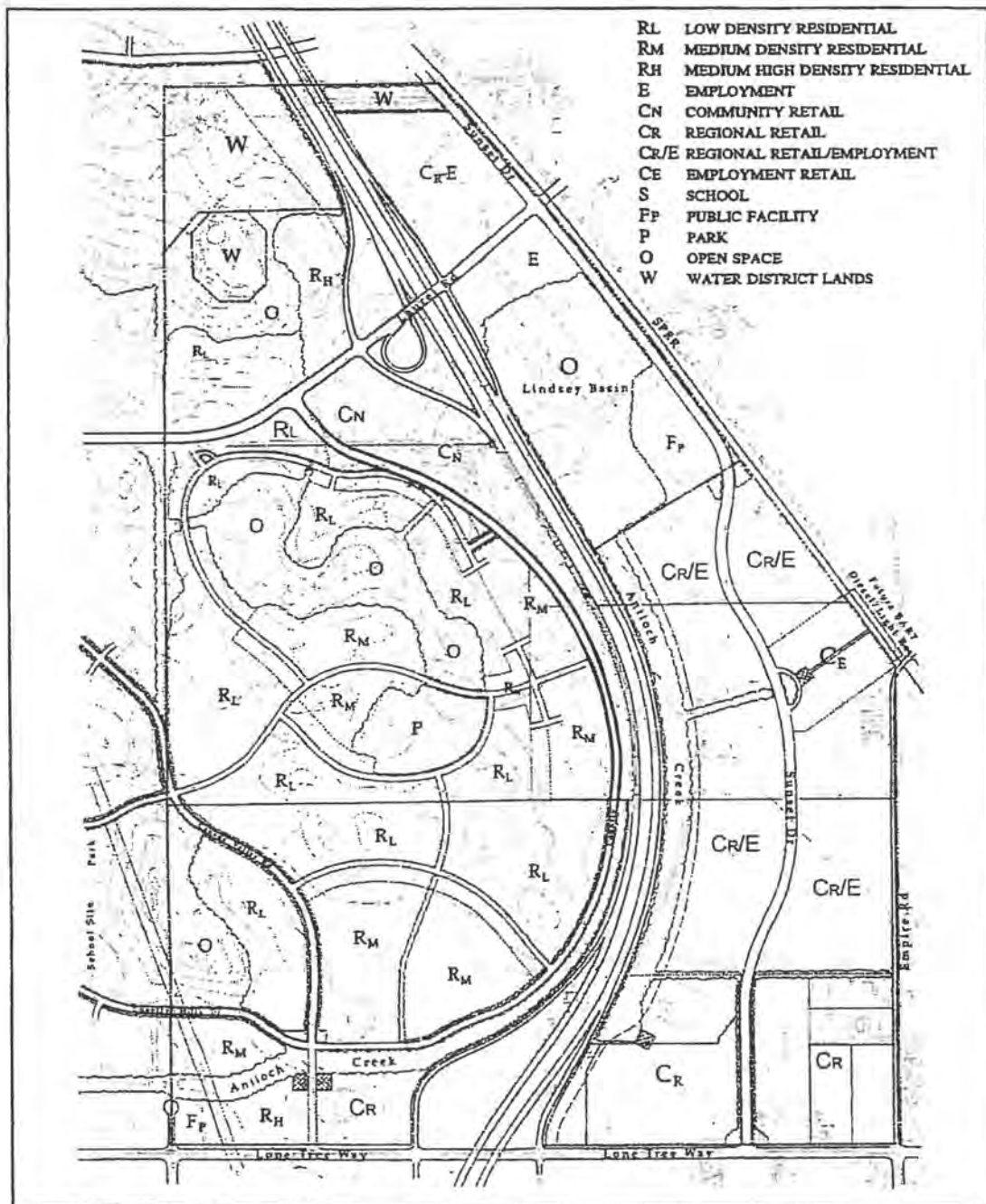
Churches, schools, and similar facilities may be permitted in any district subject to approval of a Use Permit by the Planning Commission. These uses are not subject to the interim-use provisions of Section 3.5.

3.4 SITE, HEIGHT AND DENSITY CRITERIA

	Minimum Lot Size	Minimum Lot Width	Maximum Height	Maximum Density	Minimum Front Yard	Minimum Side Yard		Minimum Rear Yard
						Corner	Interior	
RL LOW DENSITY RESIDENTIAL	6000 sf	60' (a, c)	35' (d)	4 du/acre	10' (e)	10'	5' (f, g)	20' (h)
RM MEDIUM LOW DENSITY RESIDENTIAL	4000 sf	50' (b, c)	35' (d)	6 du/acre	10' (e)	10'	5' (f)	20' (h)
RH MEDIUM HIGH DENSITY RESIDENTIAL	(i)	(i)	35'	35 20 du/acre	25'	25'	10'	20'
E EMPLOYMENT (j)	20,000 sf	100'	80'	1.0 FAR	20'	20'	10'	<u>10'</u>
CN COMMUNITY RETAIL	(i)	(i)	35'	0.4 FAR	25'	25'	10'	20'
CR REGIONAL RETAIL	(i)	(i)	35'	0.4 FAR	25'	25'	10'	20'
CE EMPLOYMENT RETAIL (j)	(i)	(i)	80'	1.0 FAR	0'	0'	0'	10'
S SCHOOL	(i)	(i)	35'	0.4 FAR	25'	25'	10'	20'
FP PUBLIC FACILITY	(i)	(i)	45'	0.4 FAR	25'	25'	10'	20'

- (a) For corner lots, the minimum width shall be 65'.
 (b) For corner lots, the minimum width shall be 65'.
 (c) For lots at the ends of culs-de-sac, the front width may be reduced if the average width of the lot is at least 60'. In no case, however, shall the width at curb face be less than 37'.
 (d) The highest point on any home must be at least 10' lower than the elevation of the nearest point on the ridgetop trail (see 8.1.1).
 (e) The first story shall be set back at least 10', but no more than 20', from the front property line. The second story shall be set back at least 15' from the front property line (see 8.1.3).
 (f) At least 25% of interior lots shall have one side facade set back at least 10', and the other at least 5', from the respective side property lines (see 8.1.3).
 (g) All two-story homes on interior lots shall have one side facade set back at least 10', and the other at least 5', from the respective side property lines (see 8.1.3).

- (h) Residential lots shall be deep enough to accommodate a house plus a flat backyard at least 20' deep for two-story homes, and 15' deep for homes which are largely or entirely one story (see 8.1.3).
 (i) Each site with this designation shall be developed as a single project. While development of each such project may be phased, it shall follow a single master plan for the entire site. Development on any portion of a site shall not be approved until a master plan is approved for the entire site. For the purposes of this provision, the term 'site' shall be defined as one or more contiguous parcels with the same designation, undivided by streets or other public lands.
 (j) To the extent intensity of development exceeds that anticipated in the CEQA documents prepared for ELTA, supplemental environmental analysis may be required.



Source: ELS/Elbasani & Logan and City of Antioch



0 500 1000 2000

East Lone Tree Specific Plan Land Uses (As Amended 7.26.05)

RICHARD T. LOEWKE, AICP
 URBAN & ENVIRONMENTAL PLANNING

Figure 7: Current Specific Plan Land Use Map

3.5 SPECIAL PROVISIONS

Certain of the districts described in 3.3 are subject to special provisions regarding permitted uses.

- **RH MEDIUM HIGH DENSITY RESIDENTIAL.** One important factor in the success of a new employment center is the availability of housing - particularly rental housing - at a reasonable cost. The conversion of multifamily units in ELTA to condominiums could inhibit the growth of the employment center by restricting the availability of housing for moderate-income workers. While developers are encouraged to build multifamily units to condominium standards, condominium conversions of rental units shall be subject to findings required by the zoning ordinance for such conversions.
- **CN COMMUNITY RETAIL.** The General Plan requires that every retail project be subject to a market study by an independent analyst before it may be developed. While the Land Use Plan designates two potential sites for community retail in ELTA, it is unlikely the local market will support both. Not only is the local market limited by ELTA's position at the edge of the urbanized area, but other available sites along Lone Tree Way are more central to the southeast Antioch population.

Because housing diversity is a goal of the City, and because both CN sites in ELTA are also suitable for multifamily residential use, RH MEDIUM HIGH DENSITY RESIDENTIAL is encouraged as an alternate use for either or both CN sites. The redesignation of either or both CN sites to RH is, therefore, determined to be consistent with this Specific Plan, and shall not require an amendment.

- **CR REGIONAL RETAIL.** The future construction of the Route 4 Bypass and Laurel Road, and the widening of Lone Tree Way, do create the potential for regional retail development at these two interchanges. However, premature, suboptimal development could destroy this potential, both by precluding the land assembly required for a major regional center, and by degrading the image of the location with low-quality projects.

The 3 sites designated CR or CR/E shall each be developed as a single project. While development on a CR or CR/E site may be phased, it shall follow a single master plan for the entire site. Development on any portion of a CR or CR/E site shall not be approved until a master plan is approved for the entire site.

Given that it may be several years before the Route 4 Bypass and/or Sunset Drive are constructed, interim uses may be located in the CR or CR/E designations. Interim uses are defined as those which are short term in nature, and which do not clearly fit the land use districts as defined in section 3.3. Such interim uses would be subject to use permit approval by the Planning Commission, and all required use permit findings must be made. In addition, the following criteria must be met:

- The use must be determined to be short term in nature, with the duration of the use being tied to the estimated timing for construction of the Route 4 Bypass and/or Sunset Drive.
- Guarantees must be included to ensure the removal of the use at the time specified in the use permit.
- The level of capital investment must be consistent with the short-term nature of the use.
- **CE EMPLOYMENT RETAIL.** While the concept of a retail 'heart' for the employment center is both desirable and necessary, the buildout of the employment center is expected to take many years. Both the timing and the size of the demand for retail services in the employment center are, therefore, unknown. In order to allow full utilization of this site, a mix of employment and retail uses is permitted, as long as retail uses front on Sunset, or on a central plaza visible from Sunset, and a public pedestrian link through the site to the future rail station is maintained.
- **S SCHOOL.** The school district may determine the designated site in ELTA is not required to meet its program needs. In this event, the school site shall be redesignated RL LOW DENSITY RESIDENTIAL.
- **FP PUBLIC FACILITY.** Similarly, the county and/or the fire district may also decide not to pursue their respective projects in ELTA. In this event, the judicial center site on Sunset Drive shall be redesignated E EMPLOYMENT, and the fire station site on Lone Tree Way shall be redesignated RH MEDIUM HIGH DENSITY RESIDENTIAL.
- **ROUTE 4 BYPASS.** In the event the Bypass is not constructed, and is removed from the General Plan and for purposes of right of way acquisition, consistent with policies as established by the East Contra Costa County Regional Fee & Finance Authority, the underlying land now designated as Bypass right of way shall be considered for the same use as adjacent parcels, subject to approval by the Planning Commission.

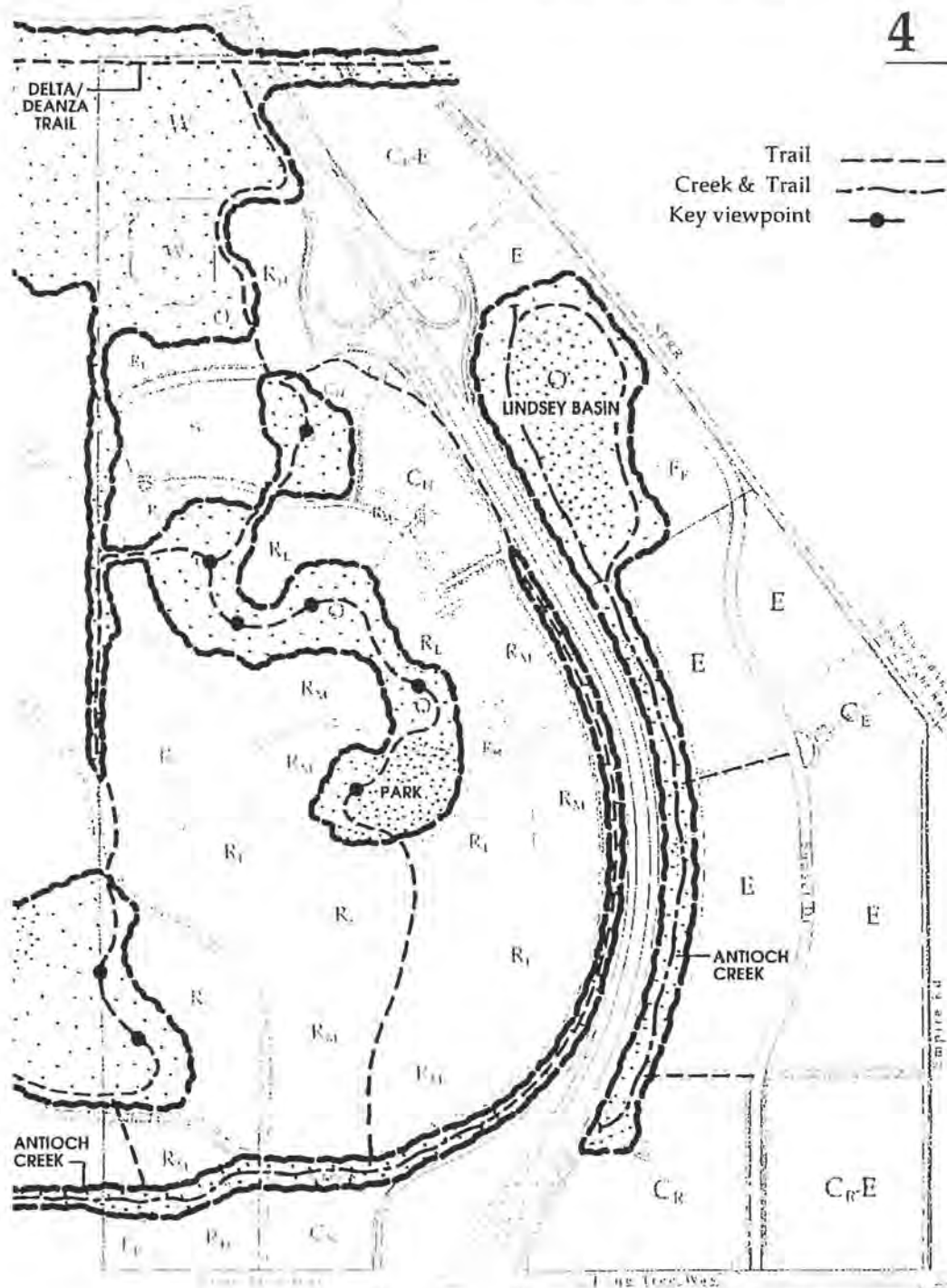


Figure 4.0. Open Space Plan.

Open spaces are far more valuable as public amenities when they offer a variety of experiences. ELTA has been designed around a system of formal and natural open spaces, including active parks and playfields as well as creek and ridgetop trails. These open spaces - particularly the central ridge - also serve as 'formgivers' to help define and impart character to individual districts, as encouraged in the General Plan.

The Ridgetop Open Space, and the design standards which protect views from the Ridgetop View Trail, support the general plan policy to preserve significant views of both Mt Diablo and the San Joaquin River.

A key element of the open space plan is a system of bike and pedestrian trails that links the open spaces to each other and to surrounding neighborhoods, as well as to other regional trails. The trails also provide safe off-road routes for children to get to and from the park, the elementary schools, and the playfields at Lindsey Basin.

The open spaces along the western border of ELTA are located to coincide with similar open spaces in adjacent subdivisions.



4.1 RIDGETOP OPEN SPACE & TRAIL

The western portion of ELTA is bisected by a ridge with elevations 100-175' above the plain to the south and east. This ridge affords unobstructed views of Mt Diablo and its foothills to the southwest, the San Joaquin River delta to the northeast, and the agricultural lands to the southeast.

This ridgetop is an important open space resource to the entire city for two reasons. First, it is one of very few locations in the city where Antioch residents can perceive the 'place' of the city within its larger environmental context. Antioch is not simply another anonymous suburban community; in fact, it has a unique physical setting with enormous potential for sensitive, responsible growth. However, Antioch citizens must be able to perceive and appreciate this setting in order to make better civic decisions. The ridgetop trail in ELTA is a scenic asset of potential value to the entire city, and should be retained for public access.

The ridgetop is not, however, particularly suited to recreational pursuits other than hiking and viewing. Its dimensions should therefore be limited to a width adequate to ensure unobstructed views from the ridge to key points of interest.

- **GRADING.** Within a 60' wide transition zone along the perimeter of the open space, contour grading may be utilized to round the edge of the cut slope and blend into the adjacent natural landform (Fig 4.1a). However, *most* of the grade change from the pad to the open space shall be taken up within the residential lot itself.

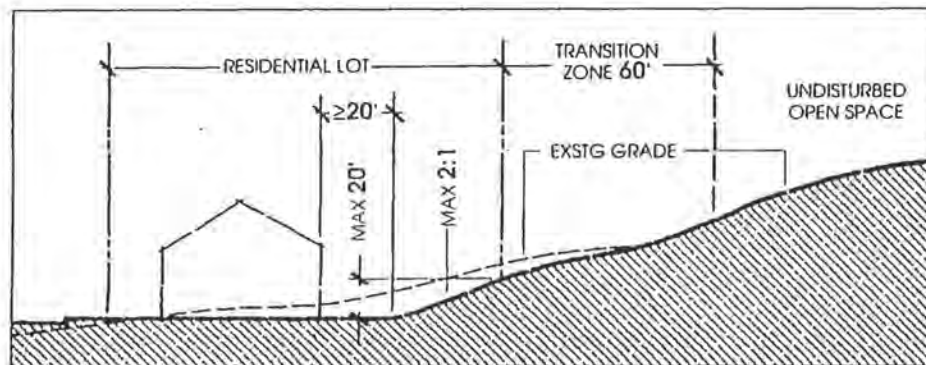


Figure 4.1. Typical grading, Ridgetop Open Space.

No grading may occur in the open space except within the transition zone. The only exception to this rule shall be to allow transition grading to extend beyond the 60' zone in limited circumstances where unusual topographic conditions exist. Such exceptions shall be determined case by case, and shall be designed to produce a finish condition that resembles natural landforms.

Where a street, rather than lots, abuts open space, the 60' transition zone shall be measured from the right of way line. Again, only limited contour grading may occur within the transition zone.

- **TRAIL.** The ridgetop bike and pedestrian trail itself shall follow the ridge, and shall link the key viewpoints shown in Fig 4.0. The trail shall consist of a 6' wide all-weather paved surface. Culverts shall be installed where trails traverse drainage swales.
- **LANDSCAPE.** Planting, and the restoration of disturbed areas, shall conform to the City of Antioch guidelines for Class III landscapes. The landscape shall include clustered plantings of Coast Live Oak and California Buckeye seedlings at an average rate of 50 per acre; plantings shall be concentrated in concave areas of slopes to simulate natural conditions, and to not interfere with views from key viewpoints.
- **ADJACENT DEVELOPMENT.** Where residential lots back up to open space, the grade transition at the open space boundary shall have a slope no greater than 2:1. The residential pad shall be no more than 20' lower than the elevation at the open space boundary, to ensure the building screens the view of the boundary fence and the slope below it.

Buildings shall not interfere with views from the ridgetop trail. The highest point on any building must be at least 10' lower than the elevation of the nearest point on the ridgetop trail. The only exception to this rule shall be for 'saddle' points along the trail, where the trail intersects roads. Buildings may project into the views from these 'saddle' points, established based on review of the preliminary grading plan.

4.2 ANTIOCH CREEK OPEN SPACE & TRAIL

Antioch Creek, an improved flood channel, runs through ELTA and empties into Lindsey Detention Basin. In anticipation of development in ELTA, the County Flood Control District plans to realign the creek, and to increase the capacity of both the creek and its detention basin, in conjunction with other ELTA infrastructure improvements.

The reconstructed Antioch Creek has the potential to be a significant visual and recreational resource for ELTA, given its generous dimensions. The flat flood plain on either side of the channel can accommodate paths and trails, as well as compact recreational features such as picnic areas in selected locations. The creek banks shall be landscaped with native riparian plants, in order to enhance the creek's role not only as a recreational and visual amenity, but also as a habitat for wetlands species.

The reconstruction of Antioch Creek shall follow the alignment shown in Fig 4.0, and shall conform to the City of Antioch Creek Development Policy.

- **SECTION.** The new creek shall occupy a right-of-way of $\pm 180'$. Under normal conditions, only the 40' wide low-flow channel will contain water. The channel shall meander within the flood plain in broad, irregular curves to simulate natural streams (Fig 4.2a). The slopes from the flood plain up to the right-of-way boundary shall be no greater than 3:1, and shall be contoured to resemble undulating, natural landforms.
- **TRAIL.** The trail along Antioch Creek shall accommodate both pedestrians and bicycles. It shall have a concrete paved width of 8', and shall be designed with gradients suitable for bicycles. A 2' zone on each side of the trail shall be kept clear of hazardous obstructions.

As described more extensively in Section 5.1, it is very desirable that the Antioch Creek Trail continue under the Route 4 Bypass, in order to provide a continuous, dedicated bicycle route from the residential areas of southeast Antioch to the new employment center and the Lindsey Basin recreation area.

- **LANDSCAPE.** The City shall work with the FCD to ensure the reconstruction of Antioch Creek reflects the principles of the City of Antioch Creek Development Policy.

The Creek Development Policy requires that trees within the Antioch Creek Open Space shall be planted at a ratio of at least 100 trees per 1000 linear feet of channel. All trees shall be native species (or compatible naturalized species other than eucalyptus), and shall be at least 5 gal in size; at least 50% shall be at least 15 gal in size. A greater percentage of 15 gal trees may be required in certain areas prone to vandalism. Automated irrigation shall be required for tree establishment.

- **ADJACENT DEVELOPMENT.** The Design Standards in Sections 8.3, 8.4 and 8.5 include specific site design provisions for retail and employment sites that abut Antioch Creek.

Community Retail and Regional Retail sites which abut Antioch Creek are required to incorporate public plazas along the creek frontage, in order to break up the 'wall' of retail facades; to provide views into the creek from these active spaces; and to provide access to the creek trail. Service areas shall be designed so they are screened from Antioch Creek

Employment parcels are required to present an attractive appearance when viewed from Antioch Creek. Parking lots shall be generously landscaped, and service areas shall be screened from Antioch Creek. Public access from Sunset Drive to the creek must occur at intervals of approximately 800'.

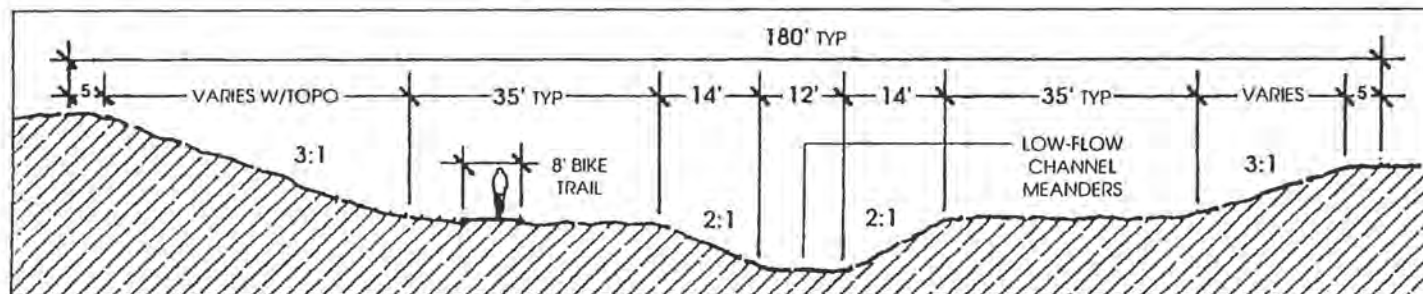


Figure 4.2. Typical section, Antioch Creek Open Space (landscape not shown).

4.3 LINDSEY BASIN RECREATION AREA

The county has prepared a concept study of the proposed new detention basin. Under normal conditions, most of the basin will be usable for playfields and other active recreation. The concept study reserved a ± 9 acre site at the southeast corner as the future site of a county judicial center, and another ± 6 acre site along the northern edge for a future office project.

The basin itself will be improved and utilized for turf playfields and other active-recreation facilities, such as hardcourts for tennis, basketball, roller hockey, etc. The recreational potential of the basin is particularly important with respect to after-dark uses such as adult softball leagues; the lights and noise can make such uses unacceptable in quiet residential areas. Lindsey Basin offers a site for these uses which is isolated from sensitive receptors. Moreover, a large percentage of the users of such a facility are adults and adolescents, who are mobile enough to use a site more remote from residential areas.

The specific layout and mix of facilities to be constructed in Lindsey Basin shall be determined jointly by the County and City. In general, however, improve-

ments shall be limited to those which can withstand periodic inundation, or which can be placed above the flood level.

- **TRAIL.** The Antioch Creek Trail shall continue as a loop around the perimeter of the playfields, in order to provide a continuous exercise route for employment center workers and other users.
- **LANDSCAPE.** Turf shall be limited to the playfield surfaces, in order to minimize maintenance and water use. Turf and other plants shall be carefully selected to minimize maintenance, and ensure their survival during periods when the basin is inundated.

The riparian character of the low flow channel and inner flood plain shall continue through the Lindsey Basin, and shall be landscaped to the same standards as the Antioch Creek Open Space. The slopes around the basin perimeter shall be landscaped in the same manner as the side slopes of the Antioch Creek Open Space (see 4.2).

- **ADJACENT DEVELOPMENT.** Development on both adjacent parcels shall present an attractive appearance when viewed from public areas within the basin. Parking lots shall be generously landscaped, and service areas shall not be visible from public areas within the basin.

Parking for the judicial center shall be available to users of the recreation facilities during nonwork hours; a bicycle/pedestrian trail shall link this parking to the playfields.

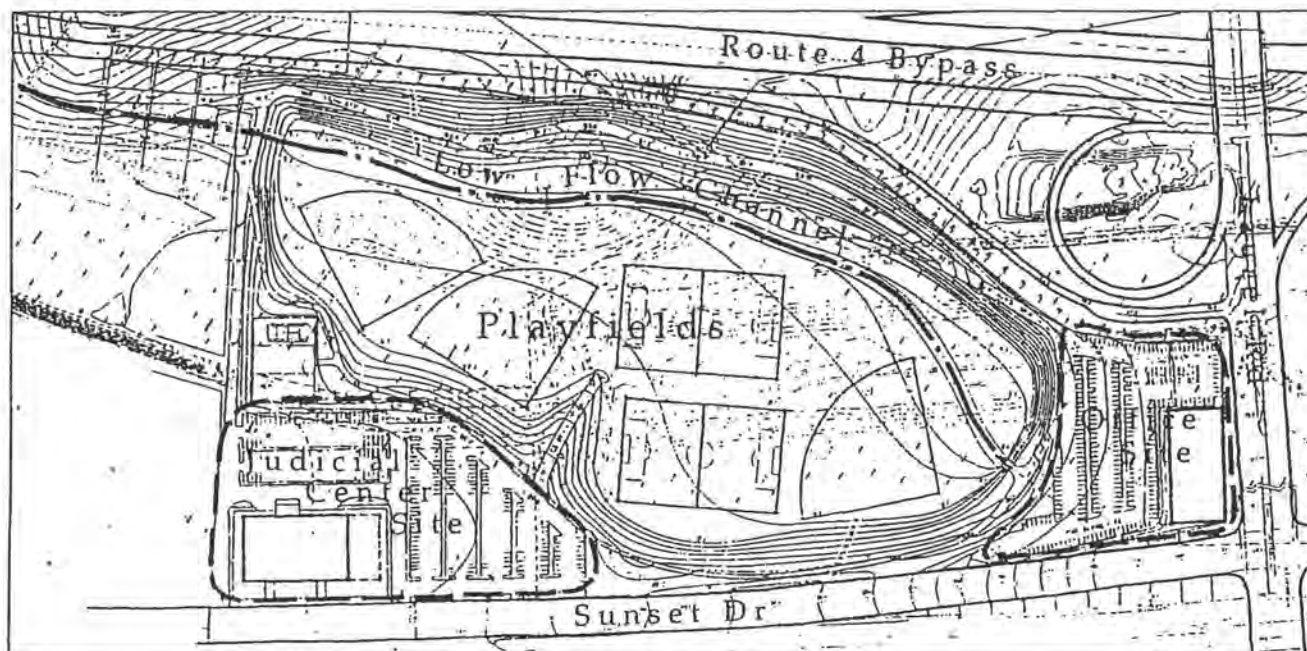


Figure 4.3. Concept Plan, Lindsey Basin Recreation Area.

4.4 NEIGHBORHOOD PARK

The ELTA Land Use Plan includes 3 active-recreation facilities: the Neighborhood Park; the School; and the Lindsey Basin Playfields. An existing Neighborhood Park lies just west of ELTA on Vista Grande Drive.

The general plan requires developers to dedicate a 'reasonable' amount of land as open space; the growth management element prescribes a standard of 5 acres of parks per 1,000 residents. The City interprets this standard as being limited to active parks; no parks credit is granted for unimproved natural reserves or other types of open space. The Neighborhood Park includes a mix of flat and hilly land; parks credit shall only be granted for those portions of the site suitable for park usage.

The mix of residential development described in Section 3, Land Use would yield about 3700 residents, and would require at least 18 acres of active parks. The Neighborhood Park, at roughly 8 acres, meets this need in conjunction with Lindsey Basin. Park fees collected will be utilized to improve the Neighborhood Park, with some fees also available for Lindsey Basin.

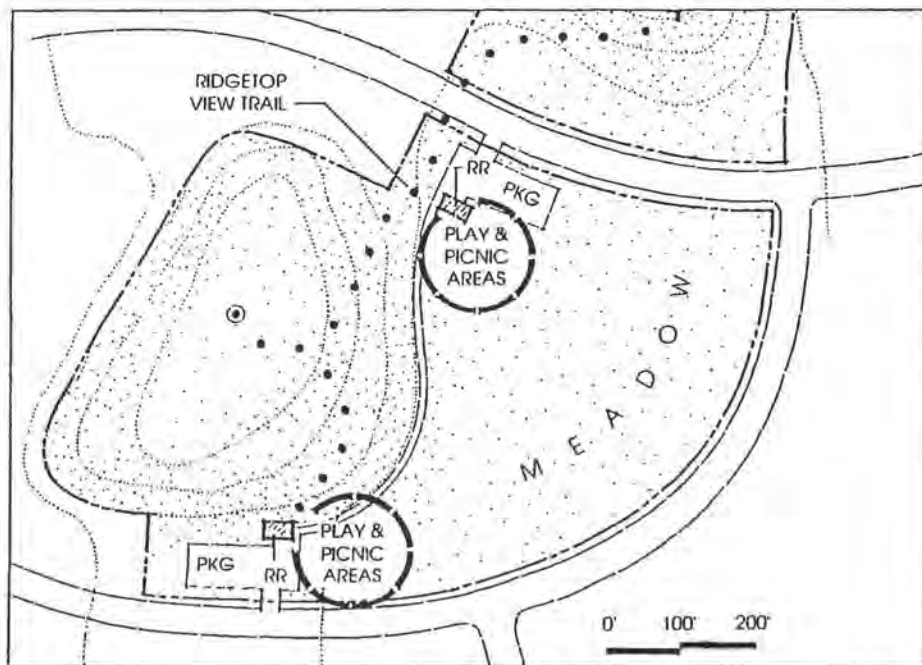


Figure 4.4. Concept Plan, Neighborhood Park.

- **GRADING.** The Park includes both a broad, flat meadow suitable for active recreation, and an existing hill; the summit of the hill is the southernmost viewpoint along the Ridgetop Trail. The gentle eastern slope of the hill provides a place to sit, relax, and observe the activity on the meadow.

Grading at the interface of the hill and residential parcels shall conform to the design standards prescribed in sections 4.2 and 8.1.1.

- **TRAIL.** The Ridgetop Trail shall continue through the hill summit and down into the meadow. The parking lots and rest rooms for the Park shall double as the south trailhead for the Ridgetop Trail.

However, it is also very important to provide convenient pedestrian access to the Park from residential districts to the south. The road system south of the Park shall include at least one continuous, direct pedestrian route through these districts to the park, in roughly the alignment shown in Fig 4.0. This route may be in the form of a residential sidewalk (landscaped as prescribed in 5.3.6), a dedicated pedestrian trail, or some combination of both.

- **LANDSCAPE.** The meadow shall be planted primarily with turf. Clusters of native shrubs and trees shall be used to frame and shade activity-specific areas such as playgrounds, picnic and barbecue areas, game courts, and parking lots.

The hill shall be landscaped to the same standards as the Ridgetop Open Space (see 4.1). The landscape shall undergo a gradual, graceful transition as it moves down the hill's eastern slope, from the natural character of the hill to the more formal character of the meadow.

- **ADJACENT DEVELOPMENT.** Residential development adjacent to the hill shall conform to the same design standards prescribed in 4.2 and 8.1.1.

The meadow portion of the Park shall be surrounded on 3 sides by residential streets, as shown in Fig 4.4. Homes on all 3 street frontages shall face and observe the Park. No side or rear facades of homes shall face the Park.

4.5 SCHOOL

A site for a future elementary school is located at the north end of ELTA. The site is somewhat larger than the typical 10 acre site, for two reasons. First, the undulating topography requires more land to provide adequate space for hardcourt and playfields. Second, while its students are its first priority, the school is also planned to be a recreational amenity for the community.

As explained in Section 7, ELTA lies partly in each of two school districts. The projected number of students at full buildout would support one, but not two, elementary schools. The most probable scenario is that the district boundaries will be adjusted to include the entire ELTA within one district; at this point, the Antioch Unified School District would seem the more likely service provider. Based on preliminary conversations with AUSD, the proposed site is a good one with respect to its longterm projections, and is adequately separated from the existing future school site just west of ELTA.

- **GRADING.** While some 'benching' of the site is required to create flat spaces for hardcourts and playfields, transition slopes shall not exceed 3:1, and shall be contoured to resemble natural landforms.

Grading shall be designed to create a graceful transition from the school site to the hill adjacent to the east. Within a 60' wide transition zone along the perimeter of the open space, contour grading may be utilized to round the edge of the cut slope and blend into the adjacent natural landform, as described in 4.1.

- **TRAIL.** The Ridgetop Trail provides pedestrian access to the school from residential districts to the south.
- **LANDSCAPE.** Turf shall be limited to the playfield surfaces, in order to minimize maintenance and water use. Clusters of native shrubs and trees shall be used selectively to frame activity-specific areas such as play structures, game courts, seating areas and parking lots.

Transition slopes within the school grounds shall be landscaped as prescribed in the City of Antioch guidelines for class II landscapes; but those guidelines shall be adapted as required to maintain the visibility and security of the school grounds.

Given the existing topography, it is likely the playfields will be located along the northern edge of the site, with a tall perimeter fence for the safety of both children and drivers on Laurel Road. The northern edge of the site shall be heavily landscaped with class II trees and shrubs to screen the view of the fence from the road, as well as to help mitigate wind and noise.

The hill adjacent to the east shall be landscaped to the same standards as the Ridgetop Open Space (see 4.1). The landscape shall undergo a gradual, graceful transition as it moves down the hill's western slope, from the natural character of the hill to the more formal character of the school grounds.

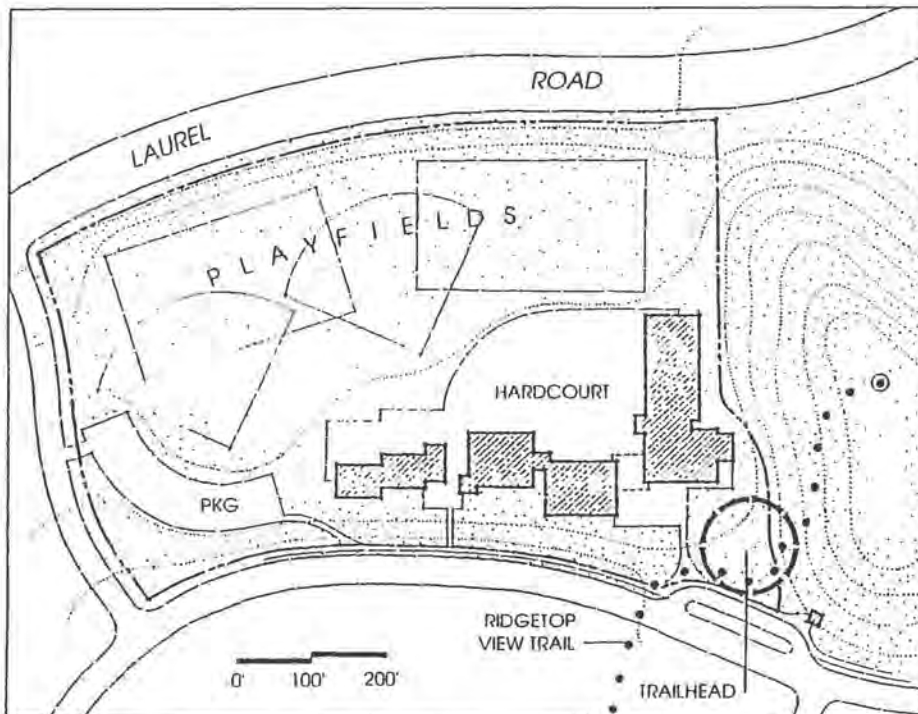
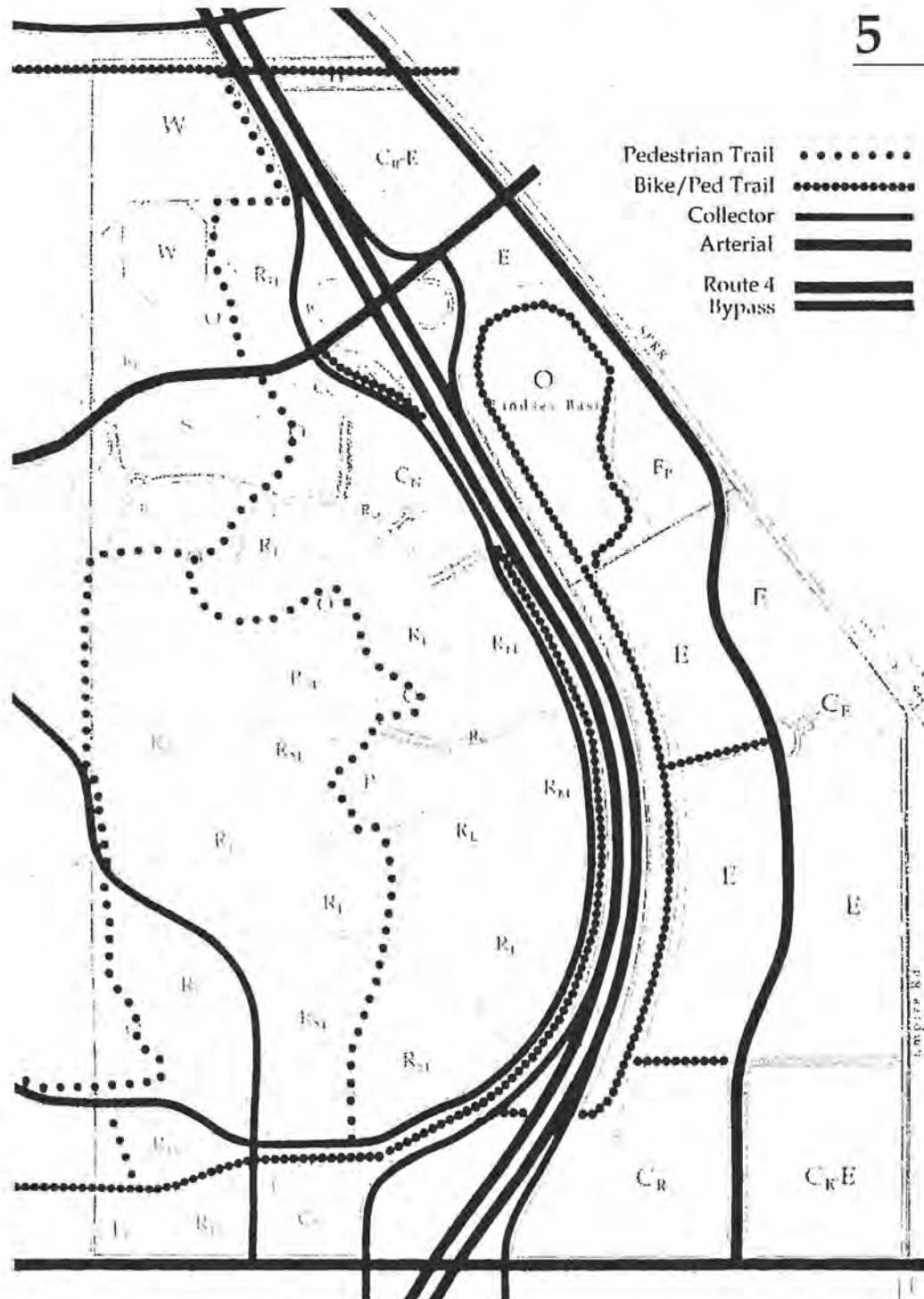


Figure 4.5. Concept Plan, Elementary School.



A visitor's first image, positive or negative, of a community is provided by the view from the street. Even longtime residents assess the health and quality of their community primarily by what they see from the street. Since the visual quality of streets plays such an important role in community image, good design is crucial to the community's long-term success.

The single most important element in the circulation system for ELTA is the Route 4 Bypass, which links ELTA to State Route 4 and the population centers to the west. However, the plan also incorporates several other major circulation improvements:

Lone Tree Way will be widened from two to six lanes west of the Bypass, and from two to four lanes east of the Bypass.

A new four-lane segment of Laurel Road will be constructed to link the present western terminus near Hillcrest with the eastern terminus near the SP tracks.

A new four-lane arterial, Sunset Drive, will be constructed as the primary auto access into and through the employment center.

A bicycle/pedestrian trail will be constructed within the Antioch Creek open space, both to enhance the recreational value of this open space, and to provide safe, car-free routes to Prewett Family Park to the west and to the School and Lindsey Basin to the north.

A new pedestrian trail will be constructed within the Ridgetop Open Space, both to enhance the recreational value of this open space, and to provide safe, car-free routes to the community park, the school, and the Delta/DeAnza Regional Trail.

Figure 5.0. Circulation Plan

5.1 ROUTE 4 BYPASS

The Route 4 Bypass is planned to be constructed in its first phase as a two-lane expressway, with at-grade intersections at Laurel Road and at Lone Tree Way. In its second phase, it will be expanded to four lanes, with grade-separated interchanges at those two intersections. The Laurel Road interchange is planned as a partial cloverleaf, the Lone Tree Way interchange as a spread diamond interchange, with room to expand to a partial cloverleaf should traffic warrant it in the future.

Funding for the Bypass will come from the East County Regional Transportation Fee and other state and federal sources. Acquisition of the required right of way will be by dedication and fee purchase. The timing of the second phase is uncertain, but it will not be constructed until funds are also available to construct a complete interchange with State Route 4. The Route 4 Bypass shall not be part of any private toll road.

- **RIGHT OF WAY.** 250' minimum (Fig 5.1a). On the west, the right of way should extend to the right of way for Country Hills Drive (Fig 5.1a).
- **FRONTAGES.** For most of its length through ELTA, the Bypass is bounded on both sides by dedicated open space: Antioch Creek and Lindsey Basin on the east, and a visual/acoustic open space buffer on the west. This buffer shall be continuous with and part of the Bypass right of way.
- **LANDSCAPE.** The landscape concept for the Bypass must not only work for the first as well as the second phase, it must also work for the interchanges as well as the basic right-of-way.

Right of way. The median and sides of the Route 4 Bypass shall be planted with a variety of native and other climate-suited trees, shrubs and grasses. While plantings should be informal, the median and both sides shall each include one evergreen canopy tree (min 15 gal), of a single variety with a mature height of at least 40', at an *average* frequency of at least one per 40 linear feet. The planting shall be designed to create a denser, more formal 'edge' adjacent to the roadway, becoming sparser and more 'natural' and informal as one moves toward the edge of the right of way. This transition in character shall be gradual, not abrupt.

In general, planting within the Bypass right of way shall conform to City of Antioch guidelines for class 2 landscapes, but shall be adapted to the specific visual and environmental conditions of the Bypass.

Interchanges. Interchanges shall be landscaped in the same manner as the right of way, with informal clusters of native and other climate-suited plants. In the first phase, when interchanges are at grade, the landscape treatments along Laurel Road and Lone Tree Way shall continue through the interchange.

In the second phase, the 'wide spots' in the right of way at the two interchanges will be occupied by ramps and bridges; but in the first phase they will simply be large, and very noticeable, gaps in development along the two arterials. These 'gaps' should be approached as urban design opportunities, particularly since it is not known when the grade-separated interchanges will be constructed.

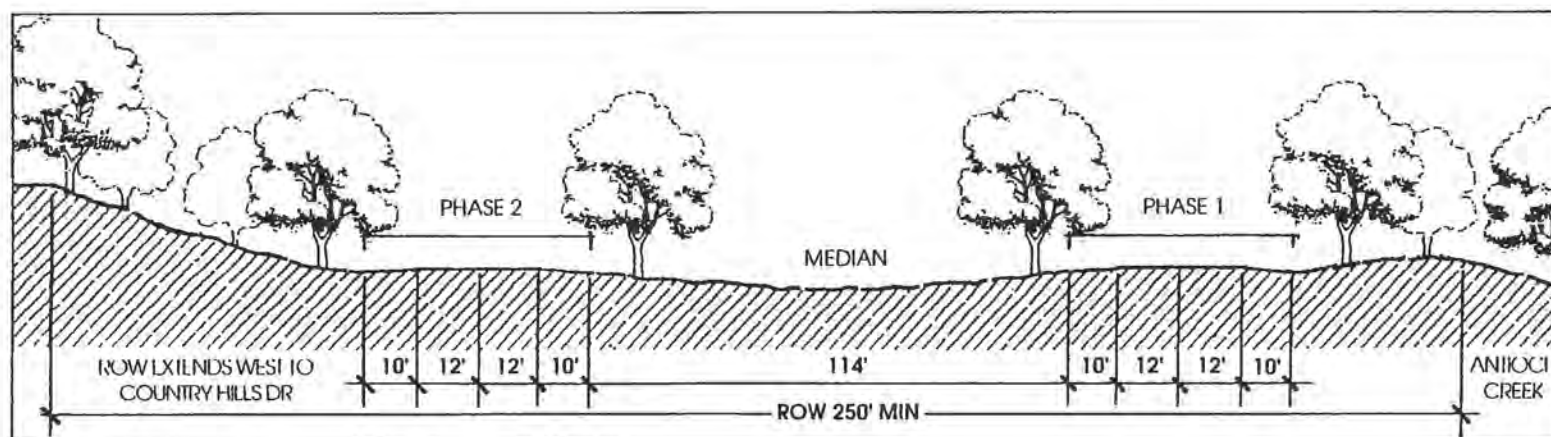


Figure 5.1a. Typical section, Route 4 Bypass (looking north).

However, while creative landscape treatments are encouraged, 'temporary' developments within the interchange right of way, such as used car lots or rental storage, are prohibited. Such developments are inherently insubstantial and - being located at major entrance points to the City of Antioch - would degrade the image of the entire City.

- **TRAILS.** The plans for the Route 4 Bypass include a bridge over the 118' right of way for the Contra Costa Canal at the north end of ELTA. The bridge would also cross over the proposed Delta/DeAnza Trail proposed by East Bay Regional Parks adjacent to the canal.

The availability of reasonably priced housing, in ELTA and elsewhere in southeast Antioch, is an important advantage in promoting the ELTA employment center as a desirable corporate address. A direct bike/pedestrian link from the residential districts to the employment center, via the Antioch Creek Trail, would significantly enhance this jobs-housing link. The County has prepared a preliminary design for such a trail link; the City should work with the County to ensure this link is implemented as part of the Bypass.

5.2 TRAILS

The locations of trails in ELTA are shown in Figure 5.0. This specific plan includes two types of trails: bicycle/pedestrian trails, suitable for both foot and bike traffic, and pedestrian trails, suitable for pedestrian use only.

- Bicycle/pedestrian trails shall have a concrete paved width of 8', and shall be designed with gradients suitable for bicycles. A 2' zone on both sides of the trail shall be clear of hazardous obstructions.
- Pedestrian trails shall consist of a 6' wide concrete paved surface. Culverts shall be installed where pedestrian trails traverse drainage swales.

5.3 ROADWAYS AND GATEWAYS: WEST

The public realm of streets, parks and open spaces provides the design framework for ELTA. While the open space system described in Section 4 frames and defines the residential districts in the western portion of ELTA, streets are just as important to the experience of place and the quality of life in these districts.

Section 5.3 describes the hierarchy of roadways serving the western portion of ELTA. It also includes standards for community and residential 'gateways'. The community gateways at Laurel Road and Lone Tree Way are intersections and road segments which serve as the entry portals to the community. The residential gateways are intersections that mark the entries to individual residential districts from arterials or collectors.



Figure 5.3a. Key map, western portion

5.3.1 LAUREL ROAD (WEST OF BYPASS)

From its present terminus west of ELTA, Laurel Road is planned to be extended east to the future Sunset Drive and beyond, with bridges over the Route 4 Bypass and the Southern Pacific tracks. 5.3.1 describes the segment west of the Bypass bridge. 5.3.8 describes the specific landscape treatment for the community gateway at Laurel and Country Hills.

- **RIGHT OF WAY.** 104' (Fig 5.3c). In general, intersections on arterials and collectors shall be spaced at least 800' apart.

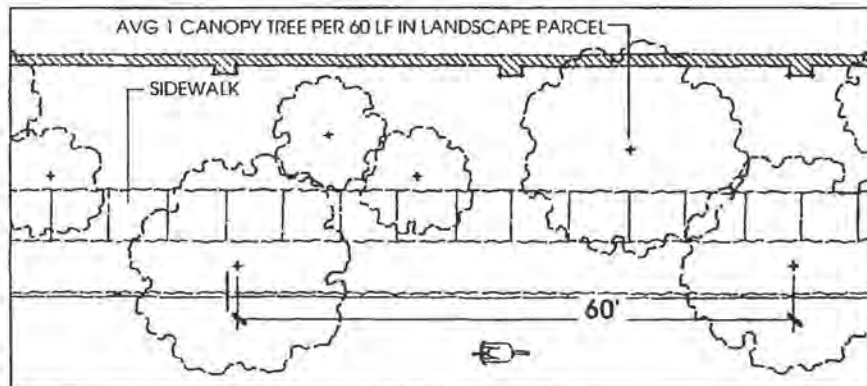


Figure 5.3b. Typical plan detail, Laurel Road west of Route 4 Bypass.

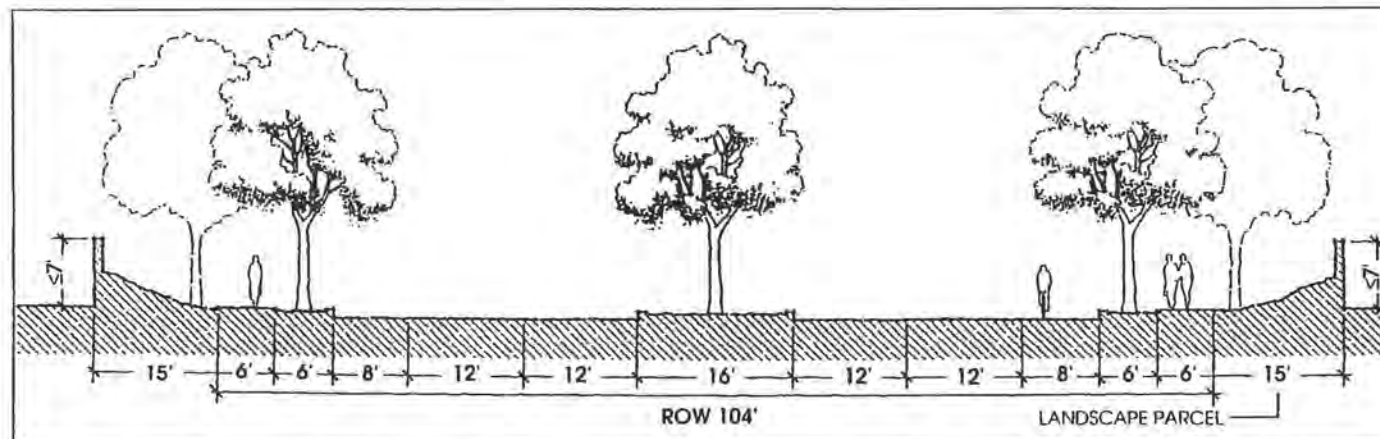


Figure 5.3c. Typical section, Laurel Road west of Route 4 Bypass.

- **FRONTAGES.** Residential lots may not front on Laurel Road. Lots whose sides or rears abut Laurel Road shall incorporate the 15' landscape parcel described below, for a total of 27' of landscape and sidewalk on each side of the roadway.
- **LANDSCAPE.** Except at the Laurel gateway (see 5.3.9 below), Laurel Road west of the Route 4 Bypass shall have an informal, residential character consistent with the existing portion west of FUA2.

Right of way. The median and sides of Laurel Road shall be generously landscaped with a variety of native and other climate-suited trees and shrubs. While plantings should be informal, the median and both sides shall each include one canopy tree (min 15 gal) each 60' on center (Fig 5.3b); they shall be of a single variety with a mature height of at least 30'. These and the balance of landscape improvements shall comply with City of Antioch guidelines for class 1 landscapes.

Landscape parcel. The landscape parcel shall be dedicated to and maintained by the City, and planted with the same mix of trees and shrubs as the right of way. Planting shall be generous but informal (Fig 5.3b). The landscape parcel shall include canopy trees (min 15 gal), of the same variety as in the right of way, at an average frequency of one per 60'.

A solid wall no more than 7' above grade shall be constructed at the residential edge of the landscape parcel. Berms, shrubs and vines shall be used to reduce perceived scale and vulnerability to vandalism. The wall shall preferably be constructed of unit masonry. Precast wall systems shall be considered case-by-case, but only if they are at least equal to unit masonry in visual quality. The wall shall include articulated pilasters at ends and at 30-60' on center.

Right of way landscape improvements shall coincide with road construction. Landscape parcel improvements shall coincide with grading of the residential lots.

5.3.2 LONE TREE WAY (WEST OF BYPASS)

Lone Tree Way, presently a two-lane road, is planned to be widened to six lanes to the west and four lanes to the east of the Route 4 Bypass. 5.3.2 describes the segment west of the Bypass. 5.3.10 describes the specific treatment for the community gateway at Lone Tree and Canada Valley.

- **RIGHT OF WAY.** 110' (Fig 5.3d). In general, intersections on arterials and collectors shall be spaced at least 800' apart.
- **FRONTAGES.** Lone Tree Way defines the southern boundary of the City of Antioch; the south frontage of Lone Tree Way is unincorporated, but is currently within Brentwood's sphere of influence.
- **LANDSCAPE.** Whereas a more informal landscape style fits the curvy, residential character of Laurel Road, the straight alignment and more intensive development along Lone Tree Way require a more formal, urban landscape. In order to create a landscape with a scale and density to match the width of this roadway, the front setbacks of properties facing Lone Tree Way shall be planted to complement and reinforce the right of way planting, as described below.

Right of way. Each side shall have a row of canopy trees (min 15 gal) spaced at regular intervals of 30' on center, planted in a continuous bed (Fig 5.3d). The canopy trees shall be of a single variety with a mature height of at least 30'. These and the balance of landscape improvements shall comply with City of Antioch guidelines for class 1 landscapes.

The median shall have two rows of canopy trees (min 15 gal), of the same variety, and each spaced at regular intervals of 30' on center. The two rows shall be offset by half this interval, to create a double row of alternately spaced trees (Fig 5.3d).

Setbacks fronting the north side of Lone Tree Way shall include a second row of canopy trees (min 15 gal), of the same variety, and spaced at the same interval, as the row within the right of way. The row of trees within the setback shall be offset by half this interval, to create a double row of alternately spaced trees framing the public path (Fig 5.3d).

The parcels on the south side of Lone Tree Way are outside the city limits. However, given the importance of Lone Tree Way as an entrance to the city, the City of Antioch should strongly encourage the County and the City of Brentwood to require those parcels, when developed, to be planted in a manner similar to that required for the north side setbacks, in order to create a coherent, symmetrical landscape treatment for this wide arterial.

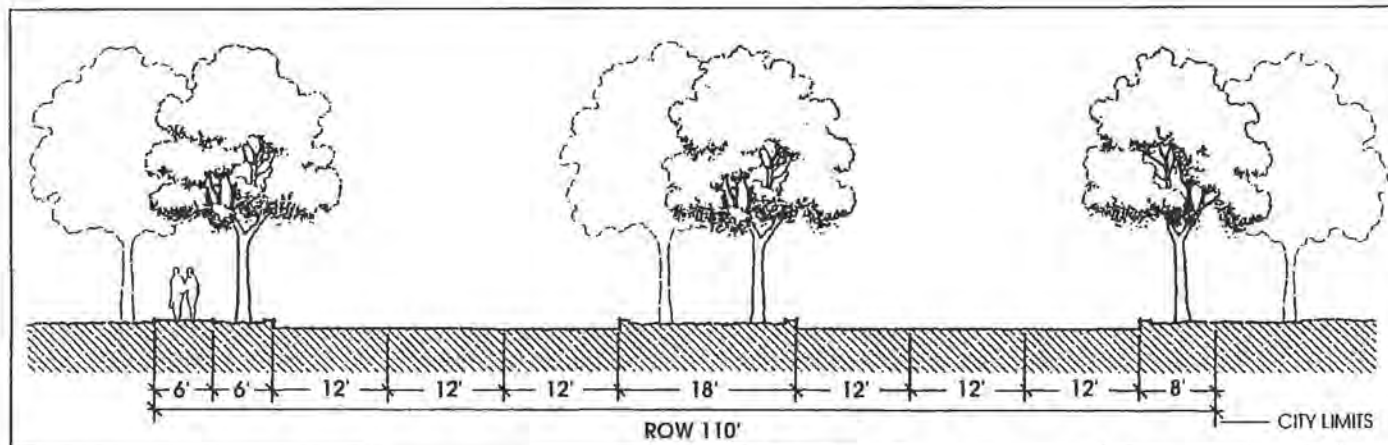


Figure 5.3d. Typical section, Lone Tree Way west of Route 4 Bypass.

Right of way landscape improvements shall coincide with road construction. Setback landscape improvements shall coincide with development of those parcels. All the landscape improvements shall comply with City of Antioch guidelines for class 1 landscapes.

5.3.3 CANADA VALLEY ROAD

Both Canada Valley Road and Country Hills Drive (see 5.3.4) are extensions of existing two-lane collectors which terminate near the western boundary of ELTA. While the primary role of the collectors is to move traffic from residential streets to arterials, they should comfortably accommodate bikes and pedestrians as well as cars.

Section 5.3.10 describes the specific landscape treatment for the community gateway at Canada Valley Road and Lone Tree Way.

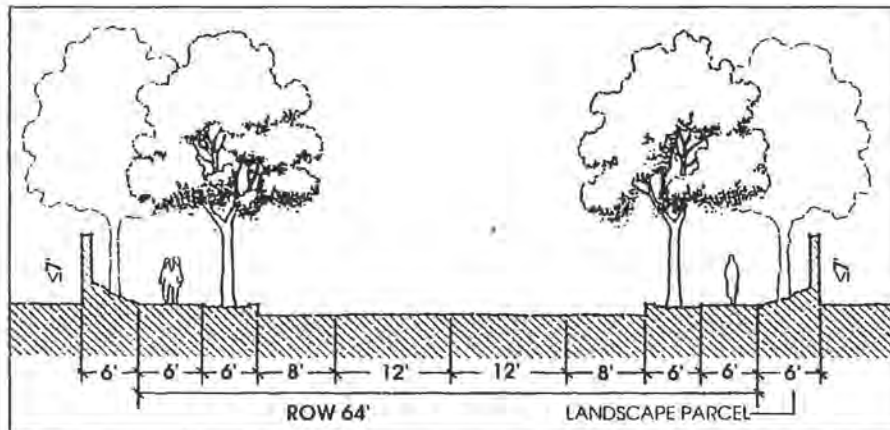


Figure 5.3e. Typical section, Canada Valley Road.

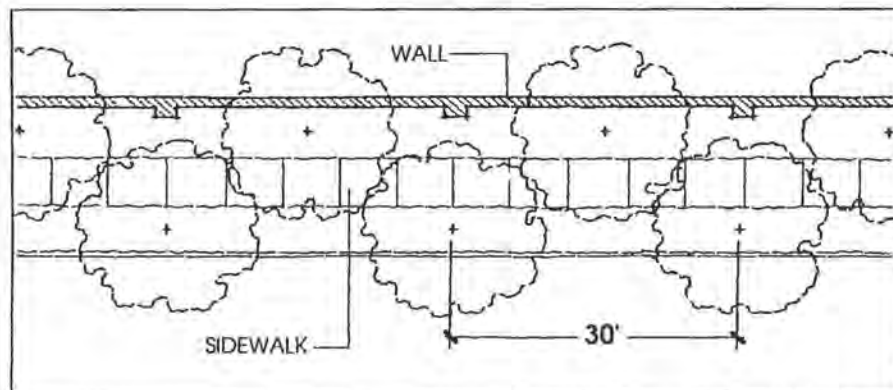


Figure 5.3f. Typical plan detail, Canada Valley Road

- **RIGHT OF WAY.** 64', plus a 6' landscape parcel on each side where the right of way abuts residential lots (Fig 5.3e), for a total of 18' of landscape and sidewalk on each side. In general, intersections on arterials and collectors shall be spaced at least 800' apart.

From Antioch Creek south to Lone Tree Way, the right of way shall widen from 64' to 80' in order to accommodate a 16' central median.

- **FRONTAGES.** Residential lots may not front on collectors. Lots whose side or back property lines abut collectors shall incorporate the residential landscape parcel described below.
- **LANDSCAPE.** Each side (and the median) shall have a row of canopy trees (min 15 gal) spaced at regular intervals of 30' on center, planted in a continuous bed (Fig 5.3f). These landscape improvements shall comply with City of Antioch guidelines for class 1 landscapes.

Landscape parcel. A second row of canopy trees (min 15 gal) of the same variety, and spaced at the same regular interval, as the right of way trees. The landscape parcel trees shall be offset by half this interval, to create a double row of alternately spaced trees framing the public path (Fig 5.3f). These landscape improvements shall comply with City of Antioch guidelines for class 1 landscapes. The landscape parcel shall be dedicated to and maintained by the City.

A solid wall no greater than 7' in height above grade shall be constructed at the residential edge of the landscape parcel. Berms, shrubs and vines shall be used to reduce perceived scale and vulnerability to vandalism. The wall shall preferably be constructed of unit masonry. Precast wall systems shall be considered case-by-case, but only if they are at least equal to unit masonry in visual quality. The wall shall include articulated pilasters at ends and at intervals 30-60' on center.

Right of way landscape improvements shall coincide with road construction. Landscape parcel improvements shall coincide with grading of the residential lots.

Lone Tree Gateway. Canada Valley Road from Antioch Creek south to Lone Tree Way shall be landscaped as described in 5.3.10.

5.3.4 COUNTRY HILLS DRIVE

For most of its length, Country Hills is abutted on one side by residential lots and on the other by open space. However, a consistent landscape treatment - a double row of alternately space trees on each side - shall be maintained along the entire length of Country Hills Drive.

- **RIGHT OF WAY.** 64-66', plus a 6' landscape parcel on each side where the right of way abuts residential lots (Figs 5.3g - 5.3h). In general, intersections on arterials and collectors shall be spaced at least 800' apart.

West of Canada Valley Road, the right of way shall be 80', in order to accommodate a 16' center median and match the existing Country Hills Drive (Fig 5.3g). Where the right of way abuts the retail parcels near Laurel Road, the right of way shall be 82', in order to accommodate a 16' center median and the bicycle/pedestrian path shown in Fig 5.3h.

- **FRONTAGES.** Residential lots may not front on collectors. Lots whose side or back property lines abut collectors shall incorporate the 6' residential landscape parcel described in 5.3.3.
- **LANDSCAPE.** Each side (and the median) shall have a row of canopy trees (min 15 gal) spaced at regular intervals of 30' on center, planted in a

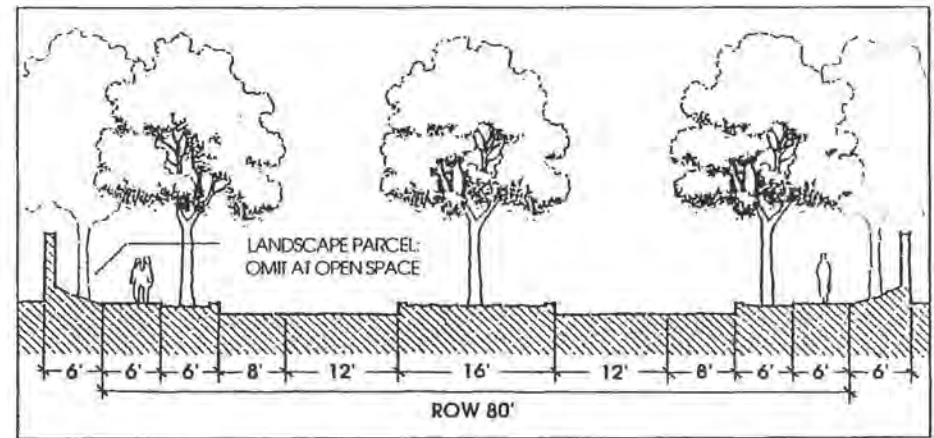


Figure 5.3g. Typical section, Country Hills Drive (west of Canada Valley Road).

continuous bed (Fig 5.3f). These landscape improvements shall comply with City of Antioch guidelines for class 1 landscapes.

Open spaces shall include a second row of canopy trees (min 15 gal), of the same variety and spaced at the same regular interval as the right of way trees. This second row shall be offset by half this interval, to create a double row of alternately spaced trees framing the public path (Fig 5.3f). These landscape improvements shall comply with City guidelines for class 1 landscapes.

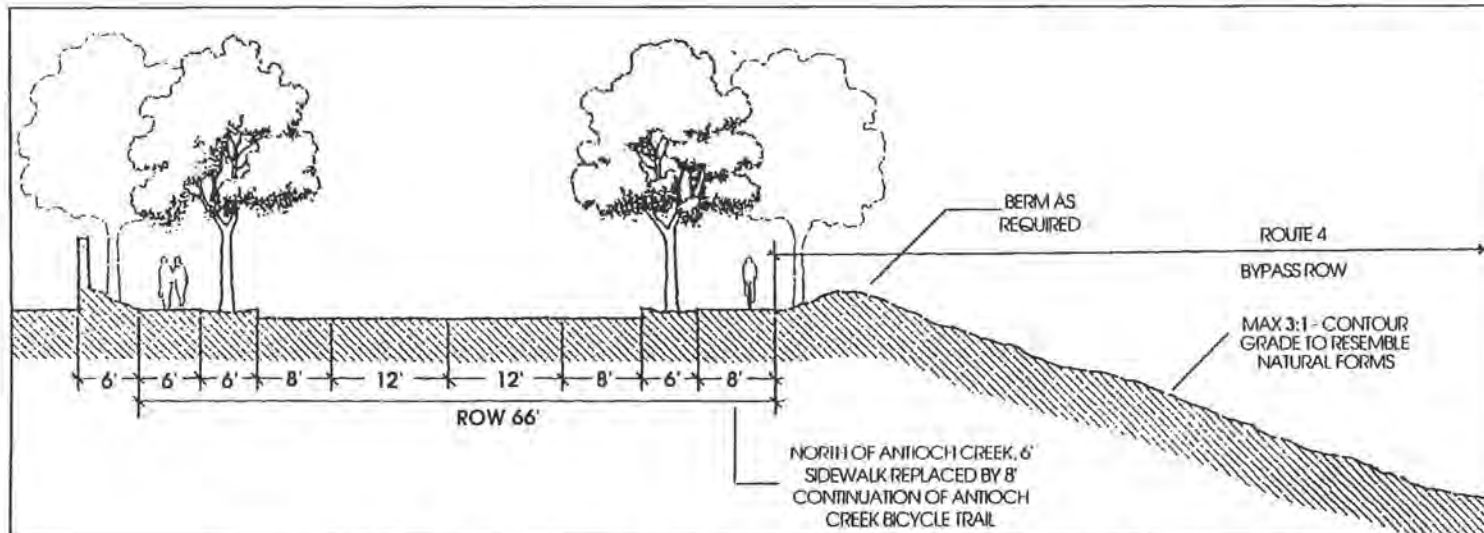


Figure 5.3h. Typical section, Country Hills Drive (section north of Antioch Creek and south of community retail).

The open space lying between Country Hills Drive and the Bypass shall not exceed 3:1 in slope, and shall be graded and landscaped to resemble natural landforms. The top of the slope shall be bermed as required to meet General Plan noise standards. Open space planting shall comply with City guidelines for class 2 landscapes.

5.3.5 OTHER COLLECTORS

The only other collectors in the western portion of ELTA are two short segments which flank the community retail site on Country Hills Drive near Laurel Road. These shall be designed with the same 64' right of way and section as shown in Fig 5.3e.

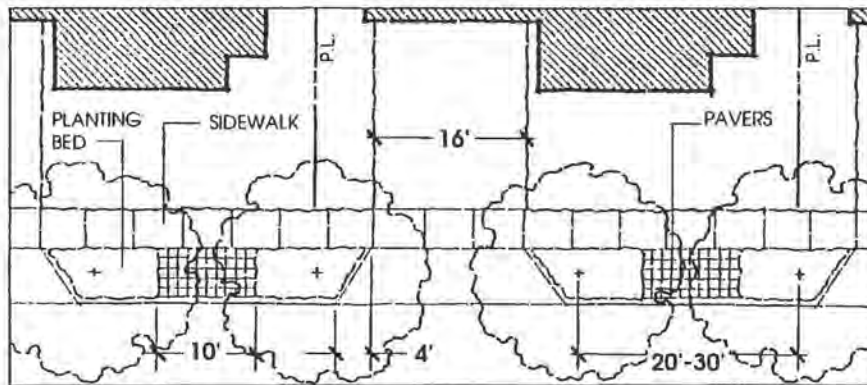


Figure 5.3i. Typical plan detail, residential street.

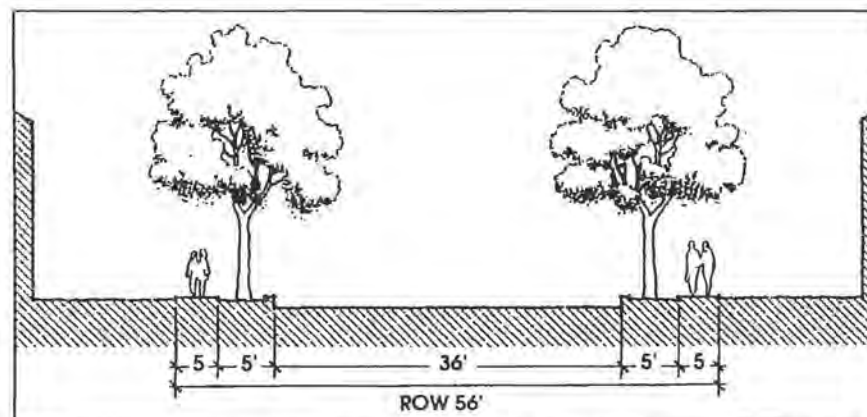


Figure 5.3j. Typical section, residential street.

5.3.6 RESIDENTIAL STREETS

All streets west of the Route 4 Bypass *not* designated in Fig 5.1 as arterials or collectors shall be designed as residential streets.

The Antioch standard right of way for residential streets is 56'. However, the streets often seem much wider, and more inhospitable to pedestrians, because the roadway and sidewalk are designed as a continuous expanse of pavement with monolithic curbs and sidewalks.

In ELTA, all residential streets shall utilize planting beds and canopy trees to frame the sidewalk and separate it from the roadway; provide shade and reduce glare; and impart a more 'human' scale to the street.

- **RIGHT OF WAY.** 56' (Fig 5.3j).
- **FRONTAGES.** The frontages of residential streets shall consist entirely of residential front and corner side yards; no rear lot lines shall face residential streets.
- **CURB RADIUS.** 20' standard.
- **LANDSCAPE.** Each side shall have a row of canopy trees (min 15 gal) spaced at regular intervals at least 20' but no greater than 30' on center. The trees shall be planted in beds with a net width of at least 4'6". The beds shall be located to accommodate driveways as well as a paved 'landing zone' for curbside parking at least 10' wide (Fig 5.3i).

The beds shall be planted with a durable ground cover that requires minimal maintenance, and is compatible with the trees with respect to soil and water conditions. The landing zone shall be paved with bricks, pavers, or other material that contrasts with the sidewalk. These areas shall be maintained by property owners, and the subdivision CC&Rs shall be written to ensure adequate maintenance occurs.

Landscape improvements shall comply with City of Antioch guidelines for class 1 landscapes.

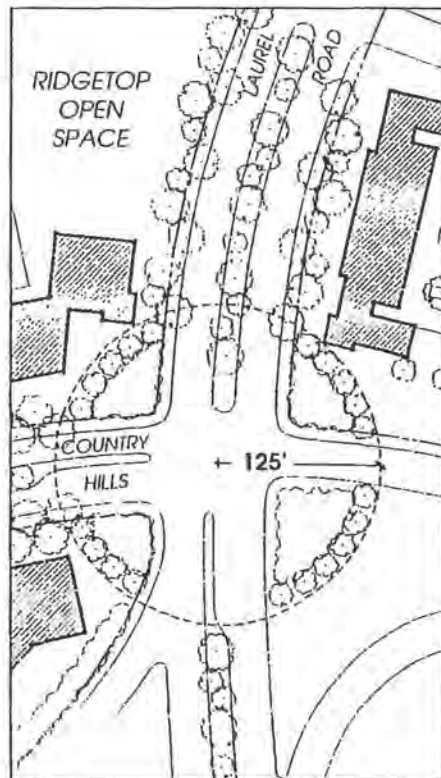


Figure 5.3k. Laurel gateway

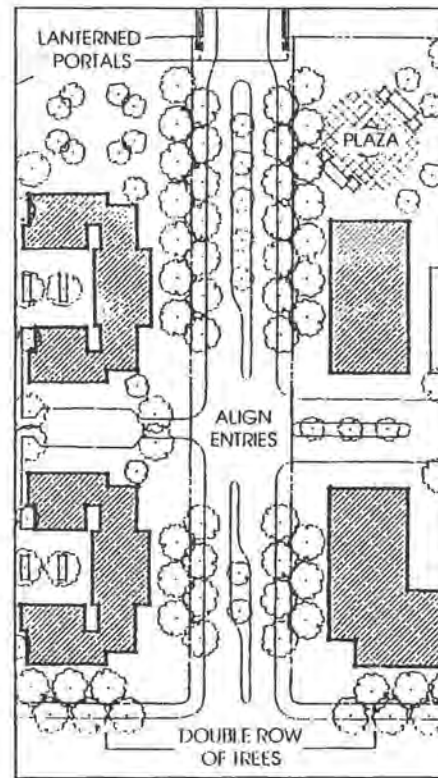


Figure 5.3m. Lone Tree gateway

5.3.7 RESIDENTIAL GATEWAYS

Distinctive entrances to individual residential districts shall be created at each arterial or collector intersection that leads to a residential district.

- Residential gateways along a road shall be designed with a balance of harmony and variety. Individual gateways along a roadway may vary in design, but shall draw from a common vocabulary of forms and materials.
- Plant materials shall differ in scale, texture and color from the roadway landscape, and should include some flowering plants.
- The wall at the edge of the residential landscape parcel shall terminate in a graceful way at the residential gateway.
- The gateways shall be adequately dimensioned so they read as a true entry way, not merely as an undevelopable 'leftover' space.

5.3.8 LAUREL GATEWAY

In contrast to the more formal composition of buildings and landscape at Lone Tree Way, the gateway at Laurel Road and Country Hills Drive shall convey a more informal, residential image.

- The intersection of Laurel and Country Hills shall incorporate a landscaped gateway feature with a radius of 125', centered on the intersection (Fig 5.3k). No buildings may project into this radius.
- The gateway feature shall be designed with a mix of plant materials and built elements (walls, portals, trellis), combined to create a distinctive entrance to southeast Antioch.
- A single, unified design shall be prepared for all four corners of the gateway, and its approval shall precede or coincide with approvals to develop *any* of the 3 abutting privately owned parcels.
- Construction of gateway improvements on *both* corners west of Country Hills Drive (and the county right of way) shall precede or coincide with development of *either* corner parcel. Construction of gateway improvements on both corners east of Country Hills Drive shall coincide with construction of the grade separated interchange at the Bypass.

See also Sections 8.2 and 8.3 for design standards for buildings fronting on the gateways.

5.3.9 LONE TREE GATEWAY

A distinctive entrance to the residential districts of ELTA shall be created along Canada Valley Road from Lone Tree Way to Antioch Creek, through the deliberate, formal composition of landscape and buildings (Fig 5.3m).

- The creek crossing over Antioch Creek shall be designed as a major visual amenity.

Railings shall be designed to complement the architectural character of the residential areas, and shall include symbolic, lanterned portals at both ends. Pedestrian-scale lighting shall be integrated with the crossing design.

- Perimeter landscaping on private sites shall reinforce the character of the public realm.

Setbacks along the gateway frontages of retail and multifamily parcels shall include a row of trees, spaced at the same interval as the street trees in the public right-of way. The on-site trees shall be offset by half the interval, to create a double row of alternately spaced trees framing the public sidewalk.

See also Sections 8.2 and 8.3 for design standards for buildings fronting on the gateways.

5.4 ROADWAYS AND GATEWAYS: EAST

The streets and public landscape of the employment center will largely define its identity and character. Sunset Drive serves as the 'spine' of the employment center, and will provide the entrance experience for nearly every visitor. Both the north and south gateways to the center, therefore, must strongly convey an image of quality and prosperity, and help establish the employment center as a distinctive, and desirable, address.

Section 5.4 describes the hierarchy of roadways serving the eastern portion of ELTA. It also includes standards for the north and south 'gateways' to the employment center.



Figure 5.4a. Key map, eastern portion

5.4.1 SUNSET DRIVE

Sunset Drive, a new four-lane arterial, shall run from Lone Tree Way north to Laurel Road, and shall then continue north as a frontage road adjacent to the Southern Pacific tracks. The vertical alignment at the intersection with Laurel Road shall be bermed up to conform to the future grade-separated interchange.

- **RIGHT OF WAY.** 108' (Fig 5.4b). In general, intersections on arterials and collectors shall be spaced at least 800' apart.
- **LANDSCAPE.** The eastern portion of ELTA is flat, and will be developed primarily with large, low, spread-out buildings. In order to create some 'presence' and character for the employment center, the landscape treatment along Sunset Drive shall be generous in both scale and density.

Right of way. Each side shall have a row of evergreen trees (min 15 gal) spaced at regular intervals of 30' on center, planted in a continuous bed (Fig 5.4c). The trees shall be of a single variety with a round form and a mature height of at least 30'.

The median shall have two rows of trees (min 15 gal), each spaced at regular intervals of 30' on center. The two rows shall be offset by half this interval, to create a double row of alternately spaced trees. The median trees shall be of a single variety, with a narrow pyramidal or columnar form and a mature height of at least 40'.

These and the balance of landscape improvements shall comply with City of Antioch guidelines for class 1 landscapes.

The berm constructed under Sunset Drive at its intersection with Laurel Road shall be wide enough to support the continuation of the Sunset Drive landscape treatment through the intersection.

Right-of-way landscaping and lighting in the E and Ce districts shall be maintained through a street landscape and lighting maintenance district.

5.4.2 LAUREL ROAD (EAST OF BYPASS)

Laurel Road east of the Route 4 Bypass shall have the same right of way section, and landscape treatment as west of the Bypass, except the landscape treatment shall be omitted in the bridges constructed over the Bypass and the SP tracks. In phase 1 of the Bypass, where the Laurel Road interchange is at grade, the landscape treatment described in 5.3.1 shall be continuous through the interchange to Sunset Drive.

5.4.3 LONE TREE WAY (EAST OF BYPASS)

Lone Tree Way east of the Route 4 Bypass shall have the same right of way, section and landscape treatment as west of the Bypass, except the roadway shall be constructed with two auto lanes plus a bike lane in each direction, rather than three auto lanes. In phase 1 of the Bypass, where the Lone Tree Way interchange is at grade, the landscape treatment described in 5.3.2 shall be continuous through the interchange.

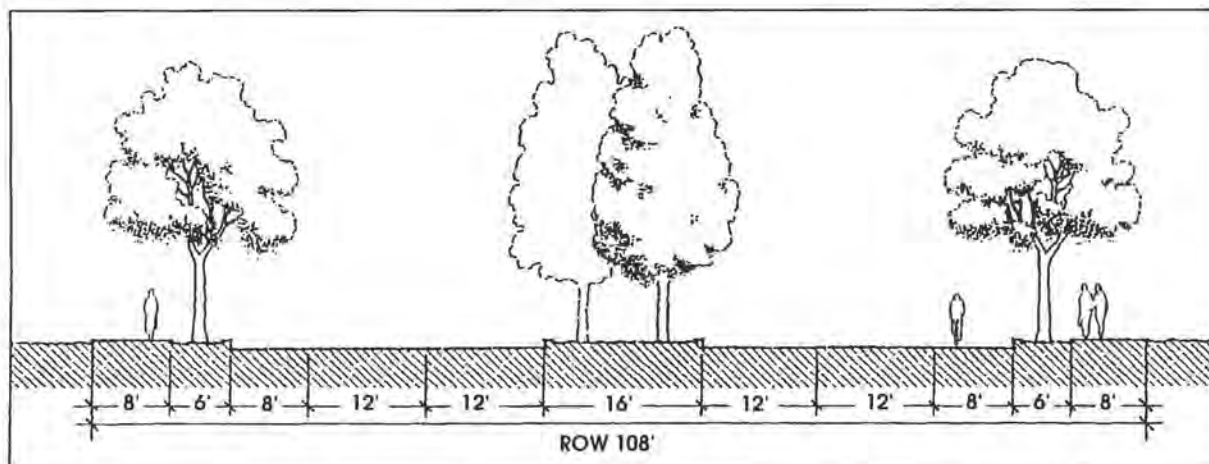


Figure 5.4b. Typical section, Sunset Drive

5.4.4 EMPLOYMENT CENTER STREETS

The balance of streets on the east side of the Route 4 Bypass shall be constructed to a standard suitable for a mix of office, research and light industrial uses.

- **RIGHT OF WAY.** 76' (Fig 5.4c).
- **LANDSCAPE.** Each side shall be planted with a row of trees (min 15 gal) spaced at regular intervals of 30' on center. Street trees on each street shall be of a single variety, but none shall be the same variety as the trees on Sunset Drive.

These and the balance of landscape improvements shall comply with City of Antioch guidelines for class 1 landscapes. However, while the trees must be consistent along the entire street, the balance of landscape improvements may vary from parcel to parcel in order to be consistent with the landscape treatments in the adjacent setback areas of privately owned parcels.

Landscaping and lighting within the right of way shall be maintained through a street landscape and lighting maintenance district. Landscaping behind the sidewalk shall be maintained by fronting property owners.

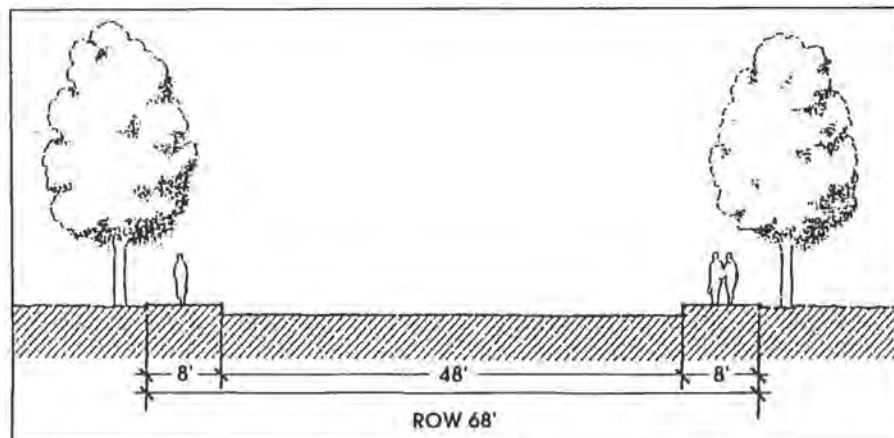


Figure 5.4c. Typical section, Employment Center street.

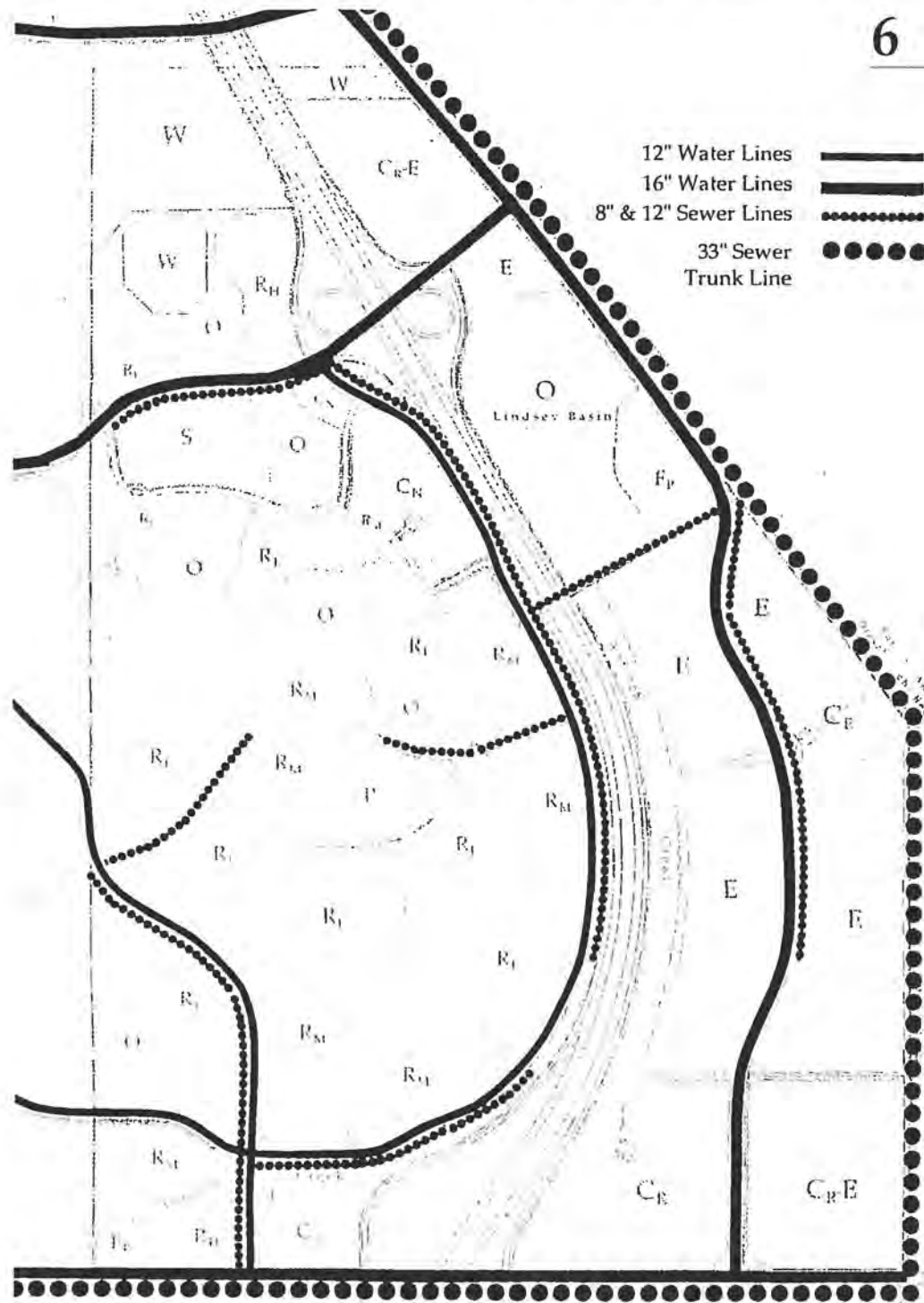
5.4.5 SUNSET GATEWAYS

The north and south entrances to the employment center (Fig 5.4d) shall be enhanced by gateway landscape features, to be planted and maintained by the aforementioned street landscaping and lighting district.

- Construction of the gateways shall coincide with construction of Sunset Drive through the employment center.
- The north and south gateway features shall be identical in design and materials, in order to reinforce the identity of the employment center as a whole, and create an image of quality and prosperity.
- Plant materials shall differ in scale, texture and color from the roadway landscape, and should include some flowering plants.
- The gateways shall be adequately dimensioned so they read as true entrances, not merely as undevelopable 'leftover' spaces.
- The gateways may each include an identity element with the name of the employment center. These elements may be in the form of a monument in the roadway median, or symmetrical low walls flanking the gateway. In neither case shall they be greater than 6' in height, nor shall they have any internal illumination.



Figure 5.4d. Locations of Sunset Gateways.



The *Antioch Infrastructure Plan* and its EIR evaluated the need for roads, water, sewers, and storm drainage for ELTA. This Specific Plan is consistent with the land use mix addressed in the Infrastructure Plan.

Section 5 describes the circulation improvements proposed for ELTA; this Section describes the balance of the infrastructure required to support development in ELTA.

Figure 6.0. Water & Sewer Plan.

6.1 WATER TREATMENT & DISTRIBUTION

ELTA has been annexed to the Contra Costa Water District (CCWD), which has been the primary provider of raw water to the City of Antioch for treatment and distribution.

Treatment. The City of Antioch is responsible for providing treated water to ELTA. Presently, the City can draw domestic water from the San Joaquin River, to be stored at the Antioch Municipal Reservoir; or from CCWD via the Contra Costa Canal. Up to 6.3 mgd of raw water is drawn from the river, with the balance obtained from CCWD.

The City of Antioch's Water Treatment Plant presently has a capacity of 26-28 mgd, compared to a maximum daily demand of 21.0 mgd in 1994. The present configuration of plant allows for expansions of capacity to over 60 mgd. These expansions, once completed, would be adequate to meet the projected water demand through 2030.

Based on the continued growth of the City and projected per capita consumption, the existing plant is expected to reach capacity around 2000. At this point, the City must decide whether to expand the plant, or purchase treated water from CCWD. The distribution system described below has been planned to draw from either or both sources.

Distribution. ELTA lies within the City's Water Zone III East. The trunk lines in this zone are sized to serve existing and planned development, including development in ELTA.

As shown in Fig 6.0, water distribution improvements required to serve ELTA include water main extensions within Laurel Road, Country Hills Drive, Canada Valley Road and Lone Tree Way; a new north-south water main within Sunset Drive; and expansion of existing pump station facilities to service Zone III East.

6.2 WASTEWATER TREATMENT & SEWERS

FUA is within the service boundary of the Delta Diablo Sanitation District (DDSD), which serves Antioch, Pittsburg and Bay Point.

Treatment. The DDSD Wastewater Treatment Plant presently has an operating capacity of 16.5 mgd, compared to a present load of 12.0 mgd. The next DDSD plant expansion is planned for sometime after 2000.

Sewers. Presently, sewer flows from southeast Antioch are conveyed by a series of gravity and force mains to a pump station at Hillcrest and Lone Tree Way, and then on to the DDSD plant. A new sanitary sewer gravity trunk line to serve ELTA and the balance of southeast Antioch is planned to be constructed in 1997; this new line will extend a gravity line east from the Hillcrest pump station east along Lone Tree Way, then north along Empire Road and the SP tracks, then along Route 4 to the City's main pump station leading to the DDSD plant.

As shown in Fig 6.0, sewer system improvements required to serve ELTA include a new north-south line within Sunset Drive; an east-west line under the proposed Delta Expressway linking the Country Hills Road and Sunset Drive lines; and sewer lines within Country Hills Road, Laurel Road, and Canada Valley Road.

6.3 GAS, ELECTRICITY, TELEPHONE & CABLE

The Pacific Gas & Electric Company provides natural gas and electricity; Pacific Bell provides telephone service; and Viacom provides cable service to ELTA. Each provider will expand their respective systems to serve development in ELTA as it occurs. In general, these systems will be colocated in joint trenches within roadways.

The quality of life for both workers and residents in ELTA depends to a great extent on the quality of public services. City policy requires that all proposals for new development provide for adequate schools, parks, and police and fire protection. The *Draft Environmental Impact Report for Future Urbanization Area #2* includes a complete analysis of the public services and facilities proposed for ELTA; this section presents a brief summary of each topic.

7.1 POLICE

Buildout of ELTA as described in this Specific Plan would require an increase of 5-6 police officers and staff to respond to the increased demand. The headquarters facility on downtown Antioch is relatively new, and is expected to meet the needs of the city for the next 20-30 years; because the department employs radio-dispatched mobile units rather than fixed substations, no new physical facilities would be required by ELTA development.

7.2 FIRE

In order to meet the Consolidated Fire District's maximum radius of 1.5 miles for first-engine response, an additional fire station will be required to serve new development in ELTA. The fire station site at the northwest corner of Lone Tree and Sand Creek is set aside to meet this projected need.

7.3 PARKS

The general plan requires developers to dedicate a 'reasonable' amount of land as open space; the growth management element prescribes a standard of 5 acres of parks per 1,000 residents. The City interprets this standard as being limited to active parks; no parks credit is granted for unimproved natural reserves or other types of open space. The Neighborhood Park includes a mix of flat and hilly land; parks credit shall only be granted for those portions of the site suitable for park usage.

The mix of residential development described in Section 3, Land Use would yield about 3700 residents, and would require at least 18 acres of active parks. The Neighborhood Park, at roughly 8 acres, meets this need in conjunction with Lindsey Basin. Park fees collected will be utilized to improve the Neighborhood Park, with some fees also available for Lindsey Basin.

Design standards for the Neighborhood Park are presented in Section 4.4.

7.4 SCHOOLS

ELTA lies partly in each of two school districts: the northwest portion lies in the Antioch Unified School District, the southeast portion in the Brentwood Unified School District. The most probable scenario is that the district boundaries will be adjusted to include the entire ELTA within one district; at this point, the Antioch Unified School District would seem the more likely service provider.

As a general rule, school districts seek to add a new school for a given grade range if the students to be generated by new development would fill at least half of the school. At full buildout, the residential districts in ELTA would generate 595 students in the K-6 range, or over half the capacity of a typical 1,000 student AUSD elementary school. The Specific Plan, therefore, sets aside a site in the northwest portion of ELTA. Based on preliminary conversations with AUSD, the proposed site is a good one with respect to its longterm projections, and is adequately separated from the existing future school site just west of ELTA.

Design standards for the School are presented in section 4.5



The provisions of Section 3, Land Use and Section 8, Design Standards in this Specific Plan supersede Zoning Ordinance Sections C.1, C.2, C.3, C.4a, C.4b, and C.5 for development within ELTA. Zoning Ordinance Sections C.4c, C.6, C.7, and Section D in its entirety, remain in force for ELTA, and are incorporated herein by reference.



The Land Use Plan designates most of the western half of ELTA for single-family detached homes. While this continues the existing pattern of land use in southeast Antioch, the goal of this Plan is to create a new community with a distinctive form and identity, and a strong relationship to the natural open spaces that wind through the residential areas.

The Land Use Plan includes two single-family designations:

- RL** Low Density Residential
- RM** Medium-Low Density Residential

The RL district allows detached homes at up to 4 units per acre, and is characterized by gently curving streets that follow the contours of the upland portions of ELTA. The RM district, at up to 6 units per acre, is characterized by more formal, traditional grid layouts on the more level portions.



Figure 8.1a. Key map, Single Family Residential.



Multifamily residential in ELTA is envisioned as a mix of garden flats and townhomes, of a scale and character that respects and complements its single-family neighbors.

The western half of ELTA has two primary 'gateways': at Laurel Road and at Lone Tree Way. In both locations, the gateway is flanked on one side by community retail and on the other by multifamily residential; it is unlikely, therefore, both sides will be developed at the same time, or by the same developer. However, because these gateways will set the tone for the entire community, both frontages must work together to create an elegant, harmonious entry.

The Housing Element depicts additional opportunity sites for multifamily housing.

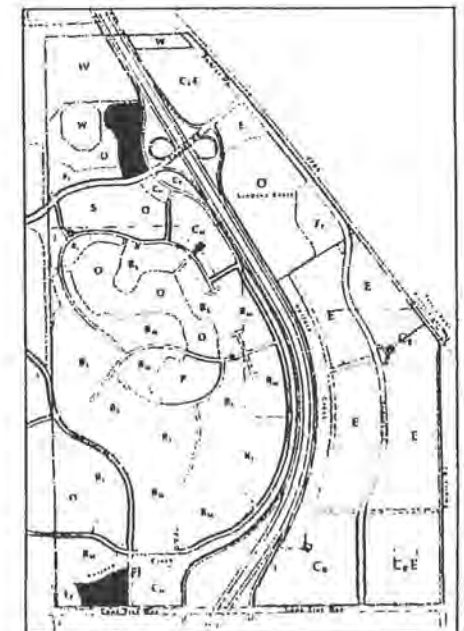


Figure 8.2a. Key map, Multifamily Residential.

8.1.1 GRADING

- The goals of these grading standards are to preserve significant features of the landscape, and to ensure graded areas are indistinguishable from adjacent natural landforms.

Grading shall be designed with soft, curvilinear forms, not sharp angles or large flat planes.

While pads for individual homes are permitted, the edges of those pads visible from the street shall be contoured to resemble natural landforms.

The numerical criteria prescribed in 8.1.1 are maximums, not averages or starting points for negotiations.

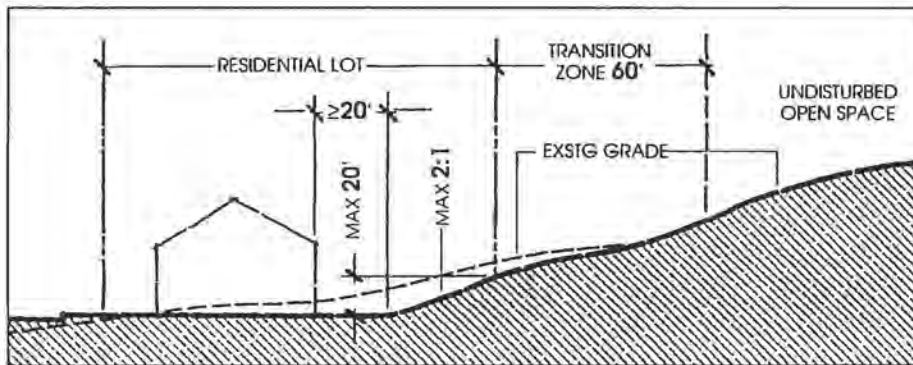


Figure 8.1b. Grading at open space boundary.

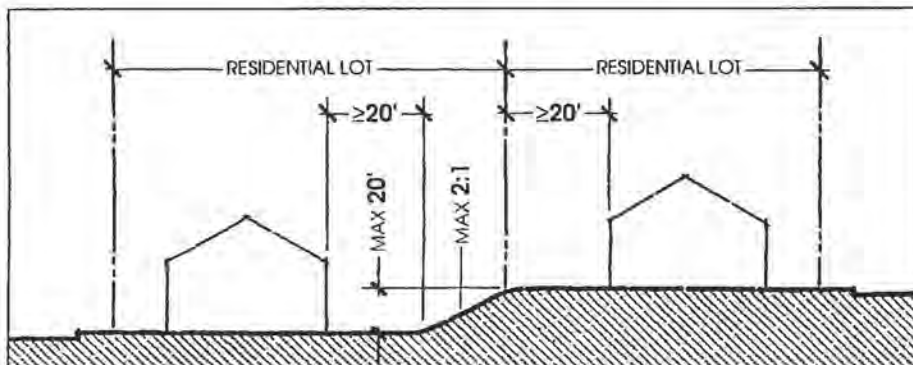


Figure 8.1c. Grading at back-to-back lots.

- The natural features of the open space land shall be preserved and used to frame and define residential areas.

Road and lot layouts shall conform to the greatest practical extent to natural landforms.

- Grading shall be contoured to blend into adjacent open spaces (Fig 8.1b).

Where residential lots back up to open space, the grade transition at the open space boundary shall have a slope no greater than 2:1.

The residential pad shall be no more than 20' lower than the elevation at the open space boundary, to ensure the house screens the view of the boundary fence and the slope below it.

Within a 60' wide transition zone along the perimeter of the open space, contour grading may be utilized to round the edge of the cut slope and blend into the adjacent natural landform. However, *most* of the grade change from the pad to the open space shall be taken up within the residential lot itself.

No grading may occur in the open space except within the transition zone. The only exception to this rule shall be to allow transition grading to extend beyond the 60' zone in specific areas where unusual topographic conditions exist. Such exceptions shall be determined case by case, and shall be designed to produce a finished condition that resembles natural landforms.

Where a street, rather than lots, abuts open space, the 60' transition zone shall be measured from the right of way line. Again, only limited contour grading may occur within the transition zone.

- Homes shall not interfere with views from the ridgetop view trail.

Buildings shall not interfere with views from the ridgetop trail. The highest point on any building must be at least 10' lower than the elevation of the nearest point on the ridgetop trail. The only exception to this rule shall be for 'saddle' points along the trail, where the trail intersects roads. Buildings may project into the views from these 'saddle' points, established based on review of the preliminary grading plan.

- Grading shall be designed to ensure adequate topsoil depth for plant materials.
- Back-to-back and side-to-side grade transitions from lot to lot shall have slopes no greater than 2:1, and shall be accommodated entirely on the lower lot (Fig 8.1c).

The maximum elevation change to be accommodated within a single back-to-back transition slope is 20'. Split pads shall be used with elevation changes greater than 20'.

- Residential pads shall be deep enough to accommodate a house plus a flat backyard at least 20' deep for two-story homes, and 15' deep for homes which are largely or entirely one story (Fig 8.1c).

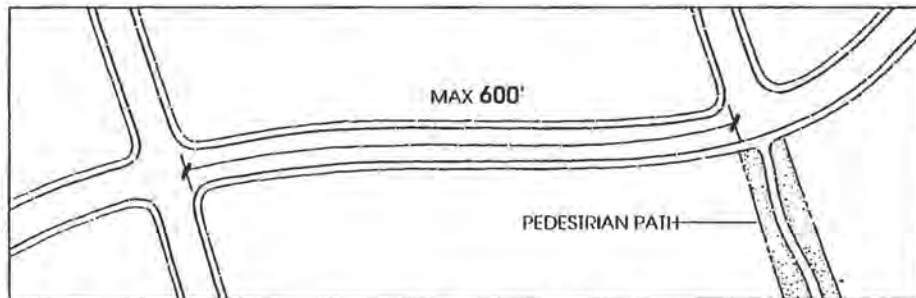


Figure 8.1d. Maximum residential block 600'.

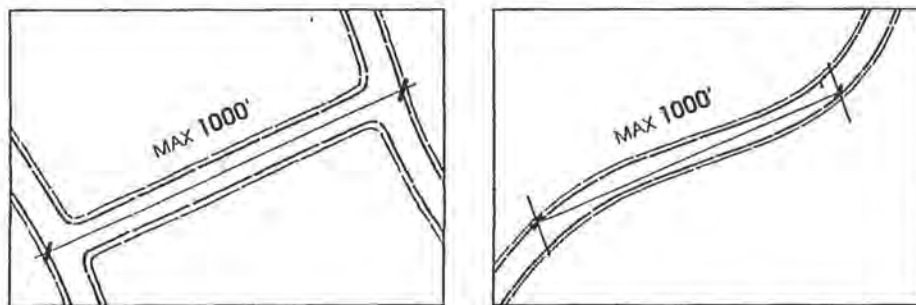


Figure 8.1e. Maximum visual length 1000'.

8.1.2 BLOCK & LOT LAYOUT

- Residential areas shall be designed to encourage pedestrian and bicycle movements.

Roads shall be planned to provide safe, pleasant and direct routes to parks, shopping centers and other destinations.

In order to avoid long, unbroken block frontages and inconvenient, circuitous routes, public streets or paths should, in general, occur at intervals no greater than 600' (Fig 8.1d).

- Roads shall be planned to provide visual interest and a sense of enclosure.

No residential street shall have a visual length of more than 1000'. This may be accomplished by tee or offset intersections, or by horizontal or vertical curvature (Fig 8.1e).

- Each RL lot shall have a minimum area of 6,000 sf, with a minimum width of 60' and a minimum depth of 90'.

For corner lots, the minimum width shall be 65'.

For lots at the ends of culs-de-sac, the front width may be reduced if the average width of the lot is at least 60'. In no case, however, shall the width at curb face be less than 37'.

- Each RM lot shall have a minimum area of 4,000 sf, with a minimum width of 50' and a minimum depth of 80'.

For corner lots, the minimum width shall be 65'.

For lots at the ends of culs-de-sac, the front width may be reduced if the average width of the lot is at least 50'. In no case, however, shall the width at curb face be less than 37'.

- Lot width shall be measured at the minimum front setback line.

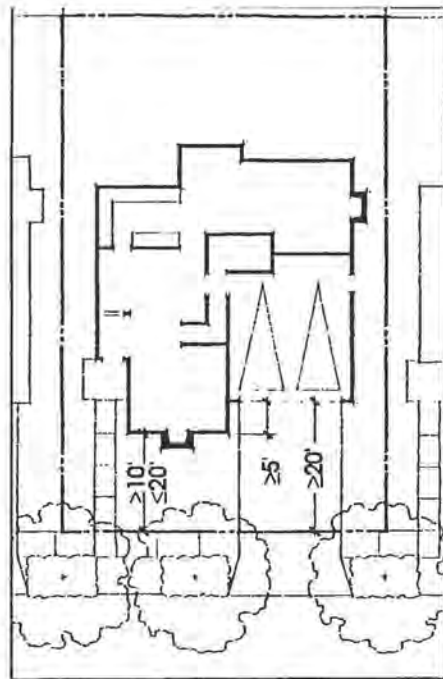


Figure 8.1f. Typical interior lot.

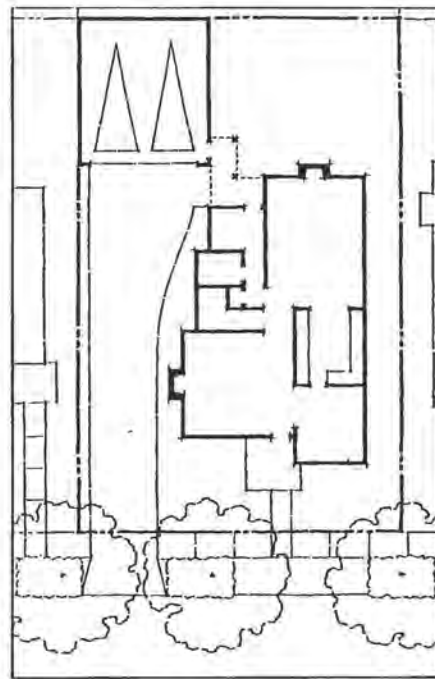


Figure 8.1g. Typical rear garage.

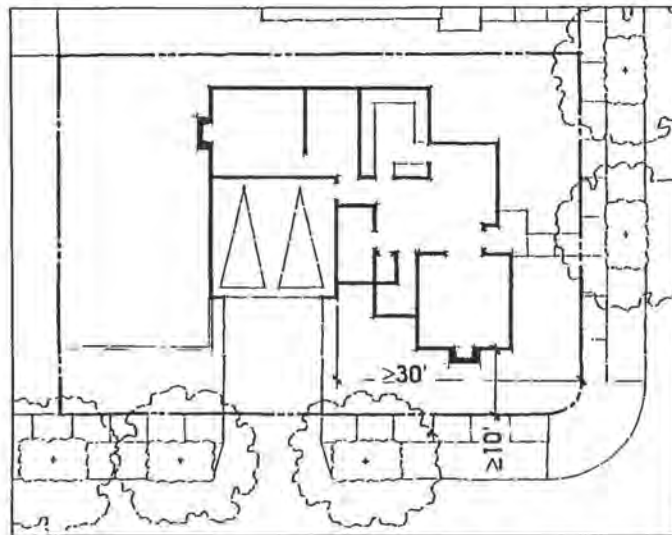


Figure 8.1h. Typical corner lot.

8.1.3 SITE DESIGN

- Front setbacks shall vary to the extent practical.
- Each block shall include some 'house-forward' models to create visual variety along the street.

On house-forward models, the first story shall be set back at least 10', but no more than 20', from the front property line (Fig 8.1f). The second story shall be set back at least 15' from the front property line.

On 'house-forward' models the garage face shall be set back at least 5' from the front facade (Fig 8.1f).

Rear garages are strongly encouraged as a means to create visual variety along the block frontage (Fig 8.1g). Such models must be designed to preserve a usable back yard, and to minimize the adverse impact of the garage on adjacent properties.

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

While some models may use side-facing entrances for variety, at least 75% of the homes on each block shall have front-facing entrances.

The width of the garage shall be no greater than 50% of the width of the lot. Garage width shall be defined as the combined width of all garage door openings.

- Corner homes shall be designed so both exposed facades face and enhance the street (Fig 8.1h).

On corner lots, the side facade facing the street shall be at least 10' from the property line.

On corner lots, the garage face shall be at least 30' from the corner.

- All homes shall have usable back yards.

Residential pads shall be deep enough to accommodate a house plus a flat backyard at least 20' deep for two-story homes, and 15' deep for homes which are largely or entirely one story (Fig 8.1c).

- Side yards shall vary to increase variety and provide more light and privacy to homes.

All interior side facades shall be set back at least 5' from side property lines in both the RL and RM districts.

In both districts, at least 25% of homes on interior lots shall have one side facade set back at least 10', and the other at least 5', from the respective side property lines.

No side or rear setbacks are required for detached accessory structures, other than those required to meet the fire code; therefore, rear garages (as shown in Figs 8.1g and 8.1j) are one way to meet the above standard.

In the RL district, all two-story homes on interior lots shall have one side facade set back at least 10', and the other at least 5', from the respective side property lines.

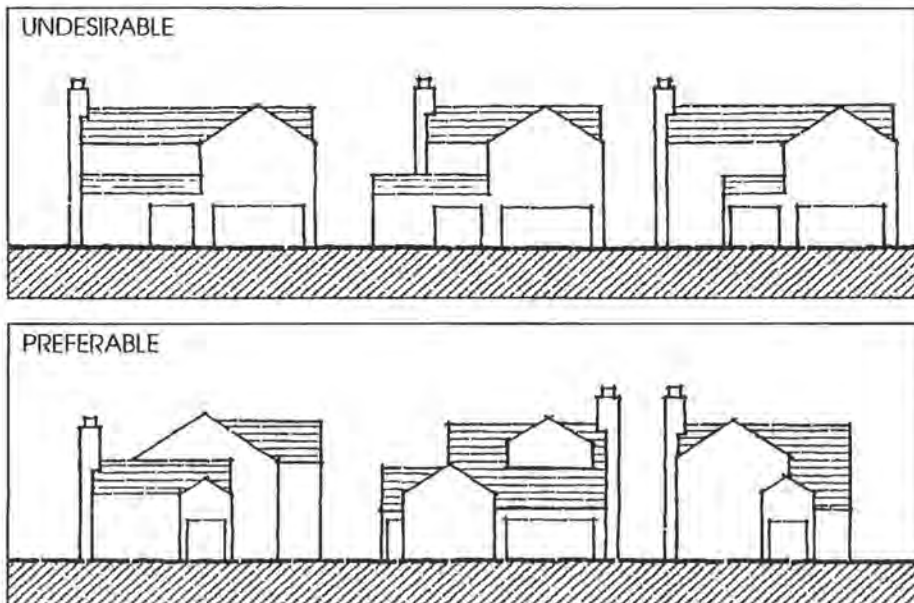


Figure 8.1i. At least 3 distinct models per frontage.

8.1.4 ARCHITECTURAL DESIGN

- Architecture within each residential area shall reflect a common vocabulary of forms, details and materials.
- The architecture of adjacent residential areas should reflect distinct, but compatible styles.

While architectural styles should be used to help create distinctive identities for residential areas, they should not clash. The goal is to create a pleasing variety within a coherent whole.

- Block frontages shall present a balance of variety and harmony.

Homes on each block frontage shall include at least 3 distinct models, plus one or more variations for corner lots. Homes of the same model may not occur on adjacent lots.

Models shall be truly distinct in plan and form. Superficial facade variations are not in themselves adequate to create variety (Fig 8.1i).

Each block frontage shall include a variety of one- and two-story forms. Other visible groups of facades (particularly rear facades on downslope lots) shall also include a variety of one- and two-story forms.

- All facades shall be well composed and articulated.
Wall and roof planes shall include 3-dimensional elements (chimneys, balconies, bay windows, dormers) to break up large surface planes and create a human scale.
- All facades of a home shall employ the same vocabulary of forms, details and materials.
Side and rear facades exposed to public view (such as rear facades on downslope lots, or side facades on wide side yards) shall be similar in articulation and detail to front facades (Fig 8.1j).
- Details shall reinforce and enhance architectural form and style.
On homes designed with clear reference to a particular style or period, all details shall be consistent with that style or period.

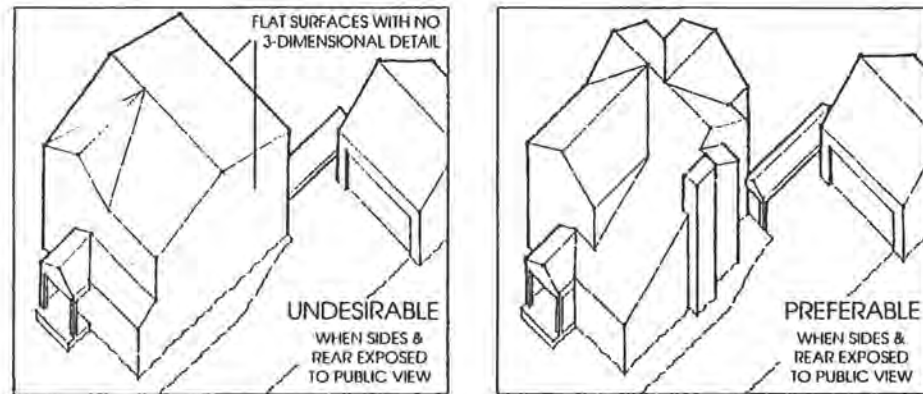


Figure 8.1j. Similar articulation and detail on all exposed facades.

- Roof forms shall be consistent on all parts of the house.

Individual homes may have a mix of flat and pitched roofs, but all pitched roofs on a home shall have a similar pitch.

Roof forms shall be consistent over the entire roof, from front to back and side to side (Fig 8.1j). For example, if a hip roof form is used on the front facade, it shall also be used on other facades so as not to create the 'assembly-line cut-off look' common in production housing.

- On corner homes, architectural style and details shall be consistent on both exposed facades.
- Stairways, fences, trash enclosures and other accessory elements shall be designed as integral parts of the architecture.

Fences visible from streets, such as those on corner lots, shall be architecturally designed and shall complement the architecture of the homes they serve.

8.1.5 ARCHITECTURAL MATERIALS

- Architecture within each residential area shall use a common palette of materials, which convey an image of quality and durability.
- All facades of a building shall employ the same vocabulary of materials.

The entire home shall be a coherent architectural composition. Transitions from front facades to sides and rears shall be graceful, not abrupt.

On corner homes, architectural materials shall be consistent on both exposed facades.

- Materials shall reinforce and enhance architectural form and style.

On homes designed with obvious references to a particular style or period, the materials should be consistent with that style or period.

Changes in surface materials shall occur at inside corners of changes in surface plane (Fig 8.1k).

- Certain materials have an inherently inexpensive, insubstantial, or garish quality, and are prohibited. These include:

Roofs: composition shingles; glazed or painted tiles; metal or other sheet materials. Walls: vinyl; metal; plywood or other sheet materials.

Wood or hardboard siding, if used, must be shiplap or board-and-batten. Shiplap must be installed so there are no visible joints. Board-and-batten must be installed so there are no visible joints in the underlying 'board' material.

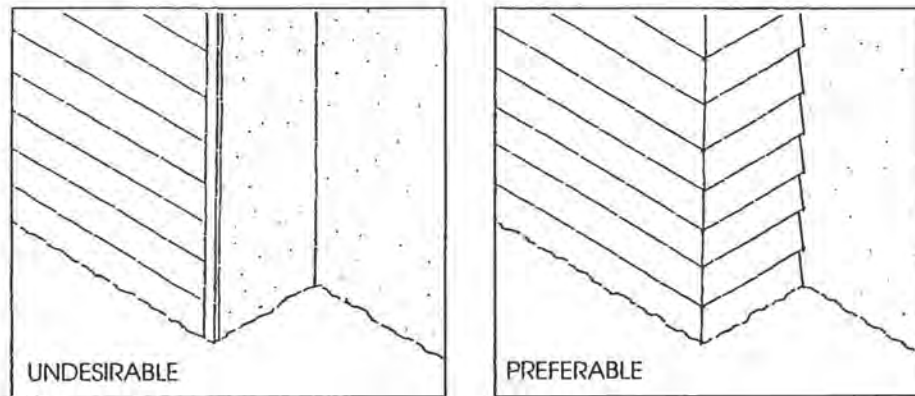


Figure 8.1k. Material changes at inside corners.

8.1.6 LANDSCAPE

- Residential streets shall incorporate the landscape improvements described in Section 5.3.

A program of landscape improvements and ongoing maintenance shall be included as part of each development proposal.

- Lots adjacent to open space areas shall incorporate a firebreak as described in the city landscape guidelines.

8.2.1 SITE DESIGN

- Buildings shall frame the gateways and form an entry portal to the community (Figs 8.2b-8.2c).

Buildings and parking lots shall be set back at least 25' from public rights of way, and facades shall align with the streets they face.

Buildings shall occupy both corners of the gateway entry. Given their visual importance, the corner buildings should be the most distinctive buildings on their respective sites.

Building facades within 35' of the right of way shall comprise at least 50% of both frontages of the Lone Tree gateway.

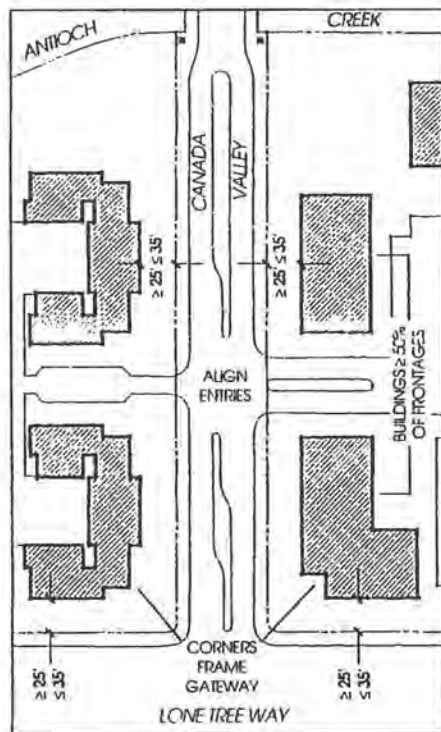


Figure 8.2b. Lone Tree Way community gateway (see 5.3.10 for landscape).

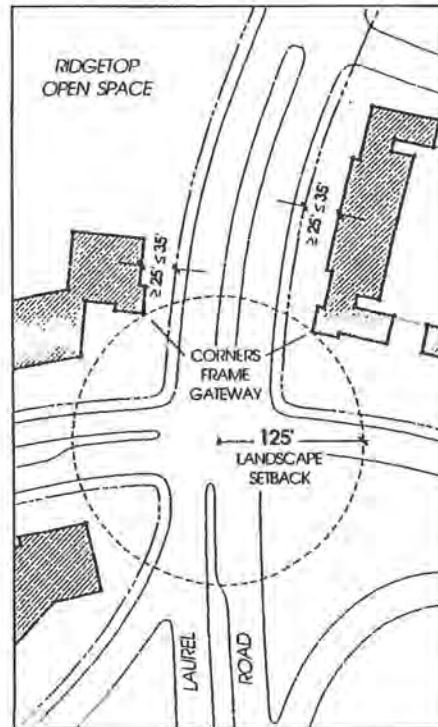


Figure 8.2c. Laurel Road community gateway (see 5.3.9 for landscape).

- The multifamily complex shall be sited and designed to take maximum advantage of natural amenities.

On the Lone Tree Way site, the complex shall provide views of and from the creek. On the Laurel Road site, the complex shall provide direct access to the ridgetop view trail.

- Buildings within the site shall be sited and configured to ensure visual and acoustic privacy.

Front-to-front, front-to-rear, and rear-to-rear separations shall be at least 30'; front-to-side at least 25'; and side-to-side and side-to-rear at least 20'.

Building shall be set back at least 15' from the curb lines of internal roads and parking lots.

Units shall be entered from vestibules or stair landings serving no more than 4 units per floor. No unit entrance shall require circulation past windows of other units.

- Building forms shall be used to frame secure, observable common spaces.

Units shall face and observe roads, paths and common open spaces and, conversely, unit entrances shall be visible from those spaces, in order to enhance the security of residents.

- Public, communal, and private spaces shall be clearly distinguished.

While walls and gates are obvious devices to delineate 'ownership' of spaces, more subtle devices such as changes in grade and landscape often work nearly as well, and should be encouraged.

- There shall be a continuous system of pedestrian paths through the complex.

Residents shall be able to walk to and from their cars without maneuvering through parked cars.

- Entry drives shall be designed to create a positive identity for the complex.

The entry drive shall include sidewalks and formal rows of trees on both sides (Fig 8.2d). The clubhouse and common open space shall be directly visible from the entry drive.

Buildings shall be set back at least 15', but no more than 30', from the curb line of the entry drive. At least half the units fronting on the entry drive shall have their principal entrances on the entry drive.

- Parking shall be unobtrusive and shall not disrupt the quality or continuity of the complex.

Visible long, unbroken rows of parked cars or garage doors shall not be permitted. Parking shall instead be distributed over the site in discrete lots or courts (Fig 8.2e).

- Services shall be sited and designed to be unobtrusive and invisible from public areas and open spaces.

Trash bins, utility meters, transformers and other service elements shall be enclosed or otherwise concealed from view.

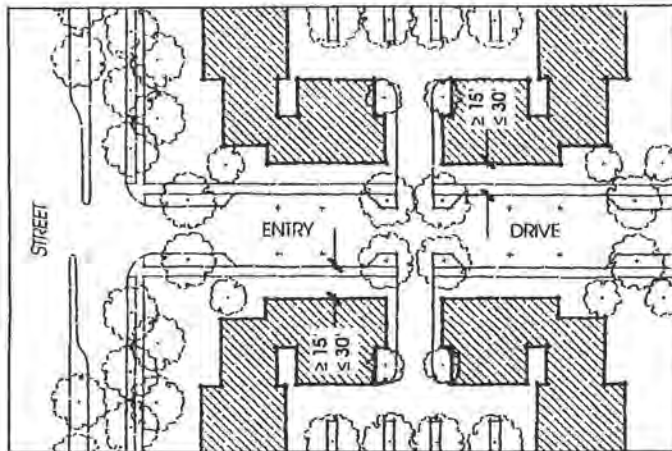


Figure 8.2d. Entry drive.

8.2.2 OPEN SPACE

Multifamily housing must provide both common and private open space. Common open space is for the use of all residents. This open space must be usable, and only landscaping that enhances its use value is permitted. Decorative landscape, such as flower beds, is not usable open space. Private open space is only for use of the residents of the adjacent unit, and may be in the form of a ground-floor yard, patio or deck, or an upper-floor balcony.

- The complex shall provide at least 60 sf of private open space per unit, along with adequate common open space.

No yard, patio, or deck shall have a dimension less than 10'. No balcony shall have a dimension less than 6'.

- Play spaces for children are strongly encouraged, and shall be both secure and observable.

Common open spaces intended as play areas for children shall be directly observable from active living spaces in the units they serve.

Buildings shall be configured to provide enclosure for the space, but the space shall also be observable from the entry drive. Access shall be designed to discourage children from straying out and intruders from sneaking in.

- Recreational amenities shall enhance the sense of community.

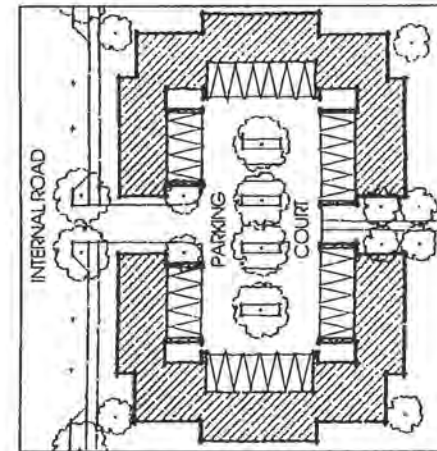


Figure 8.2e. Parking court.

The complex shall include a central recreational facility. Its specific elements shall be selected to meet the needs of prospective residents. For example, a project designed for singles and couples might include a pool and exercise room, but a playground might be preferable for a family-oriented project.

A clubhouse available for use by residents of the complex is strongly encouraged as an element of the recreational facility.

- Common open space shall have a direct, positive relationship to adjacent public open space.

On the Lone Tree Way site, the common open space shall provide views of and from the creek (Fig 8.2f). On the Laurel Road site, the common open space shall provide direct access to the ridgetop view trail.

Landscaping shall create a graceful transition from common to public open space.

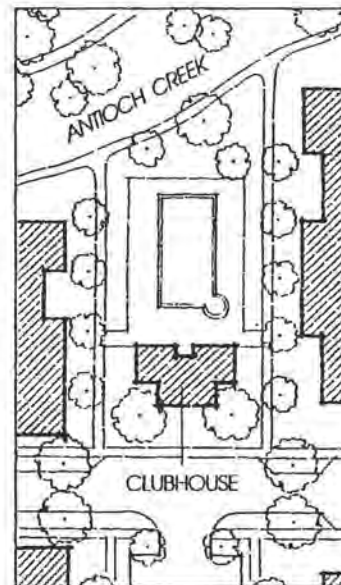


Figure 8.2f. Units frame and observe open space.

8.2.3 ARCHITECTURAL DESIGN

- Architecture within the complex shall utilize a single, unifying vocabulary of forms and details.

Visual interest shall be created by articulation of planes and volumes and the subtle use of color, not by abrupt changes in style.

- Building forms shall be articulated by varying roof heights and wall planes.

Facades shall include 3-dimensional elements (chimneys, balconies, bay windows, dormers) to break up large surfaces and create a human scale.

Long, unbroken volumes and large, unarticulated wall and roof planes shall be prohibited. Every facade shall be well composed and articulated.

- Buildings shall respect the scale and character of nearby residential areas.

Buildings shall be no greater than 35' in height.

Traditional elements such as pitched roofs and chimneys can help create a graceful visual transition from the arterial to residential districts.

- Architectural treatment shall be consistent on all building facades.
- Roof forms shall cover the entire width and depth of buildings.

Superficial roof forms (such as 'mansards') affixed to the building edge are prohibited.

- Stairways, fences, trash enclosures and other accessory elements shall be designed as integral parts of the architecture.

Manufactured components such as stairways and sheds are prohibited.

8.2.4 ARCHITECTURAL MATERIALS

- Architectural materials shall be selected to convey an image of quality and durability.
- Architectural materials on each building shall be consistent on all facades.
- Materials shall reinforce and enhance architectural form and style.

Changes in materials shall occur at inside corners of changes in surface plane.

On buildings designed with obvious references to a particular style or period, the materials shall be consistent with that style or period.

- Roofs shall be clad in clay or concrete tile; walls shall be clad in plaster, brick or wood.

Flat roofs may be allowed, but only if they are concealed from public view by continuous parapets, or by pitched roofs of the above materials.

Wood or hardboard siding, if used, must be shiplap or board-and-batten. Shiplap must be installed so there are no visible joints. Board-and-batten must be installed so there are no visible joints in the underlying 'board' material.

- Certain materials have an inherently inexpensive, insubstantial, or garish quality, and are prohibited. These include:

Roofs: composition shingles; glazed or painted tiles; metal or other sheet materials. Walls: vinyl; metal; plywood or other sheet materials.

8.2.5 LIGHTING

- Lighting within the complex shall consist entirely of fixtures on poles no greater than 16' in height, but preferably lower. Pole fixtures shall be supplemented by low bollards and other path lighting.
- Fixtures shall incorporate cutoffs to screen the view of light sources from residences.

8.2.6 LANDSCAPE

- All site areas not covered by structures, walkways, driveways or parking spaces shall be landscaped.

The landscape shall, as a rule, consist of live plants. Gravel, rock, bark and other like materials are not a substitute for plant cover.

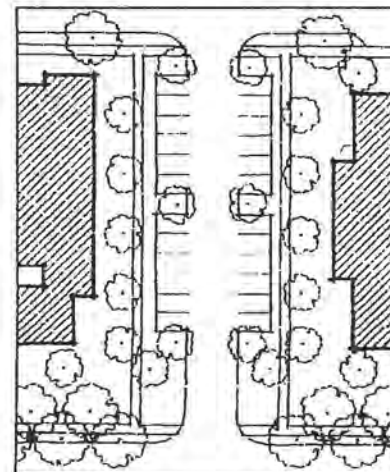
Plazas and other areas subject to heavy traffic may be surfaced with a combination of plants and decorative paving.

The landscape shall include permanent, automated irrigation.

- Plant materials shall be primarily natives and other climate-suited varieties.

Water-intensive plants, such as lawns and flowering exotics, shall be used only sparingly as accents.

- Mature trees, rock outcrops, creeks and other desirable natural site features shall be preserved and incorporated into the landscape plan.
- Site landscaping within the complex shall include formal, regularly spaced trees along roads and paths, combined with more informal, relaxed plantings in common open spaces and interstices.
- Parking lots shall be generously landscaped to provide shade, reduce heat and glare, and provide visual interest.



Each row of spaces in a surface lot shall provide one planting bed at least as wide and long as one parking space at intervals of 4-6 spaces (Fig 8.2g). Each shall be planted with at least one min 15 gal tree plus ground cover.

Figure 8.2g: Parking lot landscaping.



The community retail center in FUA 2 is envisioned as not merely a generic strip center, but rather as an integral part of the community. It should have a public, pedestrian-friendly character, and its architecture and landscape should complement and enhance the residential areas it serves.

The western half of FUA 2 has two primary 'gateways': at Laurel Road and at Lone Tree Way. In both locations, the gateway is flanked on one side by community retail and on the other by multifamily residential; it is unlikely, therefore, both sides will be developed at the same time, or by the same developer. However, because these gateways will set the tone for the entire community, both frontages must work together to create an elegant, harmonious entry.

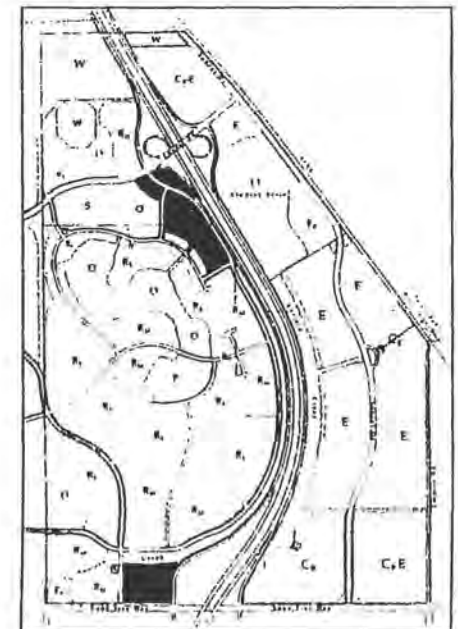


Figure 8.3a. Key map, Community Retail.

8.3.1 SITE DESIGN

- Buildings shall frame the gateways and form an entry portal to the community (Figs 8.3b- 8.3c).

Buildings and parking lots shall be set back at least 25' from public rights of way, and facades shall align with the streets they face.

Buildings shall occupy both corners at the gateway entry. Given their visual importance, the corner buildings should be the most distinctive buildings on their respective sites.

Building facades within 35' of the right of way shall comprise at least 50% of both frontages of the Lone Tree Way gateway.

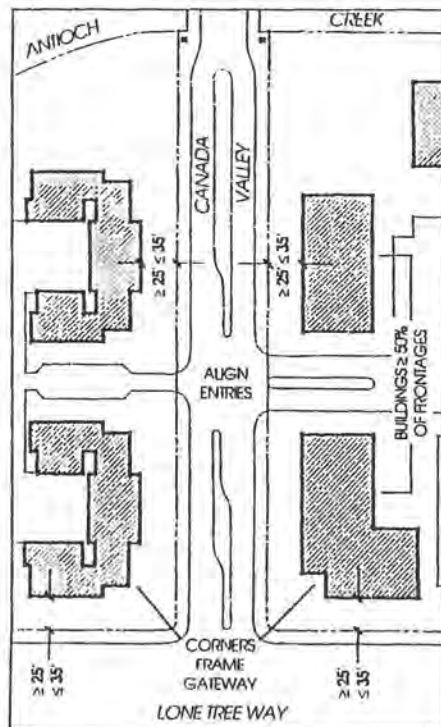


Figure 8.3b. Lone Tree Way community gateway (see 5.3.9 for landscape).

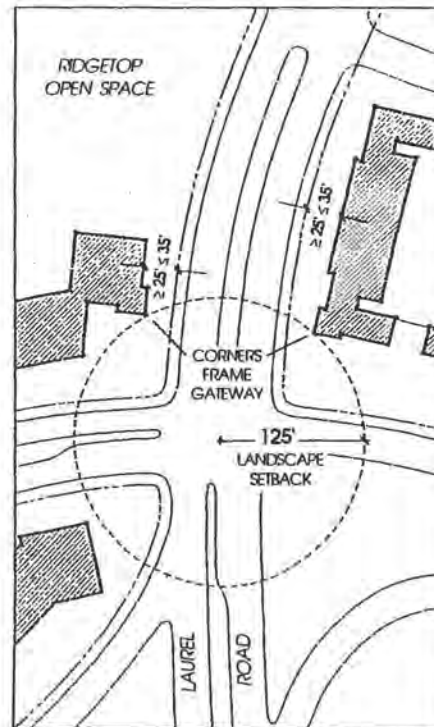


Figure 8.3c. Laurel Road community gateway (see 5.3.9 for landscape).

- The center shall comfortably accommodate pedestrians as well as cars.

Residents shall be able to walk a direct route from their homes to center stores without traversing parking lots.

A continuous pedestrian sidewalk shall link all stores in the center. Sidewalks shall be at least 10' in width and shall be framed by store-fronts, awnings and landscaping (Fig 8.3j).

- The center shall include a public plaza, located at the main pedestrian entrance (Figs 8.3d-8.3e).

A community retail center, if properly designed, can be a place where neighbors meet, socialize, and share information. In order to serve this important purpose, however, it must provide an inviting public space.

The plaza shall include both paved and planted areas, and shall provide a generous amount of seating. At least one cafe, deli, or restaurant shall face the plaza.

In general, these plazas need be no larger than 8,000-12,000 sf. However, where the plaza is located, and how it is framed by active, complementary uses, are just as important as its size.

On the Lone Tree Way site, the plaza shall be designed to provide views of and from the creek, and shall provide direct access to the creek trail.

- Parking areas shall be designed to maximize the utilization of angled parking.
- Bicycle parking shall be provided as required by the City Parking Ordinance.
- Bus stops with shelters shall be conveniently located to serve the retail center, and a continuous sidewalk shall link the bus stop to all stores in the center.

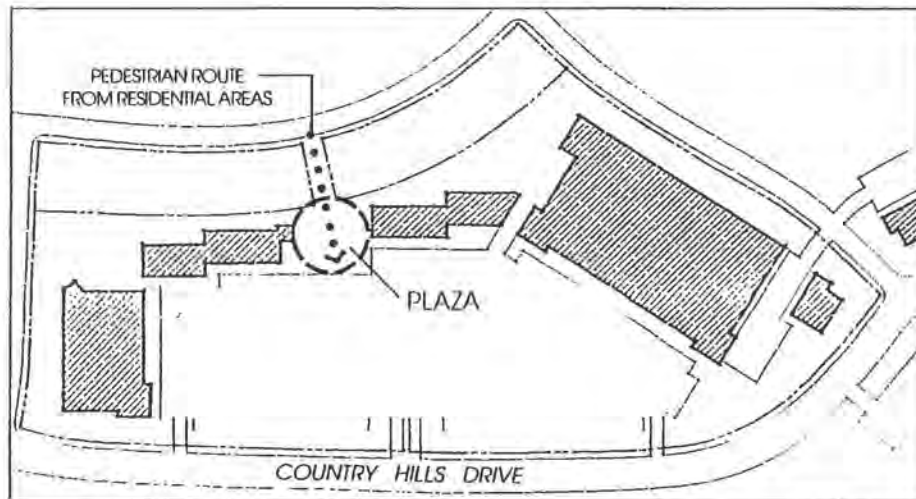


Figure 8.3d. Illustrative plan, Laurel Road retail center.

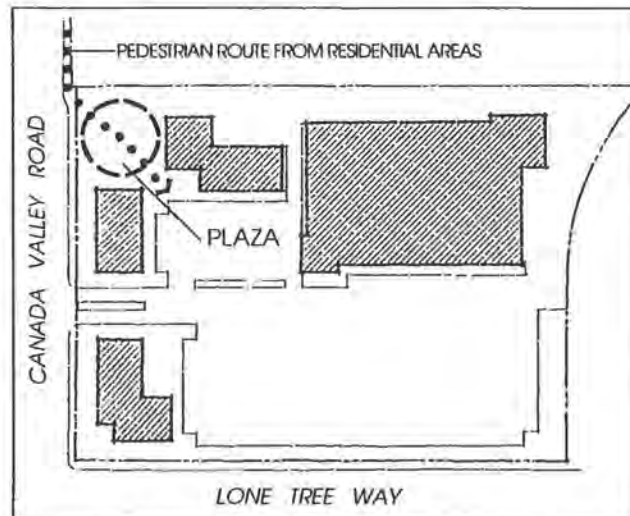


Figure 8.3e. Illustrative plan, Lone Tree Way retail center.

- Service facilities shall be concealed from public view.

Trash bins and compactors, utility meters, transformers, and other service elements shall be enclosed or otherwise entirely concealed from view. Service enclosures shall be designed as integral elements of the center architecture.

Loading areas shall be separated from residential lots by a solid wall and a 10' landscaped strip, planted with densely foliated trees. The wall shall be of adequate height to conceal the view of docks and trucks from adjacent homes.

In general, loading areas shall not be visible from any public street, nor from Antioch Creek.

- Drive-thru windows shall be limited to two per center.

Neither service windows nor stacking lanes shall face public streets.

- Buildings shall be sited, designed and landscaped to minimize their adverse visual impacts on nearby open spaces and residences.

The Lone Tree site backs up to the Antioch Creek open space, while the Laurel Road site backs up to residences. Both these interfaces must be treated with extreme care.

Section 8.3.4 prescribes landscape treatments for the perimeters of retail sites. However, it is also important these perimeters not be merely long, blank edges that separate the center from its community. The public plazas described above help break the visual monotony of these edges by providing views, and pedestrian routes, into the center.

Buildings shall be set back from property lines abutting residential lots at least 1.5' for each 1' of building height, although this setback may be reduced where there is also a change in grade at the property line. Windows, if any, shall be located to preclude direct views into adjacent homes or yards within 100'.

8.3.2 ARCHITECTURAL DESIGN

- The center shall be designed as a composition of distinct, but related forms (Fig 8.3f).

Building forms shall be articulated by varying roof heights and wall planes. Long, unbroken volumes and large, flat planes shall be avoided.

A mix of one- and two-story forms is strongly encouraged as a way to increase visual interest and diversify the mix of activities in the center.

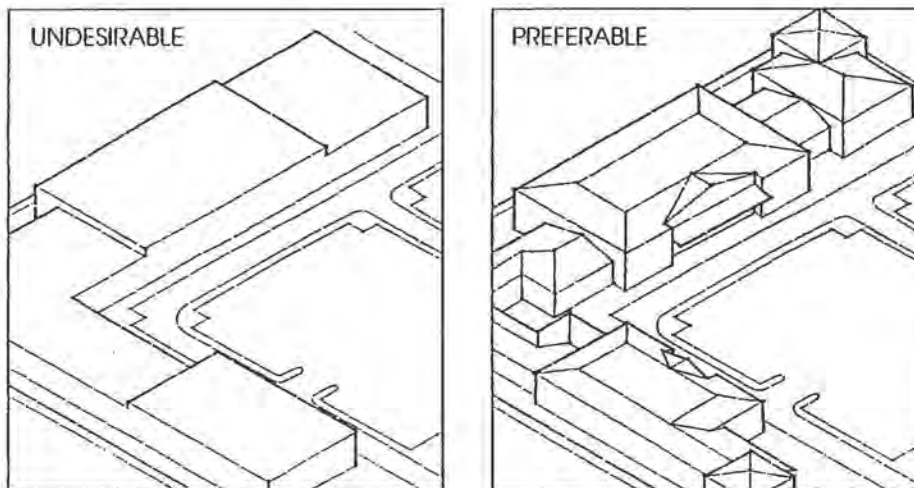


Figure 8.3f. Articulation of building forms.

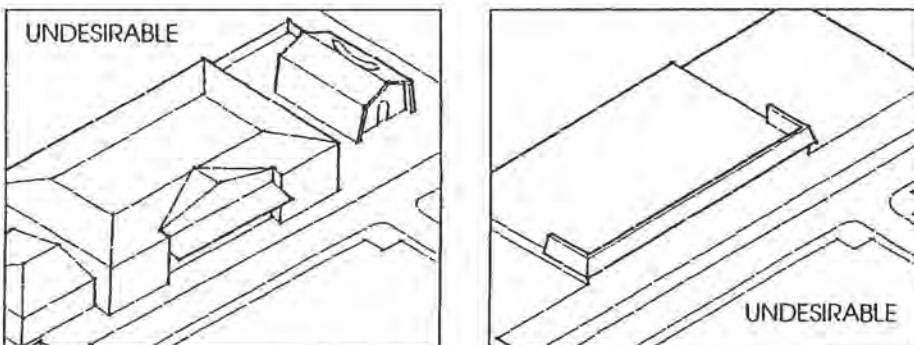


Figure 8.3g. Franchise architecture.

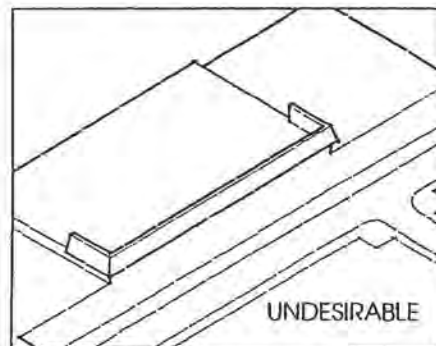


Figure 8.3h. Superficial roof forms.

- Architecture shall respect the scale and character of nearby residential areas.

Traditional elements, for example pitched roofs or covered arcades, can help create a graceful visual transition from the arterial to residential districts.

- Architecture within the center shall employ a single, unifying vocabulary of forms, details and materials.

Visual interest shall be created by articulation of planes and volumes and the subtle use of color, not by abrupt changes in style.

Franchise architecture, such as pseudo-historic styles or 'trademark' roof shapes, which sacrifice the integrity of the center to promote a single tenant, is prohibited. (Fig 8.3g).

All facades of a building shall draw from the same vocabulary of forms, details and materials. Transitions from front facades to sides and rears shall be graceful, not abrupt.

- Roofs shall be designed as integral elements of the center architecture.
Roof forms or parapets shall be continuous around the entire building, not superficial forms limited to the most visible areas (Fig 8.3h).
- Buildings shall present interesting, inviting street facades.

Display windows shall comprise at least 33% of the width of each facade that faces a public street.

Where large blank wall sections are unavoidable, they shall be articulated with 3-dimensional elements, such as planters, and softened with vines and shrubs.

- Services and equipment shall be enclosed, buried, or otherwise concealed from view.

Roof-mounted equipment shall be concealed by enclosures consistent in design with the building roof.

- Dock and service enclosures and other auxiliary structures shall be designed as integral elements of the center architecture.

8.3.3 ARCHITECTURAL MATERIALS

- Architectural materials shall be selected to convey an image of quality and durability.

Loud colors, materials and signs are unnecessary in a center that serves the routine day-to-day needs of local residents. Subtler, more elegant materials can help create a graceful visual transition from the arterial to residential districts.

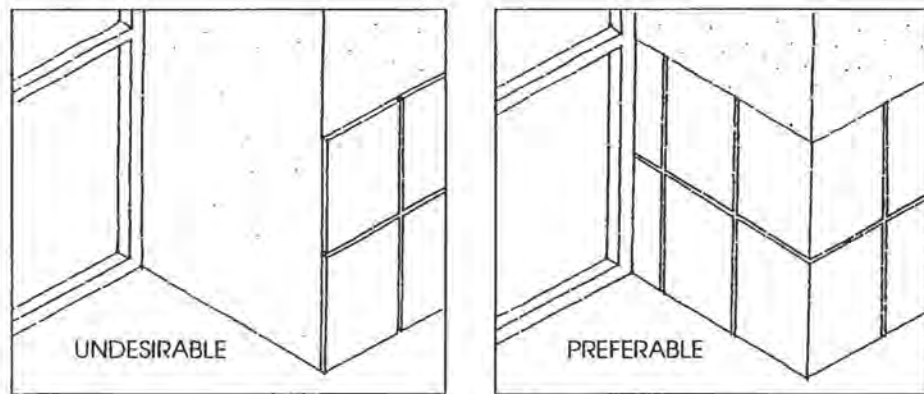


Figure 8.3i. Material changes at inside corners.

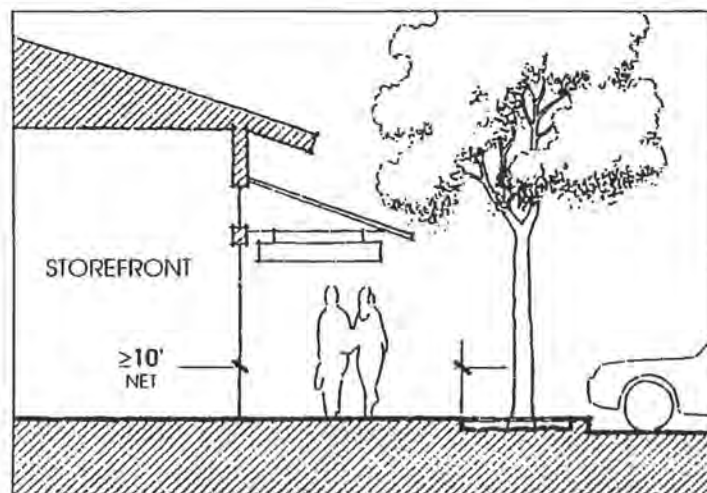


Figure 8.3j. Typical section, storefront within center.

- All facades of a building shall employ the same vocabulary of materials.

Transitions from front facades to sides and rears shall be graceful, not abrupt.

- Materials shall reinforce and enhance architectural form and style.

Changes in materials shall occur at inside corners of changes in surface plane (Fig 8.3i).

On buildings designed with obvious references to a particular style or period, the materials shall be consistent with that style or period.

- Roofs shall be clad in clay or concrete tile; walls shall be clad in plaster, brick or wood.

Flat roofs may be allowed, but only if they are concealed from public view by continuous parapets, or by pitched roofs of the above materials.

Wood or hardboard siding, if used, must be shiplap or board-and-batten. Shiplap must be installed so there are no visible joints. Board-and-batten must be installed so there are no visible joints in the underlying 'board' material.

Accent materials may include stone; anodized or thermoacrylic coated metals; and wood with a minimum nominal dimension of 2".

- All ground floor display windows shall be clear glass. Windows on upper floors may be lightly tinted, but may not be reflective.
- Certain materials have an inherently inexpensive, insubstantial, or garish quality, and are prohibited. These include:

Roofs: composition shingles; glazed or painted tiles; metal or other sheet materials. Walls: vinyl; metal; plywood or other sheet materials.

8.3.4 LANDSCAPE

- All site areas not covered by structures, service yards, walkways, drive-ways or parking spaces shall be landscaped.

The landscape shall, as a rule, consist of live plants. Gravel, rock, bark and other like materials are not a substitute for plant cover.

Plazas and other areas subject to heavy traffic may be surfaced with a combination of plants and decorative paving.

The site landscape shall include permanent, automated irrigation.

- Plant materials shall be primarily natives and other climate-suited varieties.

Water-intensive plants, such as lawns and flowering exotics, shall be used only sparingly as accents.
- Mature trees, rock outcrops, creeks and other desirable natural site features shall be preserved and incorporated into the landscape plan.
- Parking lots shall be generously landscaped to provide shade, reduce heat and glare, and provide visual relief from the acres of parked cars.

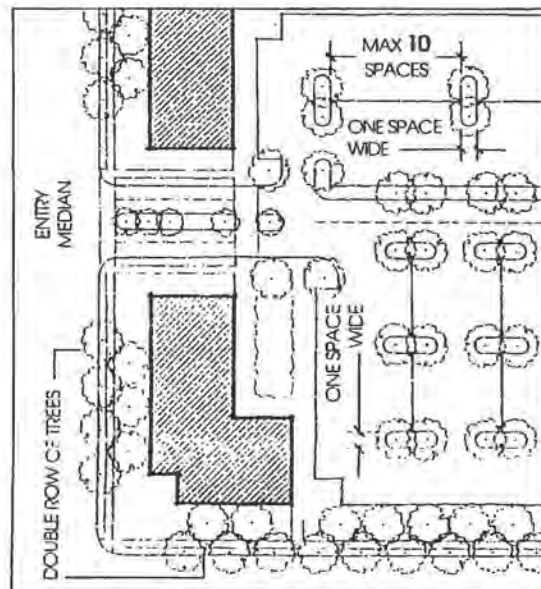


Figure 8.3k. Parking lot landscaping.

Planting beds at least one parking space wide shall be located at the ends of each row and at intervals of no more than 10 spaces. (Fig 8.3k). Each bed shall be planted with one (single-space depth) or two (double-space depth) min 15 gal trees.

Parking lot trees shall be selected and spaced so tree canopy covers at least 25% of the paved area of the lot within 10 years.

- Street frontages shall be landscaped to screen the view of parked cars and frame the public realm.

Setbacks along street frontages shall include a row of trees, spaced at the same interval as the street trees in the public right-of way. The on-site trees shall be offset by half the interval, to create a double row of alternately spaced trees framing the public sidewalk (Fig 8.3k).

Where parking lots front directly on streets, the setback shall include a berm, adequate in height to screen the view of parked cars from the street (Fig 8.3m).

This berm may be reduced on sites where the parking lot lies above the road, as long as parked cars are not visible from the road.

- Interior property lines shall be landscaped to buffer adjacent uses from visual and acoustic impacts.

Where a retail site abuts non-retail uses, there shall be a landscaped setback of at least 10', with a masonry wall at least 6' in height at the property line, except at plaza locations (Fig 8.3n).

- Sides and rears of retail buildings facing the Bypass shall be screened from view by densely foliated trees.

Loading areas and other service facilities shall be entirely concealed from view, as described in 8.3.1.

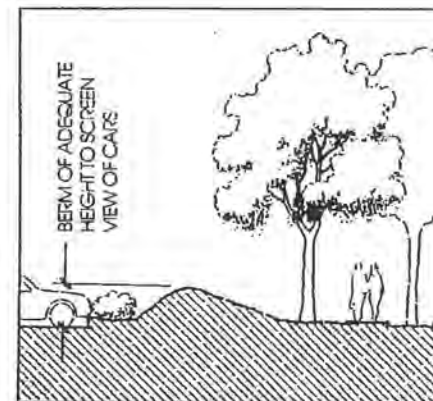


Figure 8.3m. Parking lot berm.

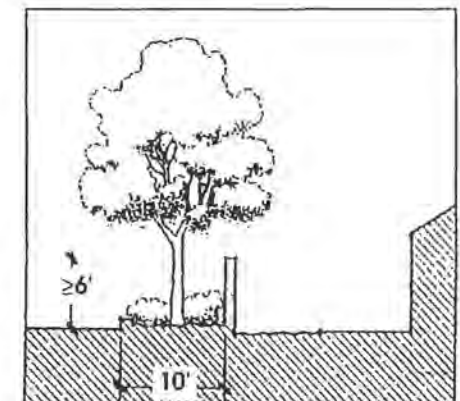


Figure 8.3n. Interior property line.

8.3.5 LIGHTING

- Lighting in retail centers shall be limited to levels adequate for public safety.
- Lighting in service areas shall be the minimum required for operation, and shall be designed to minimize the visibility of those areas.
- Low, pedestrian-scale fixtures are encouraged to help identify and light pedestrian routes.
- Light fixtures shall employ shielding to ensure no light sources are directly visible from outside the site.

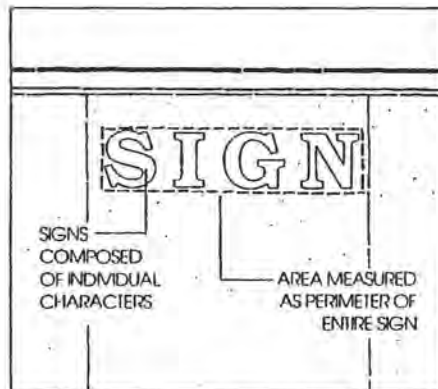


Figure 8.3o. Sign area.

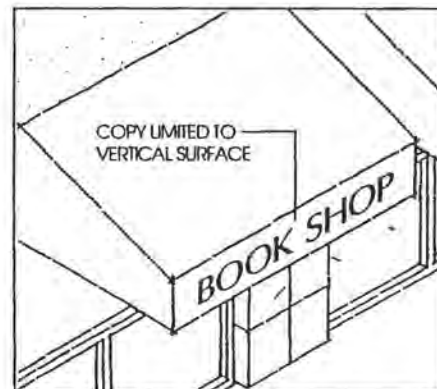


Figure 8.3p. Awning signs.

8.3.6 SIGNS

- Signs and other graphics shall be an integral part of the center design.

The center design shall include a comprehensive sign program, with designs for known tenants and criteria for unknown future tenants. Sign design shall complement and enhance the center architecture.

- Signs shall respect the scale and character of nearby residential areas.

Large, garish signs are unnecessary in a center that serves the routine day-to-day needs of local residents. Subtler, less intrusive signs can help create a graceful visual transition from the arterial to residential districts.

- Each center may have one detached monument sign per arterial or collector frontage to identify the center and up to two tenants; all other signs must be affixed to buildings.
- The cumulative area of all affixed signs in the center shall be no greater than 1 sf per lineal foot of storefront in the center (Fig 8.3o).
- Affixed signs shall be composed of individual characters; cabinet signs are prohibited.

Individual characters shall be no greater than 18" in height for minor tenants. Major tenant signs shall be reviewed case by case, but in general shall not exceed 36".

- Affixed signs shall be placed only on vertical surfaces below the eave or parapet line; roof top signs are not permitted.
- Awning signs are allowed, but graphics shall be confined to vertical surfaces (Fig 8.3p).

Awning signs shall count against the maximum individual and cumulative areas for affixed signs.

Illuminated awnings are prohibited.

- Suspended signs are allowed under awnings or canopies, but each face shall have an area no greater than 6 sf.

Suspended signs shall count against the maximum individual and cumulative areas for affixed signs.



The ELTA employment center is envisioned as a campus-like environment with a mix of large and small employers. In order to achieve and maintain its status as a desirable business address, development projects within the center must reflect high standards of design and workmanship. While higher intensity uses are encouraged at its core, the balance of the center is expected to consist primarily of low, conservatively designed buildings with surface parking. The landscape, therefore, is as important as architecture in establishing the image and identity of the employment center.

Two features of the landscape are particularly important: the travel experience into and through the center along Sunset Drive; and the major visual and recreational amenity provided by the Antioch Creek and Lindsey Basin open spaces. The landscape along Sunset Drive, including the gateways to the employment center from the north and south, is described in section 5.4; Antioch Creek and Lindsey Basin are described in section 4.

In approving a planned unit development within the employment center, the City may deviate from the standards prescribed in this section, as long as the resulting project is at least comparable in quality to the level established by these standards.

ELTA includes two sites, designated Cr/E, which may be developed for either regional retail or employment. On the Cr/E sites, the standards in this section apply if they are developed for employment; section 8.5 applies if they are developed for regional retail.

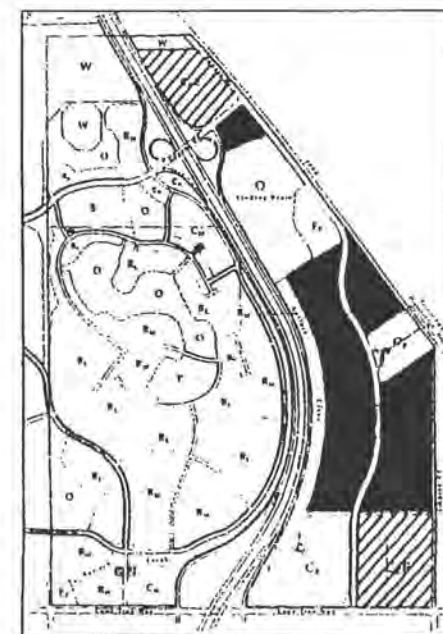


Figure 8.4a. Key map, Employment
(hatching indicates Cr/E sites)

8.4.1 SITE DESIGN

- Buildings shall be sited and designed to frame and enhance the street, and contribute positively to the image of the employment center.

Buildings shall be set back at least 20' from all streets. Parking lots shall be set back at least 20' from Sunset Drive, and at least 10' from other employment center streets.

The main entrances to buildings, or to multi-building complexes, shall face the street or central plaza.

Buildings shall be designed so major facade planes align with the streets they face.

- Buildings on corner sites shall emphasize the corner as a focal point.

Corners shall be the location of either a prominent architectural feature or a landscaped plaza framed by the buildings (Fig 8.4b-8.4c).

Parking lots shall not be located within 50' of corners (Fig 8.4b).

- Multi-building complexes shall be designed to function for both single and multiple tenants.
- Most of the parking on the site shall be located to the sides and rears of buildings.

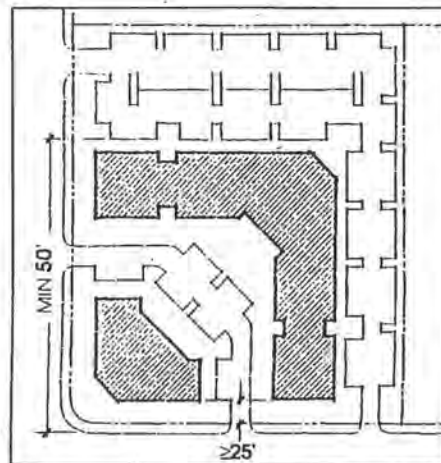


Figure 8.4b. Building emphasizes corner.

While some visitor and other short-term parking may be located in front of the building, the front facade shall not be separated from the street by more than one bay ($\pm 60'$ wide) of parking (Fig 8.4d).

Truck parking and loading shall be located to the sides and rears of buildings, and the buildings shall screen direct views of trucks from the street (Fig 8.4d).

- Plazas and other open spaces within each site shall be primarily framed and defined by buildings (Fig 8.4e)
- The site shall comfortably accommodate pedestrians as well as autos.

Each building shall have a direct pedestrian walkway from the street to the main entrance or entry courtyard. While the walkway may cross the front parking lot, it shall be designed to ensure the primacy of pedestrians.

- Service facilities shall be screened from public view.

Trash bins and compactors, utility meters, transformers, and other service elements shall be enclosed or otherwise screened from public view by landscaping or architectural enclosures. Such enclosures shall be designed as integral elements of the building architecture.

Loading areas shall be located at the sides or rears of buildings, and shall be screened from public view.

- Sites which abut Antioch Creek or Lindsey Basin shall present an attractive appearance when viewed from the creek or basin and from the Route 4 Bypass.

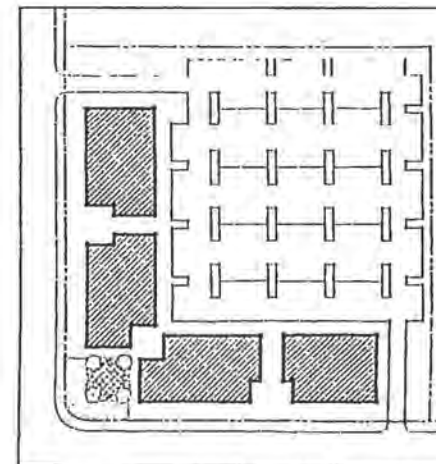


Figure 8.4c. Corner plaza framed by bldgs.

Very large parcels may have frontage on both Sunset Drive and Antioch Creek, and therefore may have large surface parking lots on the creek side of the buildings. On such sites, it is very important the parking lots be generously landscaped (see 8.4.4) and that loading and other service areas be adequately screened from public view (see above).

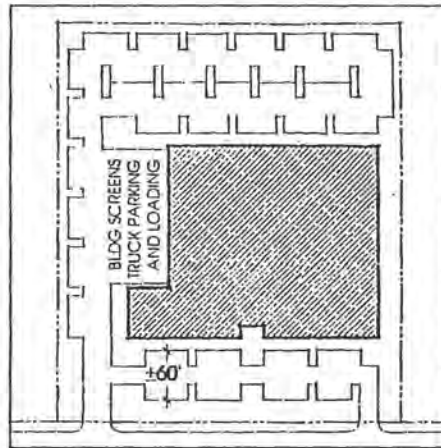


Figure 8.4d. Front parking lot no more than one bay wide.

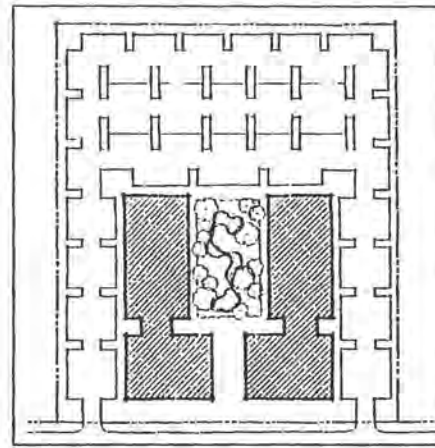


Figure 8.4e. Open spaces framed by buildings.

- Access to Antioch Creek shall be provided, with the locations of, and the arrangements for, such access to be determined through the PD process.
- Bus stops with shelters shall be conveniently located to serve the employment center.

8.4.2 ARCHITECTURAL DESIGN

- Architecture within the employment center shall convey the image of a serious, sophisticated workplace.

Clean lines and geometric forms are preferable to superficial ornamental details.

- Each building or multi-building complex shall be a coherent architectural composition.

Many employment center buildings may have several functional elements (e.g. office, production, storage). The varied size and shape characteristics of these elements can be a source of architectural interest; but the building must also work as a whole.

- All facades of a building shall employ the same vocabulary of forms, details and materials.
- In complexes comprised of more than one building, the architecture shall employ a single, unifying vocabulary of forms, details and materials.

Visual interest shall be created by articulation of planes and volumes and the subtle use of color, not by arbitrary variations in style.

- Overhangs, reveals, arcades, and other 3-dimensional facade elements are strongly encouraged.

Such elements are most desirable when they serve functional as well as esthetic purposes. For example, overhangs and reveals can aid in climate control; arcades provide sun- and rain-protected walkways.

- Buildings shall present interesting, inviting street facades.

The main entrances to buildings, or to multi-building complexes, shall be easily identifiable from the street.

- Services and equipment shall be screened from public view.

Roof-mounted equipment shall be screened by enclosures consistent in design with the building roof.

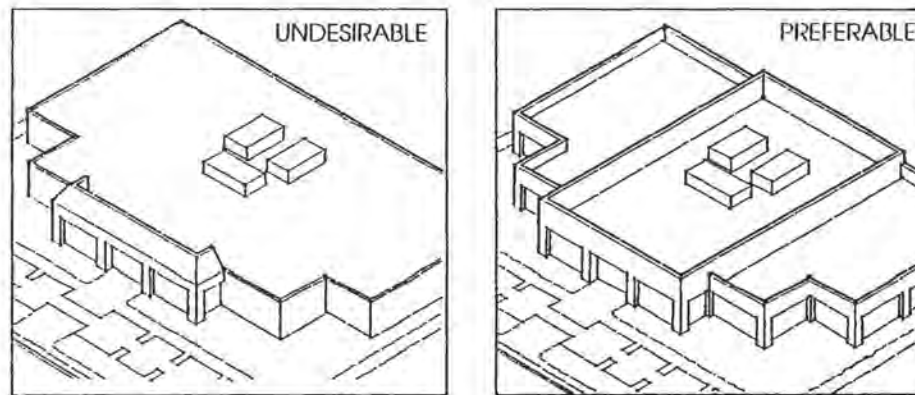


Figure 8.4e. Continuous parapets, no superficial roof forms.

- Roofs shall be designed as integral elements of the building architecture.
Flat roofs with continuous parapets are preferable to mansards or other superficial roof forms (Fig 8.4e).
Parapets shall be continuous around the entire building, not merely limited to the most visible areas (Fig 8.4e).
- Dock and service enclosures and other auxiliary structures shall be designed as integral elements of the center architecture.

8.4.3 ARCHITECTURAL MATERIALS

- Architectural materials shall convey an image of quality and durability.

Preferable facade materials include plaster, precast concrete, and masonry. Precast concrete systems, however, vary in quality from very good to very poor, and shall be evaluated on a case-by-case basis.

Many metal and glass wall systems have a flimsy, low-quality image. Such systems shall also be evaluated on a case-by-case basis; however, curtain-wall systems with large, continuous glass surfaces are strongly discouraged.

Concrete block, if used, shall be split-face or slump; precision blocks shall be used only sparingly as color or texture accents.
- All facades of a building shall employ the same vocabulary of materials.

Transitions from front facades to sides and rears shall be graceful, not abrupt.

Visual interest shall be created by articulation of planes and volumes and the subtle use of color, not by arbitrary changes in surface materials.
- Materials shall reinforce and enhance architectural form and style.

Changes in materials shall occur at inside corners of changes in surface plane.
- Window glass may be clear or lightly tinted; reflective glass is strongly discouraged.
- Buildings which are, or appear to be, temporary or prefabricated are prohibited.
- Certain materials have an inherently residential quality, and are generally not suitable for the employment center.

Roofs: shingles, tiles, or other unit materials; all wood materials.
Walls: wood, plywood, hardboard or vinyl materials.

However, the use of wood materials may be evaluated on a case-by-case basis, depending on the architecture of the building.

8.4.4 LANDSCAPE

- All site areas not covered by structures, service yards, walkways, drive-ways or parking spaces shall be landscaped.

The landscape shall, as a rule, consist of live plants. Gravel, rock, bark and other like materials are not a substitute for plant cover.

Plazas and other areas subject to heavy traffic may be surfaced with a combination of plants and decorative paving.

The site landscape shall include permanent, automated irrigation.

- Plant materials shall be primarily natives and other climate-suited varieties.

Water-intensive plants, such as lawns and flowering exotics, shall be used only sparingly as accents.

- Mature trees, rock outcrops, creeks and other desirable natural site features shall be preserved and incorporated into the landscape plan.
- Parking lots shall be generously landscaped to provide shade, reduce heat and glare, and provide visual relief from the acres of parked cars.

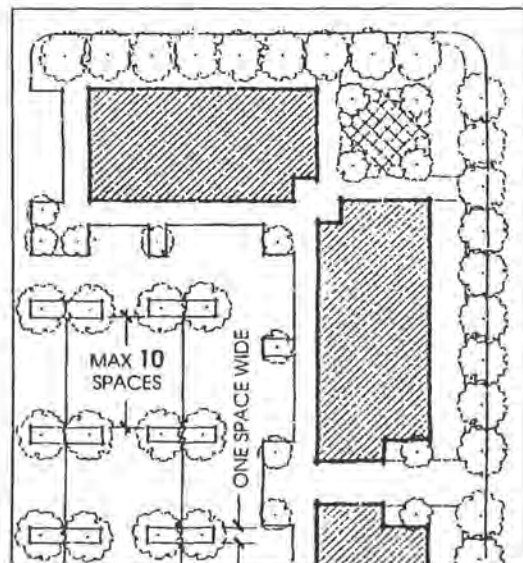


Figure 8.4f. Parking lot landscaping.

Planting beds at least one parking space wide shall be located at the ends of each row and at intervals of no more than 10 spaces, as shown in Fig 8.4f. Each such bed shall be planted with one (single-space depth) or two (double-space depth) min 15 gal trees.

- The perimeter of each site shall be landscaped to screen parking, buffer adjacent sites, and provide a pleasing view from the street.

Building and parking lot setbacks shall incorporate the landscape treatments described in section 5.4.

Where parking lots front directly on streets, the setback shall include a berm to screen the direct view of parked cars. The berm shall be at least 3' in height above the parking lot surface (Fig 8.4g).

Interior property lines shall have a landscaped strip at least 5' wide on each side of the property line.

8.4.5 LIGHTING

- Lighting shall be limited to levels adequate for public safety.
- Lighting in service areas shall be the minimum required for operation, and shall be designed to minimize the visibility of those areas.
- Low, pedestrian-scale fixtures are encouraged to help identify and light pedestrian routes.
- Light sources of light fixtures shall not be visible from outside the site.

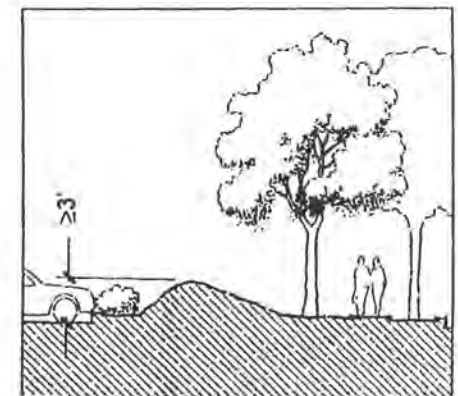


Figure 8.4g. Parking lot berm.

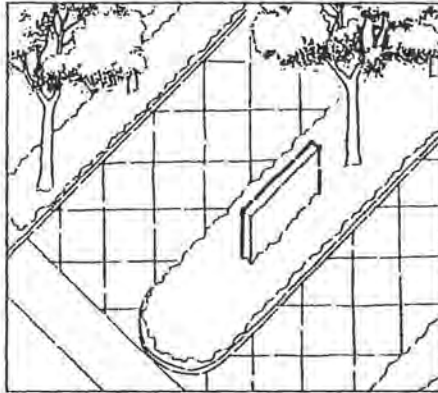


Figure 8.4i. Monument sign.

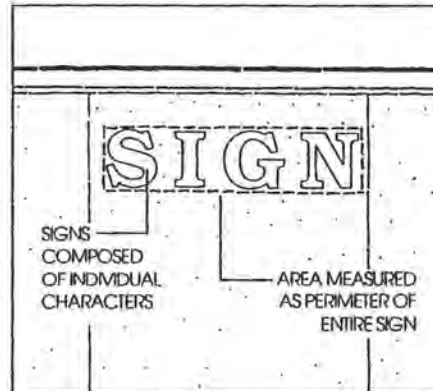


Figure 8.4j. Sign area.

8.4.6 SIGNS

- Sign design shall complement and enhance the image of the employment center.
- Each building or multi-building complex may have one detached monument sign, incorporated into the landscape at the main entrance (Fig 8.4i).

Large corner sites may be allowed a second monument sign, located at the corner.

The monument sign shall include the address of the building or multi-building complex it serves.

Monument signs shall be consistent in design with the architecture of the buildings they serve.

In general, monument signs shall be no greater than 6' in height above grade, and each face shall have an area no greater than 60 sf.

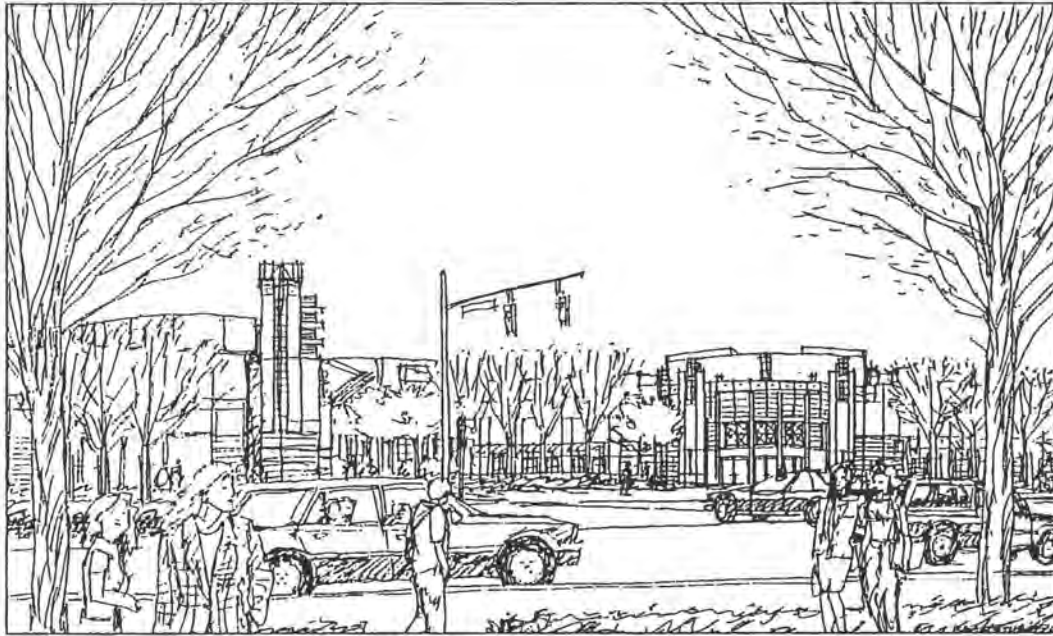
- All other signs shall be affixed to buildings.

Affixed signs shall be placed only on vertical surfaces below the eave or parapet line; roof top signs are not permitted.

The area of each affixed sign shall be no greater than 1 square foot per 5 linear feet of street frontage (Fig 8.4j).

- All signs shall be composed of individual characters; internally illuminated 'box' signs are discouraged.

In general, individual characters shall be no greater than 24" in height.



ELTA includes 3 sites which may be developed as regional retail, as shown below in Fig 8.5a. One, at the intersection of the Route 4 Bypass and Lone Tree Way, is designated for retail use only; the other two may be developed either for retail or employment uses.

The two sites flanking the south entrance to the employment center, along Sunset Drive, are particularly important because they might not be developed at the same time, and might not be developed with the same use. However, because these parcels form the 'gateway' to the employment center from the south, both frontages must work together to create an elegant, harmonious entry.

Regional retail and the types of employment envisioned in ELTA are not incompatible; on the contrary, they are quite similar in the intensity of land use and the general scale and form of buildings. However, this compatibility depends on well composed and finished buildings, a generously planted landscape, and restrained signage.

In this section, the term 'CR site' refers to the site designated for retail use only; the term 'CR/E site' refers to the two sites designated for either retail or employment use. On the CR/E sites, the standards in this section apply if they are developed for retail; section 8.4 applies if they are developed for employment.

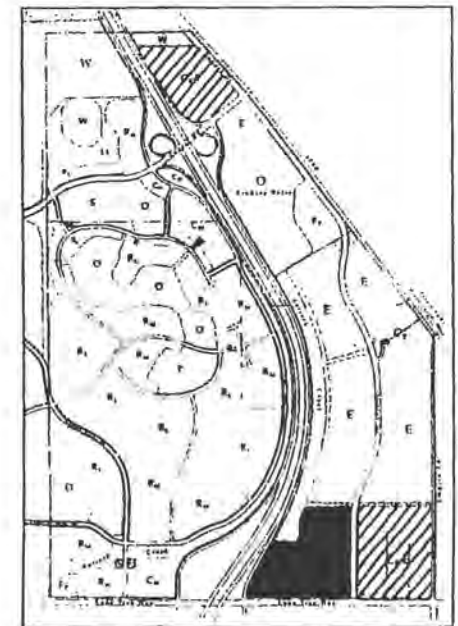


Figure 8.5a. Key map, Regional Retail
(hatching indicates Cr/E sites)

8.5.1 SITE DESIGN

- The 3 sites designated CR or CR/E shall each be developed as a single project.

While development on a CR or CR/E site may be phased, it shall follow a single master plan for the entire site.

- Buildings shall be sited and designed to frame and enhance the street, and contribute positively to the image of the employment center.

Buildings and parking lots shall be set back at least 25' from public rights of way.

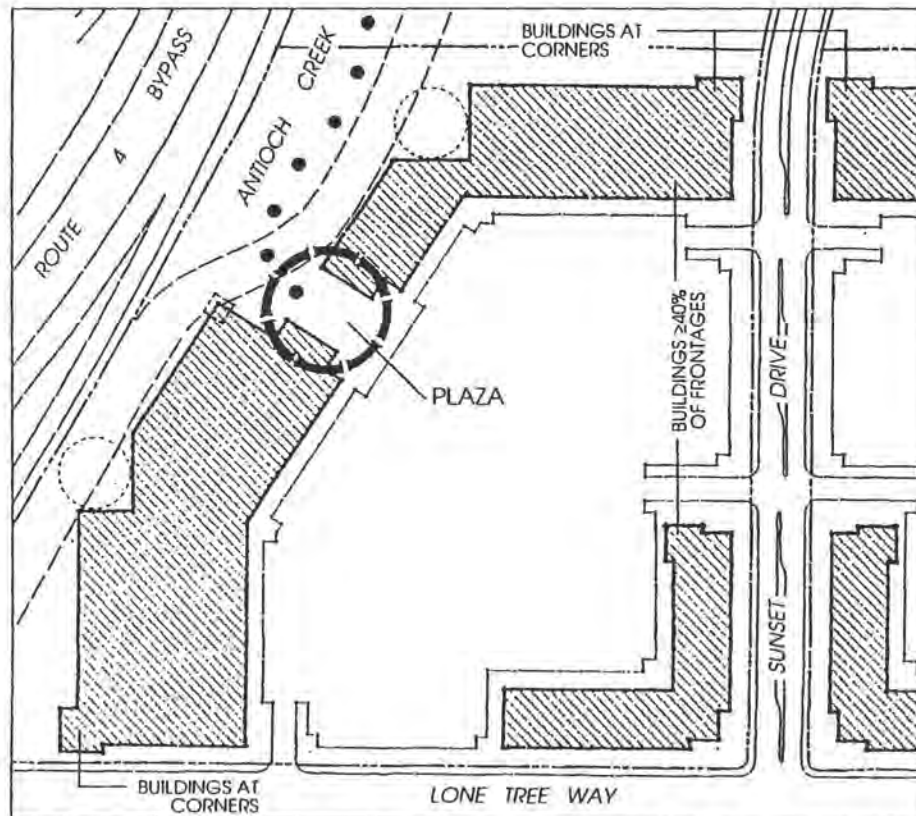


Figure 8.5b. Illustrative plan, regional retail center.

Building facades within 35' of the right of way shall comprise at least 40% of both frontages along Sunset Drive, and shall align with the streets they face (Fig 8.5b).

Buildings shall occupy all site corners with at least one street frontage (Fig 8.5b). These corner buildings shall be composed and designed to reflect their visual importance.

- The site design shall comfortably accommodate pedestrians as well as automobiles.

A continuous pedestrian sidewalk shall link all stores in each center. The sidewalk shall be of adequate width as determined by the Planning Commission.

- The CR site shall include a public plaza at the location shown on Fig 8.5b.

The plaza shall be located and designed to create a visual break in the building mass and afford views into the center from the Bypass.

The plaza shall face the Antioch Creek open space and shall provide direct access to the trail.

The plaza shall include both paved and planted areas, and shall provide a generous amount of seating. At least two cafes, delis, or restaurants shall face the plaza.

The plaza should be of adequate size as determined by the Planning Commission. However, how the plaza is designed, how it relates to the adjacent open space, and how it is framed by active, complementary uses are just as important as its size.

- Entrance drives shall align across Sunset Drive (Fig 8.5b).
- Service facilities shall be concealed from public view.

Trash bins and compactors, utility meters, transformers, and other service elements shall be enclosed or otherwise entirely concealed from view. Service enclosures shall be designed as integral elements of the center architecture.

In general, loading areas shall not be visible from any public street, nor from Antioch Creek.

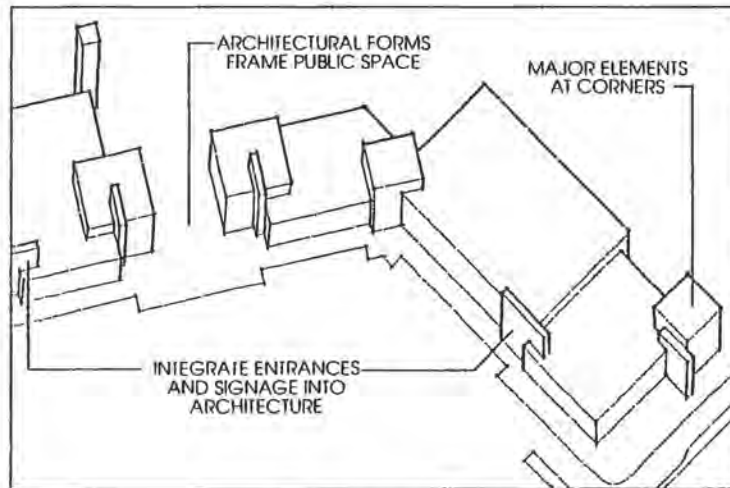


Figure 8.5d. Articulation of building forms.

- Buildings shall be sited, designed and landscaped to minimize their adverse visual impacts on nearby open spaces.

Section 8.5.4 prescribes landscape treatments for the perimeters of retail sites. However, it is also important these perimeters not be merely long, blank edges that isolate open spaces. Retail centers must include features, such as the aforementioned plaza, that provide views and pedestrian routes to and from adjacent open spaces.

- Parking areas shall be designed to maximize the utilization of angled parking.
- Bicycle parking shall be provided as required by the City Parking Ordinance.
- Bus stops with shelters shall be conveniently located to serve the retail center, and a continuous sidewalk shall link the bus stop to all stores in the center.

8.5.2 ARCHITECTURAL DESIGN

- The architecture of regional retail centers shall respect the image, scale and character of the employment center.

Clean lines and geometric forms are preferable to superficial ornament. 'Theme' or 'period' architecture is strongly discouraged.

- The center shall be designed as a composition of distinct, but related forms (Fig 8.5d).

Building forms shall be articulated by varying roof heights and wall planes. Long, unbroken volumes and large, flat planes shall be avoided.

A mix of one- and two-story forms is strongly encouraged as a way to increase visual interest and diversify the mix of activities in the center.

- Architecture within the center shall employ a single, unifying vocabulary of forms, details and materials.

Visual interest shall be created by articulation of planes and volumes and the subtle use of color, not by abrupt changes in style.

Franchise architecture, such as pseudo-historic styles or 'trademark' roof shapes, which sacrifices the integrity of the center to promote a single tenant, is prohibited (Fig 8.5f).

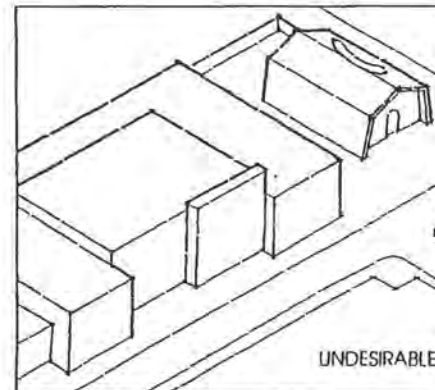


Figure 8.5f. Franchise architecture.

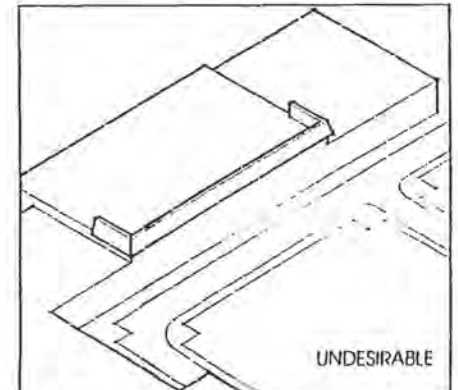


Figure 8.5g. Superficial roof forms

All facades of a building shall draw from the same vocabulary of forms, details and materials. Transitions from front facades to sides and rears shall be graceful, not abrupt.

- Roofs shall be designed as integral elements of the center architecture.

Flat roofs with continuous parapets are preferable to mansards or other superficial roof forms (Fig 8.5g).

Parapets shall be continuous around the entire building, not merely limited to the most visible areas.

- Buildings shall present interesting, inviting street facades.

Display windows shall comprise at least 33% of the width of each facade that faces a public street.

Where large exposed blank wall sections are unavoidable, they shall be articulated with 3-dimensional elements, such as planters, and softened with vines and shrubs.

- Services and equipment shall be concealed from public view.

Roof-mounted equipment shall be concealed by enclosures consistent in design with the building roof.

- Dock and service enclosures and other auxiliary structures shall be designed as integral elements of the center architecture.

8.5.3 ARCHITECTURAL MATERIALS

- Architectural materials shall convey an image of quality and durability.

Preferable facade materials include plaster, precast concrete, and masonry. Precast concrete systems, however, vary in quality from very good to very poor, and shall be evaluated on a case-by-case basis.

Concrete block, if used, shall be split-face; precision blocks shall be used only sparingly as color or texture accents.

- All facades of a building shall employ the same vocabulary of materials.

Transitions from front facades to sides and rears shall be graceful, not abrupt.

- Materials shall reinforce and enhance architectural form and style.

Changes in materials shall occur at inside corners of changes in surface plane.

Visual interest shall be created by articulation of planes and volumes and the subtle use of color, not by arbitrary changes in materials.

- All ground floor display windows shall be clear glass.

Windows on upper floors, if any, may be lightly tinted, but may not be reflective.

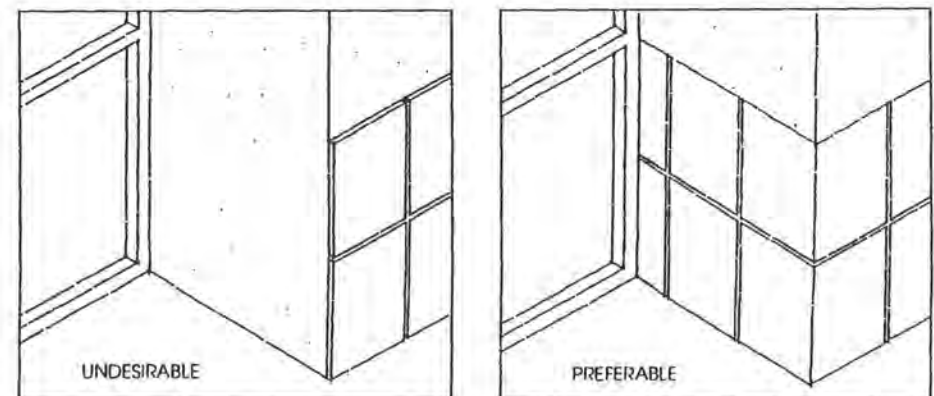


Figure 8.5h. Materials change at inside corners..

8.5.4 LANDSCAPE

- All site areas not covered by structures, service yards, walkways, drive-ways or parking spaces shall be landscaped.

The landscape shall, as a rule, consist of live plants. Gravel, rock, bark and other like materials are not a substitute for plant cover.

Plazas and other areas subject to heavy traffic may be surfaced with a combination of plants and decorative paving.

The site landscape shall include permanent, automated irrigation.

- Plant materials shall be primarily natives and other climate-suited varieties.
Water-intensive plants, such as lawns and flowering exotics, shall be used only sparingly as accents.
- Mature trees, rock outcrops, creeks and other desirable natural site features shall be preserved and incorporated into the landscape plan.
- Parking lots shall be generously landscaped to provide shade, reduce heat and glare, and provide visual relief from the acres of parked cars.

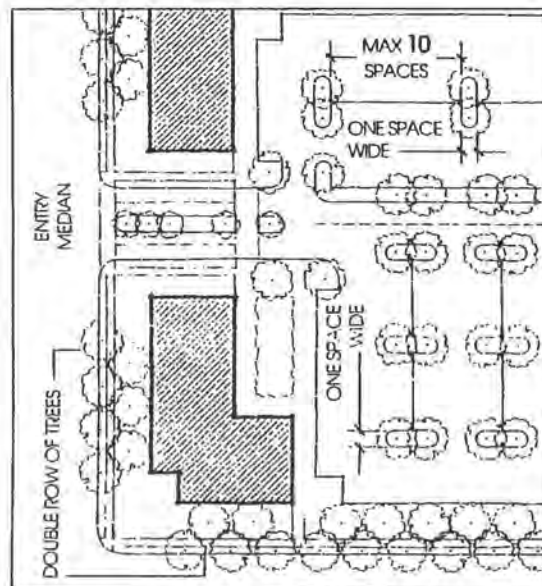


Figure 8.5i. Parking lot landscaping

Planting beds at least one parking space wide shall be located at the ends of each row and at intervals of no more than 10 spaces. (Fig 8.5i). Each bed shall be planted with one (single-space depth) or two (double-space depth) min 15 gal trees.

Parking lot trees shall be selected and spaced so tree canopy covers at least 25% of the paved area of the lot within 10 years.

- Street frontages shall be landscaped to screen the view of parked cars and frame the public realm.

Parking lots shall be set back at least 25' from the public rights of way. Setbacks shall be landscaped as described in section 5.3.2 (Lone Tree Way) and 5.4.1 (Sunset Drive).

Where parking lots front directly on streets, the setback shall include a berm to screen the direct view of parked cars. The berm shall be at least 3' in height above the parking lot surface (Fig 8.5j).

- Interior property lines shall be landscaped to buffer adjacent uses from the visual and acoustic impacts of retail activity.

Where retail sites abut open spaces or other non-retail uses, there shall be a landscaped setback of at least 10', with a masonry wall at least 6' in height at the setback line, except at plaza locations (Fig 8.5k).

- Sides and rears of retail buildings facing the Bypass and/or Antioch Creek shall be screened from view by densely foliated trees.

Loading areas and other service facilities shall be entirely concealed from public view, as described in 8.5.1.

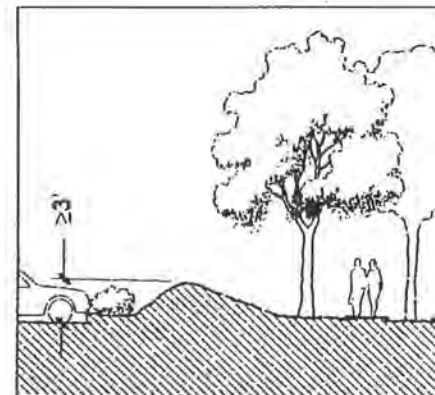


Figure 8.5j. Parking lot berm

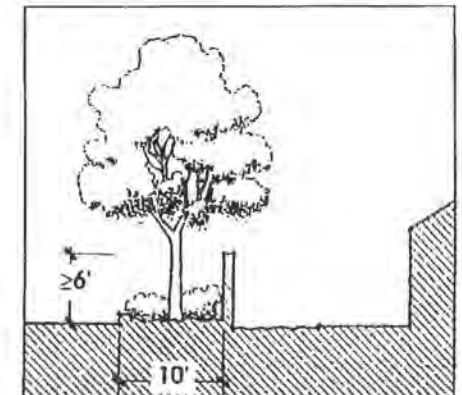


Figure 8.5k. Interior property line.

8.5.5 LIGHTING

- Lighting in retail centers shall be limited to the minimum levels required for public safety. In general, levels should range from 0.5 to 1.5 fc in public areas.
- Lighting in service areas shall be the minimum required for operation, and shall be designed to minimize the visibility of those areas.
- Low, pedestrian-scale fixtures are encouraged to help identify and light pedestrian routes.
- Light sources of light fixtures shall not be visible from outside the site.

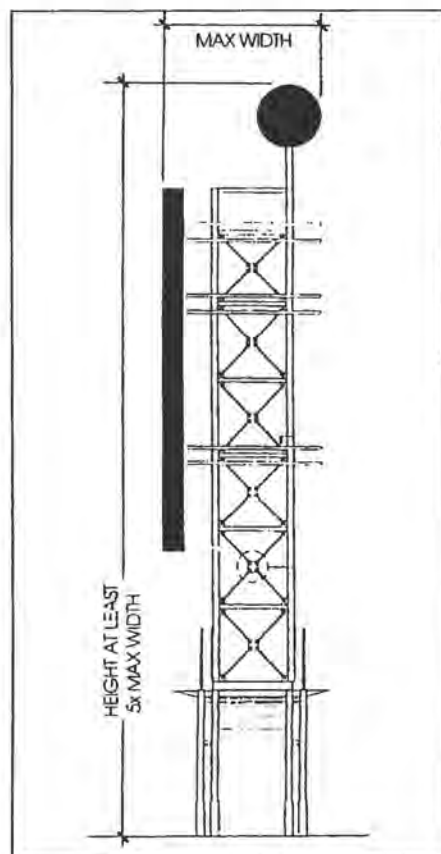


Figure 8.5m. Pylon sign.

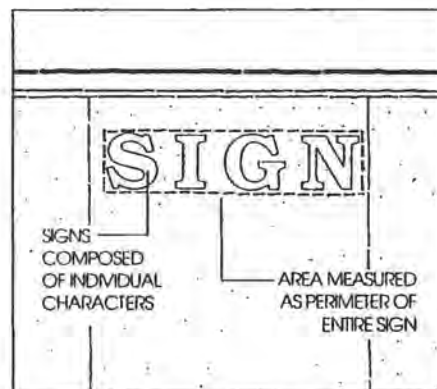


Figure 8.5n. Sign area.

8.5.6 SIGNS

- Signs and other graphics shall be an integral part of each retail center design.

The center development plan shall include a comprehensive sign program, with specific designs for known tenants and criteria for unknown future tenants.

Sign design shall complement and enhance the center architecture.

- Each center may have one detached pylon sign to identify the center and/or one major tenant; all other signs must be affixed to buildings.

Pylon signs shall be no greater than 45' in height. They shall be slender and strongly vertical; the ratio of height to width shall be at least 5:1, with width measured at the widest point (Fig 8.5m).

Pylon signs shall be designed as architectural elements in themselves, consistent with and complementary to the architecture of the retail center.

- Affixed signs shall be composed of individual characters; cabinet signs are prohibited.

In general, individual characters shall be no greater than 36" in height.

The cumulative area of all affixed signs in the center shall be no greater than .75 sf per lineal foot of storefront in the center (Fig 8.5n).

- Affixed signs shall be placed only on vertical surfaces below the eave or parapet line; roof top signs are not permitted.
- Suspended signs are allowed under awnings or canopies, but each face shall have an area no greater than 6 sf.

Suspended signs shall count against the maximum individual and cumulative areas for affixed signs.



The employment retail site is the place for the restaurants and service providers that the employment center requires to function. It also, however, provides a sense of identity, vitality, and urbanity to what is otherwise a low, spread-out campus of largely internalized workplaces. The design of this retail place should seek to create a human-scaled cluster of activity at the heart of the campus.

The employment retail site is also the location for a proposed commuter rail station along the existing Southern Pacific tracks. The Bay Area Rapid Transit is exploring this and other existing tracks for diesel service to link outlying areas to the BART system. Rail service would be a significant advantage in marketing the ELTA employment center to research and development firms and other firms with strong ties to the inner Eastbay.

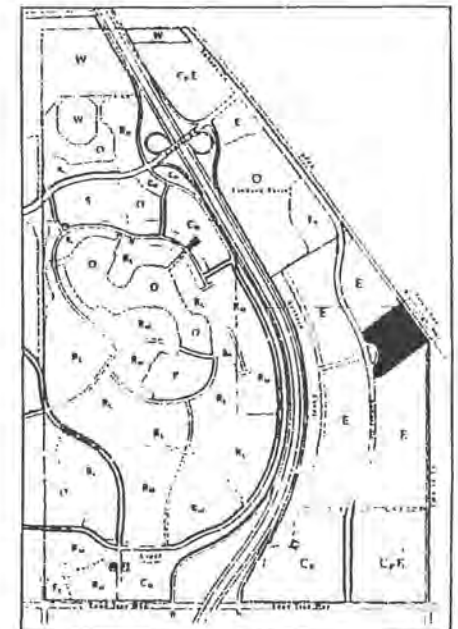


Figure 8.6a. Key map, Employment Retail

8.6.1 SITE DESIGN

- The CE site shall be developed as a single, unified project.

While development on the CE site may be phased, it shall follow a single master plan for the entire site.

The size of the CE site may be reduced to fit the size of the demand for employment-retail services, as ascertained by the required market study (Fig 8.6b).

- Buildings shall be sited and designed to frame and enhance the street, and contribute positively to the image of the employment center.

Building facades within 35' of the right of way shall comprise at least 60% of the frontage along Sunset Drive. Where a plaza is provided within 35' of the right of way, it may be counted toward satisfying this requirement.

- The CE site shall provide a direct pedestrian route from Sunset Drive through the site to the future rail station (Fig 8.6b).

While this pedestrian route may cross surface parking, it shall be designed and landscaped to ensure the primacy of the pedestrian.

The pedestrian route from Sunset Drive to the future rail station shall be open to the public at all times, and shall be designed and lit for visibility and security during night hours.

- The CE site shall include a generously landscaped central plaza, framed by the project buildings (Fig 8.6b).

The plaza shall be visible from both Sunset Drive and the future rail station.

Buildings shall face and observe the plaza; restaurants shall be encouraged to utilize the plaza for outdoor seating.

- Service facilities shall be screened from public view.

Trash bins and compactors shall be enclosed or otherwise concealed from view. Utility meters, transformers, and other service elements shall be screened from view.

Service enclosures shall be designed as integral elements of the center architecture.

Loading areas shall be screened from Sunset Drive, the parking lot and future rail station.

- Parking shall be located at the east end of the site.

Parking shall be planned to serve the future rail station as well as the employment retail center.

For Architectural Design, Architectural Materials, Landscape, and Lighting, sections 8.5.2 through 8.5.5 shall apply to the CE Employment Retail district. For signs, section 8.3.6 shall apply to the CE Employment Retail district.

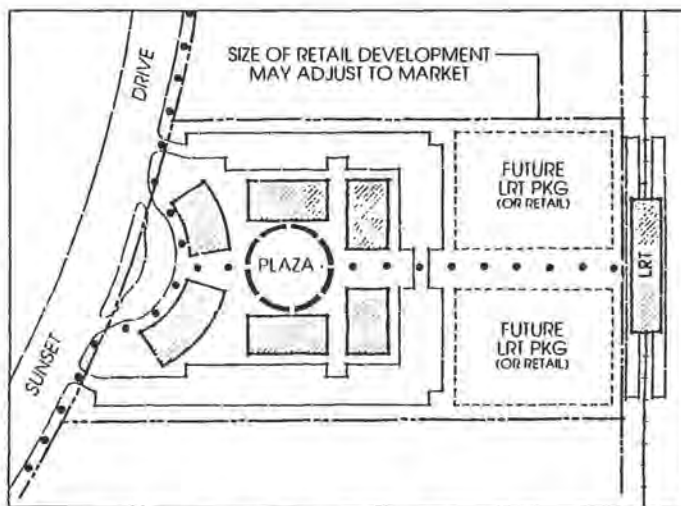


Figure 8.6b. Illustrative plan, employment retail center.

There are three proposed public buildings in ELTA: an elementary school, a fire station, and a new county judicial center.

Public buildings should be a source of community pride and identity. Not only should their architecture be distinctive and of a quality suitable for a civic landmark, but they should also be compatible with and enhance the overall image of ELTA.

Should any of the above sponsoring agencies decide not to pursue its project, the site shall be redesignated as described in section 3.3, and the corresponding design standards for the new use shall apply.

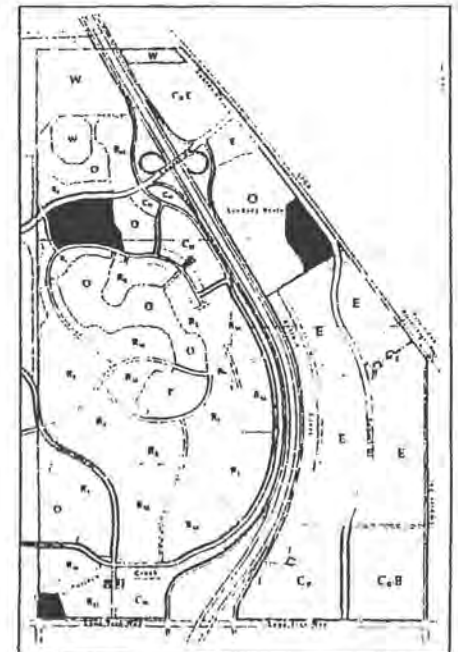


Figure 8.7a. Key map, Public Facilities.

Approved
May 23, 1996

ARTICLE 9 : SPECIFIC PLAN ADMINISTRATION

SECTION 9.1: Introduction

The purpose of this section is to establish the process by which the Specific Plan is implemented. Key issues addressed include how the development entitlement process is structured and procedures for Specific Plan Amendments.

SECTION 9.2: Development Entitlement Process

Planned Development Process:

All developments within the Specific Plan Area are required to go through the Planned Development Review process as determined by Section 23 of the Antioch Municipal Zoning Code. Exceptions to this requirement are identified in Section 9.4. This process requires the following major steps:

- A. The submittal and approval of a preliminary development plan. While optional under the Zoning Ordinance, this is a requirement of the Specific Plan.
- B. The submittal and approval of Planned Development Zoning and a Final Development Plan as specified in the Antioch Municipal Code (Section 23).
- C. The submittal and approval of a use permit for each phase of development as specified in the Antioch Municipal Code (Section 27).

All of the discretionary actions required as part of the Final Development Plan process shall include a finding of consistency with the East Lone Tree Specific Plan consistent with State law.

In addition to the submittal requirement identified in the Antioch Municipal Code, for Preliminary and Final Development Plan identified in the Antioch Municipal Code, the following information shall be submitted:

- ▶ A cut and fill map showing proposed site grading with the Preliminary Development Plan.
- ▶ Conceptual architecture of residential units, including range of unit sizes with the Final Development Plan.
- ▶ Streetscape depicting typical mix of "garage forward" and "house forward" units with the Final Development Plan.
- ▶ Photo montages or other visual analysis shall be required at the discretion of the Planning Commission with the Preliminary or Final Development Plan.
- ▶ A phasing plan identifying the anticipated increments of development and the infrastructure proposed to be constructed as part of each phase.

SECTION 9.3: Subdivisions

Tentative maps shall be processed in accordance with the State Map Act and the Antioch Municipal Code. Final Development Plan applications should be accompanied by a tentative map submittal if subdivision of the land is desired.

SECTION 9.4 Land Uses Prior to Development Entitlements

This section recognizes the need of property owners for on going use of their land prior to development granted through the development entitlement process.

- A. That all properties shall be entitled to and restricted by the requirements of the East Lone Tree Specific Plan Zone. This zone has the same restrictions as the County Zoning Designations that applied to the property prior to the date of annexation by the City of Antioch. Any use permits or other discretionary approval under this subject to the review and approval of the Planning Commission.
- B. That all existing land uses shall be allowed to continue and expand as would otherwise have been allowed under the previous County Zoning Designations. This includes the keeping of animals and other uses of land permitted under previous County ordinances.

- C. Applications for entitlements consistent with the Specific Plan shall be accompanied by a request for rezoning to the PD Planned Development District.

SECTION 9.5 Specific Plan Amendment

Amendments to the Specific Plan may be initiated by a resident or property owner as well as by the City in accordance with the procedures outlined in the Antioch Municipal Code for initial adoption.

Scope of Amendment: The Director of Community Development will be responsible for determining "major" amendments as opposed to "minor" amendments to the plan and its standards. "Major" amendments are to be processed as outlined above through the Planning Commission and City Council. Among the items which would be considered major are:

- A. Introduction of a new type of land use not discussed in the Specific Plan.
- B. Major changes to the layout of land use (typically affecting one acre of land or more) or other changes which may significantly affect a planning concepts spelled out in this Specific Plan.
- C. Major changes to the proposed street system that would significantly alter land use or circulation concepts spelled out in this plan.
- D. Changes or additions to design standards which could significantly change the stated intent of this Specific Plan.
- E. Any changes to the plan which could significantly increase environmental impacts.

Findings: In considering any amendment to the Specific Plan or its standards all of the following findings shall be considered by the appropriate decision making body and for approval of an Amendment Findings B, C, and D must be made:

- A. Changes in the community have occurred since the adoption of the Specific Plan warranting an amendment as requested.
- B. The change will benefit the Specific Plan area.

- C. The change is in conformance with the adopted General Plan.
- D. The change will not adversely affect adjacent properties and can be properly serviced.
- E. The physical constraints of the property are such that the change is warranted.

SECTION 9.6: Environmental Documentation

The project level Environmental Impact Report certified for this Specific Plan is intended to provide adequate environmental documentation for future projects in the area. This project level EIR is at a sufficient level of detail to serve as appropriate environmental documentation for subsequent Entitlements, except as noted below. The following policies will guide the determination of need for additional environmental information or if a further environmental determination is needed.

- A. An environmental determination will be required for Specific Plan amendments, which may result in a negative declaration or additional EIR work depending on the scope of the amendment as determined by the City.
- B. If it is determined that a development proposal will have environmental impacts not originally addressed in the project level EIR, then additional environmental study or mitigation may be required.
- C. In cases where the certified EIR for the Specific Plan calls for additional environmental information, this information will be provided as part of the application submittal process.

ARTICLE 10: SPECIFIC PLAN PHASING AND TIMING

This Specific Plan emphasizes the importance to the City of the creation of the job producing uses in the eastern portion of the Planning Area. However, it is recognized that the residential development planned for the western portion may precede these employment uses in order to provide needed infrastructure improvements.

The primary purpose of the phasing plan is to insure gradual, orderly and rational development while providing efficient and economically feasible infrastructure. Employment

FUTURE URBAN AREA II - PHASING TABLE

TABLE 1

	PHASE I		PHASE II		EMPLOYMENT/COMM		TOTAL	
	area	units	area	units	area	units	area	units
RESIDENTIAL								
Low medium Density	103.4	413.0	34.0	136.0			137.4	549.0
Medium Density	68.3	410.0	23.0	138.0			91.3	548.0
Medium High Density	6.0	90.0	9.0	135.0			15.0	225.0
<i>Subtotal</i>	<i>177.7</i>	<i>913.0</i>	<i>66.0</i>	<i>409.0</i>			<i>243.7</i>	<i>1,322.0</i>
PRIVATE NON-RESIDENTIAL								
Employment					122.0		122.0	
Community Commercial	8.0		16.2				24.2	
Employment Center Commercial					11.4		11.4	
Regional Commercial					60.9		60.9	
<i>Subtotal</i>	<i>8.0</i>		<i>16.2</i>		<i>194.3</i>		<i>218.5</i>	
PUBLIC/QUASI-PUBLIC								
Public Facility	2.5				8.3		10.8	
School			11.3				11.3	
Park	8.0						8.0	
Open Space	35.0		30.0		65.0		130.0	
Water District Land			25.0		9.4		34.5	
<i>Subtotal</i>	<i>45.5</i>		<i>66.3</i>		<i>82.7</i>		<i>194.6</i>	
CIRCULATION								
State Route 4 Bypass					83.0		83.0	
Arterial and Collector Streets	10.0		10.0		23.3		43.3	
<i>Subtotal</i>	<i>10.0</i>		<i>10.0</i>		<i>106.3</i>		<i>126.3</i>	
TOTAL	241.2	913.0	158.5	409.0	383.3		783.1	1,322.0

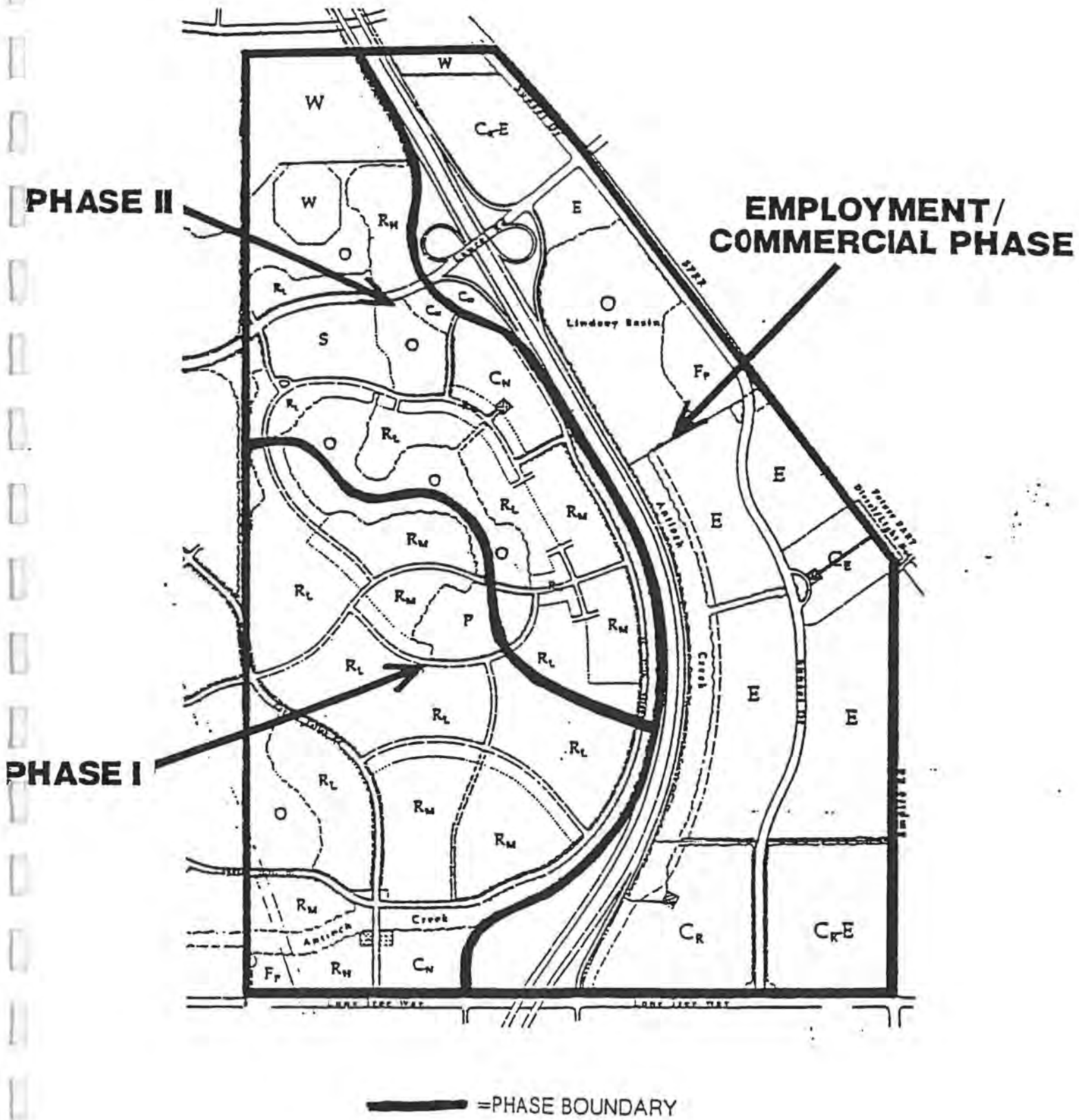
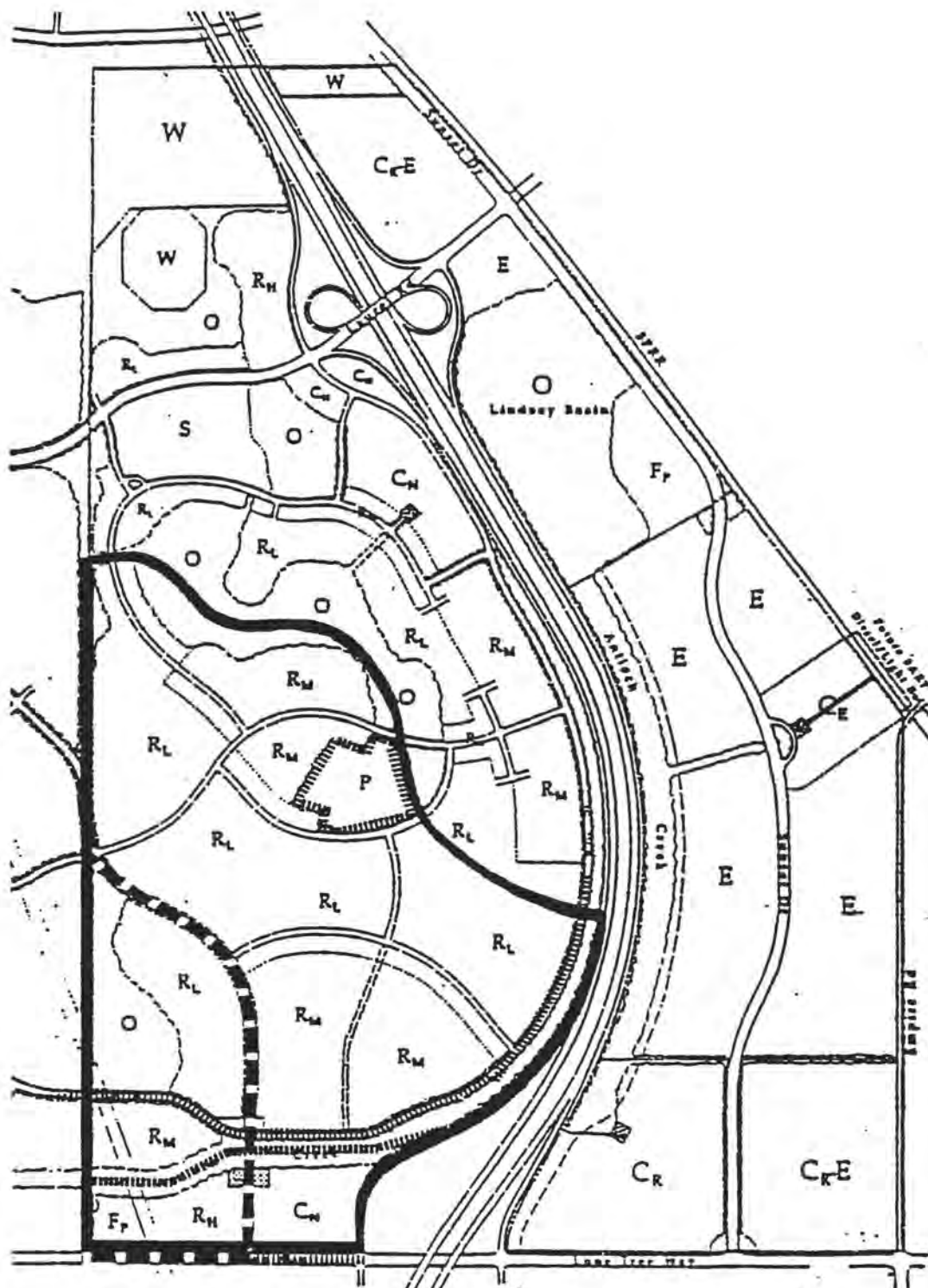
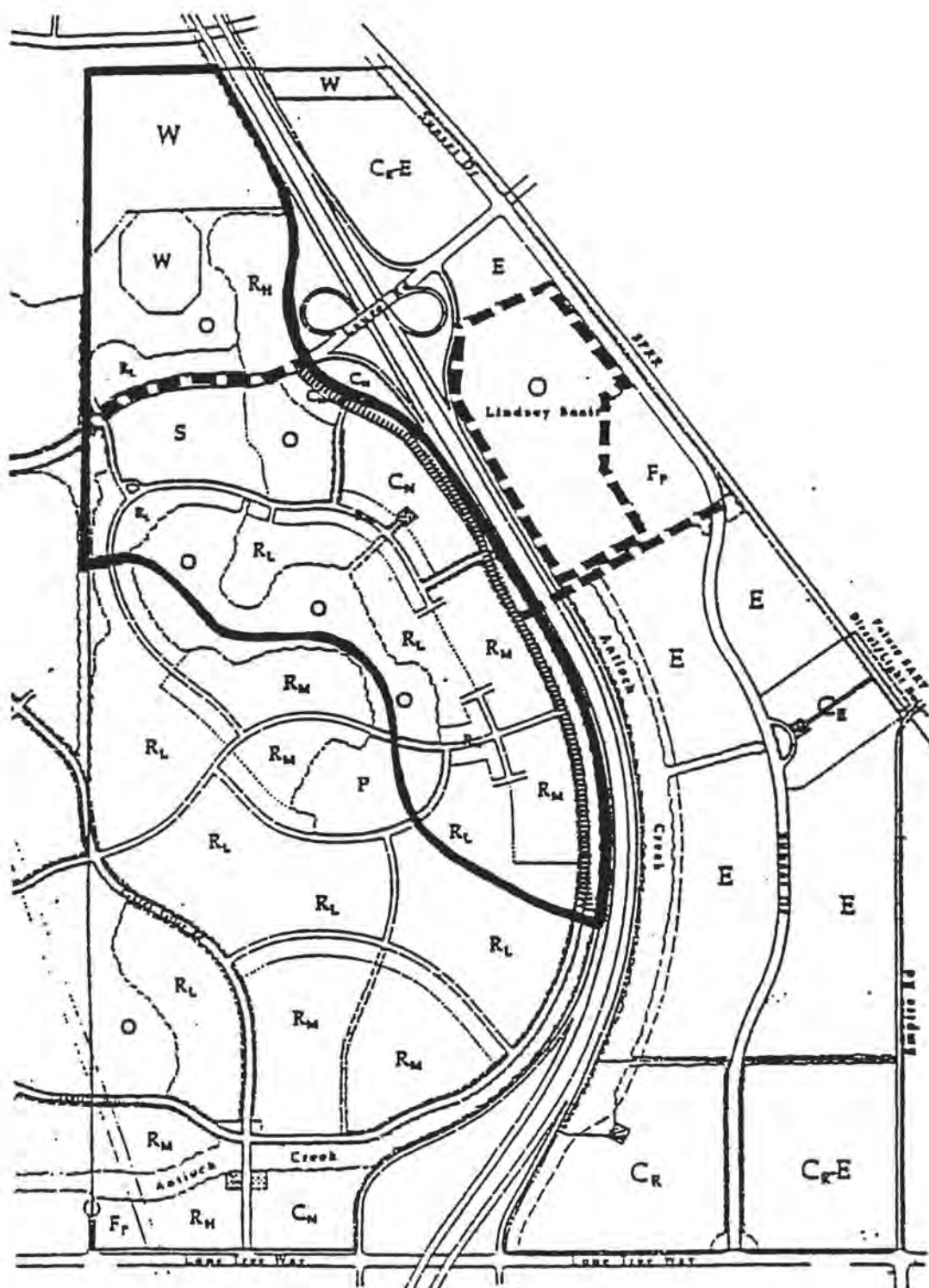


EXHIBIT "A" - PHASING



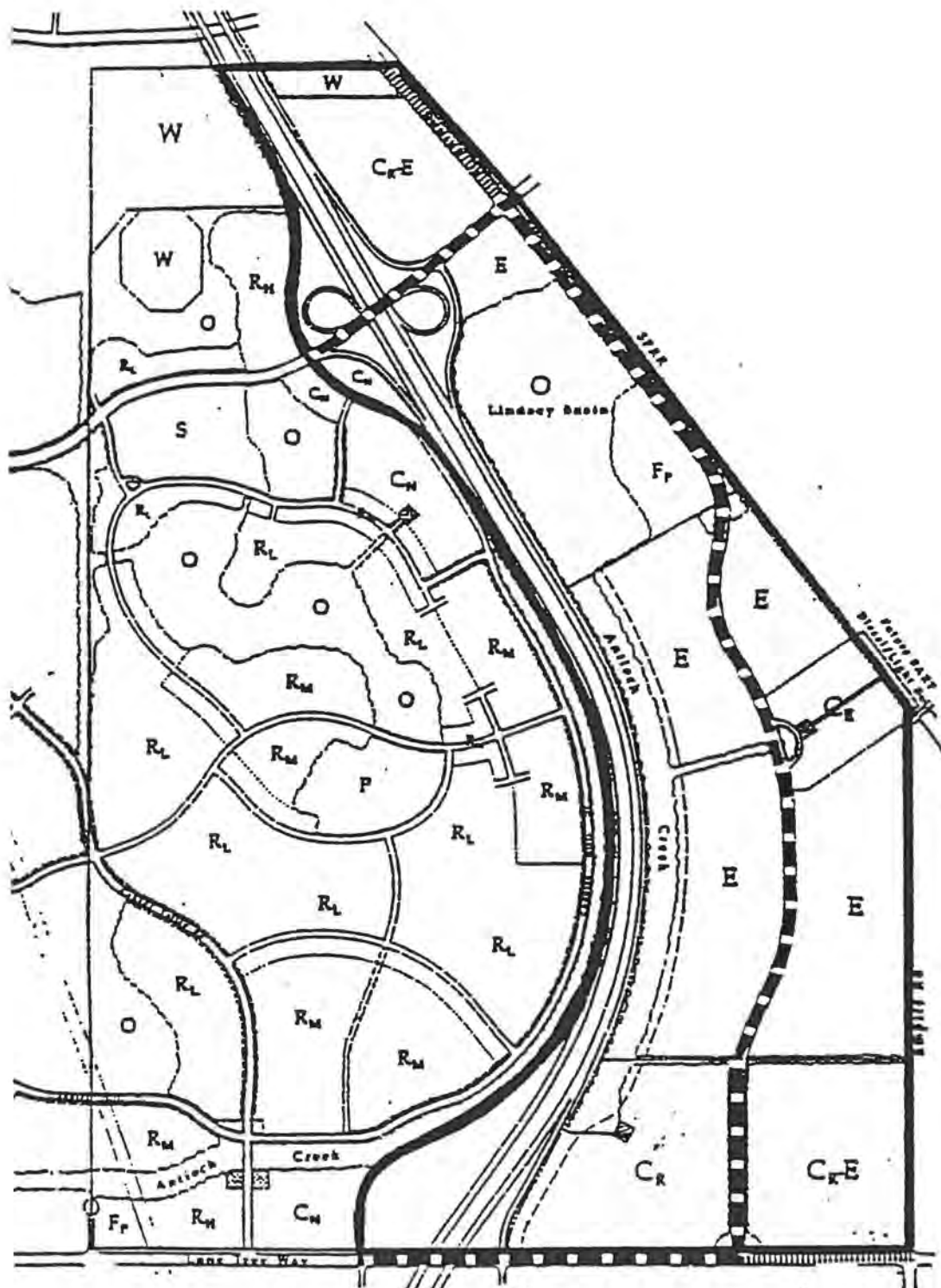
- = PHASE BOUNDARY
- - -** = BASIC INFRASTRUCTURE
-** = WITH FRONTAGE DEV. OR AS NEEDED

PHASE I



- = PHASE BOUNDARY
- - -** = BASIC INFRASTRUCTURE
- |||||** = WITH FRONTAGE DEV. OR AS NEEDED

PHASE II



- = PHASE BOUNDARY
- - - -** = BASIC INFRASTRUCTURE
- |||||** = WITH FRONTAGE DEV. OR AS NEEDED

EMPLOYMENT/COMMERCIAL PHASE

and retail uses on the east side of the State Route 4 By-Pass (SR4BP) are encouraged to develop as soon as possible and can precede the housing.

From a land use and utility perspective, west to east phasing of residential uses is the most appropriate. The west edge of FUA #2 is generally bounded by existing and approved development with commensurate utilities. The north, east and south edges are rural in character, outside of the ultimate City boundaries and not likely to develop in the near future. FUA #2 will be split from north to south by the State Route 4 By-Pass (SR4BP) which will generally separate the housing (on the west) from the employment uses (on the east).

It is the City's assumption and intention that the SR4BP will be a public facility and not be part of a private toll road.

SECTION 10.1: TIMING OF DEVELOPMENT

The residential development of FUA #2 is envisioned in two major phases. The phasing plan is consistent with likely housing and commercial demand and generally flows from west to east. Demand for housing is expected to occur first. It is a goal of the Specific Plan that the infrastructure for the employment/commercial area be installed at the earliest time feasible in order to encourage the development of employment/commercial uses. Early construction of Sunset Drive is intended to encourage the development of employment uses. Utilities generally exist near the southwest corner of FUA #2 which reinforces the planned phasing. Phase I of the residential development and the employment/commercial uses can proceed upon the adoption of this plan and Phase II can proceed only after completion of an extension of Country Hills Drive and/or Laurel Road. Refer to Table 1 for a listing of areas, land uses, and unit counts for each phase.

Areas within the major phases may be developed in smaller "subphases" in order to reflect anticipated absorption and to ensure reasonable infrastructure financing. The size, configuration, and infrastructure requirements of any "subphases" shall be determined through the Final Development Plan process.

It should be emphasized that the Specific Plan does not require that residential uses be developed first, just the opposite as it encourages the construction of employment uses. However, the plan does state that if residential wants to move ahead, then it must meet the requirements stipulated in this Specific Plan to facilitate the development of the employment areas.

SECTION 10.1A: FINANCIAL PLAN

As required by the Antioch General Plan, this Specific Plan provides detailed land use, open space and circulation policies, and related design standards for the planning area. The Specific Plan establishes clear standards for needed infrastructure, community facilities and public services which must be provided on a phased basis as the area develops. (The Specific Plan also has identified financial issues that must be addressed.) As a result a comprehensive plan for the financing and timed delivery of such facilities and services must precede any development activity within the planning area.

It is therefore required that a Financial Plan be prepared. The Financial Plan shall address both the method of payment and timing of delivery for all infrastructure, community facilities and public services, as further described in following Sections 10.2 through 10.7. The adopted Financial Plan shall include a finding that the true costs of all administrative and police services will be paid for entirely through project revenues with each phase of development.

Development applications in ELTSP will not be considered for acceptance until the Financial plan is approved to the satisfaction of the City. The components of the financial Plan and the timing of City action on the Plan shall take into account the key benefits of the Specific Plan to the City, including the acceleration of the construction of the Highway 4 Bypass and the creation of a business/retail park through the provision of infrastructure.

SECTION 10.2 TIMING "TRIGGERS" FOR REGIONAL ISSUES

The East Lone Tree Specific Plan Area is located in a larger regional setting. There are a number of regional issues that are important to the successful implementation of the plan, but over which the City has limited control. These issues include improvements to the highway network, school boundaries, and jobs vs. housing balance. The City can influence these issues indirectly through appropriate policies. Additionally, periodic review of the Specific Plan can ensure the coordination of the successful resolution of these issues with the implementation of the Specific Plan.

The following section contains the appropriate policies and procedures to address these regional issues.

- A. Regional Highway Improvements: Prior to the approval of a Tentative Maps/Final Development Plan the following shall occur:

1. The Eastern Contra Costa Regional Fee and Financing Authority (ECCRFFA) shall approve, and the City Council endorse, a strategic plan for funding and prioritizing the regional roadway improvements. Such a program including its funding and overall ongoing implementation shall be consistent with the transportation demands of the Specific Plan area and consistent with land use goals of creating a major employment/retail center in the area.
 2. A funding and implementation program to facilitate the early construction of the Highway 4 Bypass shall be approved by City Council as described in Section 10.2D(1) prior to the approval of any Final Development Plans. This may include the up-front collection of Regional Traffic Fees through phased assessment district or other financing mechanism at the discretion of the City. Each Final Development Plan for residential uses shall include an analysis of the current status of funding and projected timing of construction of the Highway 4 Bypass Interchange and the extension of the Bypass and/or Sunset Drive south to Lone Tree Way.
 3. Any properties containing the approved alignment of the Highway 4 Bypass shall be required to reserve and dedicate right-of-way consistent with the policies established by the Highway 4 Bypass Authority. This reservation and dedication shall be a requirement of the first tentative map filed on such properties.
 4. Properties containing the Highway 4 Bypass alignment shall be required to engineer their grading plans to be consistent with the design of the Highway 4 Bypass. Any grading work that is necessary solely for the construction of the Bypass shall be eligible for Regional Fee credits subject to the policies of the Regional Fee Authority.
 5. Findings shall be made to verify that the Growth Management Requirements of the City's General Plan will be complied with, and that project traffic will not exceed the service levels for Regional Routes as established in the East County Action Plan and as documented in the Specific Plan Project EIR on pages 27-29. Maintenance of these service levels are essential to assuring the City's continued "return to source" (Measure C) funding, and shall not be exceeded by the project.
- B. Hillcrest Interchange: Prior to the issuance of building permits for residential uses, the first phase of the planned improvements to the Hillcrest/Highway 4 Interchange, including the bridge widening, shall be operational and open to traffic.

- C. School Boundaries: A petition for territorial transfer of school district boundaries shall be submitted in accordance with the provisions of the State Education Code, and a determination made by the State Board of Education prior to approval of any final map for residential development within the ELTSP area which is currently outside AUSD boundaries; provided, however, that the Council may proceed to approve a final map in the event where conditions or circumstances prevent the Board from acting in a timely manner on the petition. The determination of what constitutes "timely manner" shall be made by the City Council.
- D. Jobs/Housing Balance:
1. Infrastructure financing for the residential area shall be structured so as to facilitate the early construction and completion of Sunset Drive. This will allow the extension of access and services to the employment-designated properties. The exact timing will be determined through the assessment district process. Participation in funding Sunset Drive construction is also anticipated from FUA #1.
 2. Property owners shall actively participate with the City in preparing and marketing an economic development program for the employment and retail areas designated within the Specific Plan Area. This shall include, at a minimum, financial participation by property owners and the coordination of property owners' marketing of employment and retail properties with the City's economic development strategy for the area. The extent of participation by individual property owners in this economic development program shall be determined through the final development plan process.
- E. Periodic Review: Due to the fact that the City has a significant interest in the issues addressed in items A, B, C, and D, it is appropriate for the City to periodically review accomplishments in these four areas in conjunction with the review and approval of development projects in the Specific Plan area. In conducting this review, the City will also consider the effects of development outside the area, including the Southeast Specific Plan Area, in attaining these four objectives.

Additionally, an annual review will be conducted of this plan to determine progress in attaining these goals. This process will involve a report to the Planning Commission and City Council.

If it is determined that an individual entitlement application fails to satisfy the applicable provisions of paragraphs "A" through "D" above thereby resulting in a

situation where the overall goals and objectives for the Specific Plan area are jeopardized, the City may withhold granting those entitlements until such time as these issues are resolved to the satisfaction of the City. Entitlements for the purposes of this section are defined as the approval of Final Development Plans, Tentative Maps, Use Permits, and Final Maps. Any such withholding of entitlements shall not conflict with an assessment district which has been formed.

SECTION 10.3: PHASING

- A. Phase I: Phase I encompasses the land area bounded by Lone tree Way, the existing approved subdivisions (to the west) and the central ridge/open space on the east. Refer to Exhibit A. Phase I includes approximately 240 acres with 820 single-family homes, 90 multi-family units and 62 acres of commercial, institutional and recreation lands, including a fire station, open space-trails and a neighborhood park.

Access and utilities for this phase will generally come from Lone Tree Way and Canada Valley Road. Direct access to Lone Tree Way within the area shall be established as soon as practical for Phase I development. The area-wide roads and utilities necessary for Phase I to proceed are as follows:

1. Roads

Lone Tree Way (from Sand Creek Road to Sunset Drive or Empire Avenue)

This road (between Sand Creek Road and Sunset Drive or Empire Avenue as determined by the City) shall be constructed with Phase I.

Canada Valley Road (from the west edge of the Planning Area to Lone Tree Way)

This road shall be constructed with the first development north of the creek. All development north of the Creek shall provide access to Lone Tree Way via Canada Valley Road. "Phase I residential development north and east of the Canada Valley Road/Vista Grande intersection may take primary access from existing Vista Grande and Canada Valley Road north, until the new southerly segment of Canada Valley Road is extended north from Lone Tree Way to Vista Grande, subject to satisfying requirements for secondary emergency access."

Country Hills Drive (from the west edge of FUA #2 to the southern boundary of Phase II)

This road shall be constructed with the development of respective projects which front on it.

2. Water

Lone Tree Way, Canada Valley Road and Country Hills Drive

Water improvements shall be constructed with their respective roadways or as needed to provide service within each project phase.

3. Sanitary Sewer

Canada Valley Road (to a connection with the existing southeast trunkline in Lone Tree Way)

Sewer lines shall be constructed with the roadway improvements. Properties fronting on Lone Tree Way may connect directly to the Southeast Trunkline at manholes.

4. Storm Drainage

Realignment and widening of the east Antioch Creek

This improvement shall be constructed as required for specific properties to develop and shall include landscaping and trails (see Section 10.3.D.5).

Canada Valley Road (to, and including, an outfall structure at the East Antioch Creek)

Storm Drain improvements shall be constructed with the roadway and be sized to pick up drainage from the west, if any.

- B. Phase II: Phase II includes the land area bounded by the central ridge-open space (the easterly extent of Phase I), the existing approved subdivisions (to the west), the northern boundary of FUA #2 and the SR4BP. Refer to exhibit B. Phase II includes approximately 162 acres with 275 single-family homes, 135 multi-family units and 96 acres of commercial, institutional lands, and recreational, including a school and lands owned by water agencies.

Access and utilities for this phase will generally come from Laurel Avenue and Phase I. In addition Phase II will require utility extensions into the

Employment/Commercial Area. The permanent improvements which extend into the Employment/Commercial Area (if they precede the Employment/Commercial Area development) will require coordination with future development. The area-wide roads and utilities necessary for Phase II to proceed are as follows:

1. Roads

Laurel Road (from its existing terminus, west of to Planning Area to the SR4BP)

This road can be deferred until later in Phase II, if it can be shown that sufficient access and temporary utilities can be extended from Phase I. Laurel Road is required when the Phase II commercial and multi-family site are developed, or the SR4BP is constructed.

Country Hills Drive (from Laurel Road to the southern boundary of Phase II)

This road shall be constructed as necessary to access properties on the east side of Phase II and as adjacent properties develop.

2. Water

Laurel Road and Country Hills Drive

Water improvements shall be constructed with their respective roadways or as needed to provide service within each project phase.

3. Sanitary Sewer

Crossing (under the SR4BP and easterly extension to the Southeast Trunkline)

This sewer line shall be constructed as needed to provide service within Phase II and shall be coordinated with future development in the Employment/Commercial Area.

Country Hills Drive and Laurel Road (to a connection with the Crossing under the SR4BP)

These sewer lines shall be constructed with the roadway improvements or as needed to provide service within Phase II.

4. Storm Drainage

Crossing (under the SR4BP and easterly extension to the Antioch Creek

Storm drain lines shall be constructed as needed to provide service within Phase II and shall be coordinated with future development in the Employment/Commercial Area (see Section 10.3.D.5).

Country Hills Drive and Laurel Road (to a connection with the Crossing under the SR4BP)

These storm drain lines shall be constructed with the roadway improvements.

- C. Employment/Retail Area: Encompasses all the land area in the Planning Area east of the SR4BP. This area includes approximately 382 acres with 277 acres of commercial and institutional lands, including a County Judicial Facility, Detention Basin/Sports Complex and a potential transit station. Access and utilities for this phase will generally come from Lone Tree Way and Laurel Road. It is not expected to see significant development until the By-Pass is constructed. As an alternative to the By-Pass, Sunset Drive may be constructed with a temporary connection to a limited SR4/160 Interchange, as determined by the City.

The area-wide roads and utilities necessary for this area to proceed are as follows:

1. Roads

Lone Tree Way (from the State Route 4 By-Pass to Empire Avenue)

Initially this improvement shall be extended only to Sunset Drive. Improvements between Sunset Drive and Empire Avenue are required when the fronting commercial site is developed.

Sunset Drive (from Lone Tree Way to, and across, the Contra Costa Canal)

To encourage, promote and "jump start" job producing land uses in this area, the City will require the complete or partial improvements of Sunset Drive (with utilities) and the limited SR4/160 Interchange with temporary connection, at the earliest time needed. Participation in this program will be a condition for development of housing in the Planning

Area and other future growth areas in order to assist in the mitigation of regional traffic as a result of that housing development. In order to determine the share of funding by the Planning Area consider such factors as: likelihood of attracting employment development, outside funding sources, burden on conditioned housing projects and overall circulation benefit. This funding and implementation program will be established by the City prior to approval on any Final Development plans for residential development in the East Lone Tree Specific Plan Area. A benefit district or assessment district may be established for the possible reimbursement of infrastructure costs advanced to the Employment/Commercial properties. The level of any such reimbursement shall be determined by the City and shall take into account infrastructure costs of other Employment/Commercial properties in the area.

Laurel Road (from the SR4BP to Sunset Drive)

Laurel Road is required with any development of the County lands or when Sunset Drive is improved to Laurel Road. If Laurel Road is constructed prior to the SR4BP, temporary improvements, through the SR4BP r/w, shall be included.

2. Water

Lone Tree Way, Sunset Drive and Laurel Drive

Water improvements shall be constructed with their respective roadways or as needed to provide service within this area.

3. Sanitary Sewer

Sunset Drive

Sewer lines shall be constructed with the roadway or as needed to provide service within this area. Properties fronting on Lone Tree Way can connect directly to the Southeast Trunkline at manholes.

4. Storm Drainage

Realignment and widening of the East Antioch Creek

This improvement shall be constructed as required for specific properties to develop and shall include landscaping and trails (see Section 10.3.D.5).

Lone Tree Way, Sunset Drive and Laurel Road

Storm Drain improvements shall be constructed with the roadway and be sized to pick up any upstream drainage. These improvements will convey storm water northward on Sunset Drive to the Lindsey Basin.

Conveyance systems for properties, or portions of properties, within drainage area 30C shall be designed to ultimately connect to the Area 30C system. Prior to 30C improvements reaching the eastern edge of FUA #2, these areas can temporarily drain to the Lindsey Basin.

D. Timing of Other Public Improvements:

1. Neighborhood Park

The Neighborhood Park shall be constructed prior to the completion of Phase I. The exact timing of construction of the park will be determined based on sufficient numbers of units being completed so that Streetlight and Landscape District Maintenance costs per unit with the added cost of park maintenance are within acceptable levels as determined by the City.

2. Recreation Facilities within the Lindsey Detention Basin

Prior to the approval of any Final Development plans for East Lone Tree Specific Plan area residential projects, a Master Plan for recreation facilities within the Lindsey Basin shall be approved. Prior to approval of any Final Maps, a funding program shall be approved by the City Council to implement the Master Plan, with East Lone Tree Specific Plan properties to fund all or a portion of this cost as determined by Council. The recreation facility in the Basin shall be constructed as sufficient funds are collected, with the goal that the facility will be substantially completed prior to the construction of 75% of the residential units within FUA #2.

3. Trails

Trails shall be developed in the open space areas as depicted in the plan as adjacent properties develop. An exception to this is that a trail extension may be required to be made to bring the trail to a "destination", such as a school, park, or arterial. This determination shall

be made as part of the Final Development Plan process.

4. Elementary School

The need for and timing of construction of the Elementary School shall be determined in coordination with the Antioch Unified School District subject to the provisions of Section 10.2.C and 10.6.B.

5. Flood Control Facilities

"Construction of ultimate East Antioch Creek improvements will be accomplished as the adjacent properties are developed. For this purpose, residential properties shall be considered adjacent if either: (a) the ultimate creek right-of-way passes through the property; or (b) the property is contiguous to the segment of Highway 4 which in turn is contiguous to the ultimate creek right-of way. Actual limits of construction will be determined through the Use Permit process and by the need to remove all proposed building pads from the 100-year food.

The developer will be required to obtain a Conditional Letter of Map Revision from the Federal Emergency Management Agency prior to receiving a building permit for any property previously located within the 100-year flood zone, as shown on the most recent applicable Flood Insurance Rate Map.

Existing East Antioch Creek improvements will be relocated as required to allow required grading of the Highway 4 Bypass. Connections from the existing channel to the newly constructed channel shall be constructed in a manner that does not aggravate flooding of adjacent properties.

If an assessment district is formed to construct public improvements, such assessment district will include pre-payment of 35% of the anticipated Drainage Area 56 fees for the residential properties, provided however, that the sum of the pre-paid fee plus any required on-site improvements shall not exceed 100% of the total fee obligation. Said fee will be allocated to downstream improvements north and west of Highway 4/160.

Dedication of creek right-of-ways will be required as a condition of any tentative map/final development plan. Cost of constructing the qualifying new Drainage Area 56 improvements, including removal and restoration of any unused portions of the old channel, and dedication of additional right-of-way (in excess of that exchanged for old right-of-way), will be eligible for reimbursement pursuant to Flood Control policies."

SECTION 10.4: Financing

A key prerequisite for development in the East Lone Tree Specific Plan area is the preparation of a Financial Plan to address how infrastructure and services will be provided and financed. The following section identifies the guiding principles and key components of this Financial Plan. The Financial Plan shall be approved by the City prior to the approval of any Tentative Map or Final Development Plans.

Capital Infrastructure and Municipal Services for the East Lone Tree Specific Plan area shall be self financing, that is to say, no existing City funds shall contribute to this development. The text below outlines the principles and options by which the City will allow the infrastructure and services to be financed and developed.

SECTION 10.5: Principles

- A. Assessment Districts or Similar Financing Mechanism
 - 1. Total individual homeowner assessments should not exceed the average in AD #27 as measured in equivalent dollars.
 - 2. Assessments for similar product types shall be similar and variations in assessments shall reflect relative product values and benefits received.
 - 3. Bond sales shall be phased.
 - 4. In no circumstances shall properties designated for employment or retail uses be subject to the payment of infrastructure costs, through assessment districts or other financing mechanisms, until such time as a majority of the affected properties in the Planning Area are ready to

develop (designations CN, CR, E, CRE, CE). In particular the "E" and "CE" properties shall not have any assessment obligation levied upon them unless a majority of these properties elect to develop. Individual properties may agree to accept assessment obligations as they are ready to develop.

5. Home buyers shall have the option of paying off the assessment at the time of purchase and shall be clearly informed of any and all assessments at the time of purchase.
6. When a house is sold, it must receive 100% of its bonded indebtedness, which is equal to its full lien.
7. In general, capitalized interest shall be limited to one year. Larger period of capitalized interest may be authorized by the City Council for specific items.
8. Residential development in the Planning Area shall participate in funding the early construction of Sunset as determined through the process outlined in Section 10.2D(1).

B. Community Facilities Districts (Mello-Roos) or Alternate East Lone Tree Specific Plan Funding Mechanism for Schools and Community Parks

1. Charges for similar product types shall be similar and variations in charges shall reflect relative product values or sizes and benefits received, or a flat fee per house as determined in the financial plan.
2. Home buyers shall have the option of paying off the CFD charges at the time of purchase and shall be clearly informed of any and all CFD costs.
3. The City shall work with the School District to develop a funding mechanism for schools to address the reimbursement of CFD 89-1 for the Junior High and High School facilities in Southeast Antioch as outlined in Section 10.6.B.
4. The amount of School and Community Park levies shall be equivalent to the existing levies in Community Facilities District (CFD) 89-1. Additionally, the amount of any "buyout" for such a levy shall be equivalent to the buyout amount for equivalent property in CFD 89-1.

C. Landscaping and Lighting Districts

1. Landscape and Lighting District assessments per unit shall not exceed similar developments in Southeast Antioch.
2. Publicly maintained landscaping shall be limited to that which can be funded within the constraints imposed by City noted above (C.1.). Any additional required private landscaping shall be maintained by individual homeowners and/or homeowner associations.

SECTION 10.6: Options

The following are options to be utilized for funding infrastructure and public facilities. The City shall make the determination as to which option is most appropriate.

A. Construction of Area-Wide Roads and Utilities

These items include those improvements necessary to bring service to, and link service between, properties within the Planning Area. These include improvements such as Lone Tree Way, Sunset Drive, Open Space, and Creek Trail System, etc. and are generally described within the **PHASING** section above. The options for capital financing for these improvements include, but are not limited to the following:

1. Developer constructed with private reimbursement agreements.
2. Developer constructed with City adopted Benefit District reimbursements.
3. City Assessments District

The capital financing mechanism selected shall be structured so that the cost of infrastructure that is passed on to the homebuyer through public financing requiring regular ongoing payments by the homebuyer, such as assessment districts, is reduced to the extent practical. This goal shall be balanced against the need to ensure the early construction of infrastructure in advance of development in order to mitigate the infrastructure demand created by that development. Any financing mechanism selected shall give the homebuyer a clear and decisive choice of paying off any existing bonded indebtedness at the time of home purchase.

B. Construction of Public Facilities

These include the Elementary School, Lindsey Basin Community Sports Facility, Fire Station, etc. The financing selected shall also address the East Lone Tree Specific Plan area funding its fair share of the cost of Junior High and High School facilities. The options for capital financing for these improvements include but are not limited to the following:

1. Developer constructed with private reimbursement agreements.
2. Developer constructed with City adopted Benefit District reimbursements or School District fee/CFD reimbursements or fee credits.
3. City and/or School District Community Facility District.

C. Operation and Maintenance of Public Streetlight and Landscape District

This includes ongoing operation and maintenance of publicly owned landscaping, trails and lighting for areas such as roadways, parks, open space areas, etc. The options for Operation & Maintenance financing for these improvements include the following:

1. Homeowner's Associations for maintenance of private facilities.
2. Streetlight and Landscape Maintenance District.

SECTION 10.7: FUNDING

At the time of the approval of this Specific Plan, public financing for ongoing public services was at a crossroads in California. Specifically, the State Supreme Court had determined that City Councils could not enact new revenue sources without voter approval. Also pending was a ballot initiative which would require a positive response from property owners for the continued imposition of maintenance assessments for street lighting and public landscaping.

In light of the need for public approval of tax and maintenance assessment measures and the perceived unpopularity of such issues, the availability of funding to provide to the Plan area adequate levels of police service, street lighting, public landscaping, and other basic

municipal services was in doubt at the time of this Plan's approval. It is therefore necessary, and a condition of this Specific Plan, that a workable program be in place prior to the approval of any tentative map or other development entitlement for land development projects envisioned in this Plan.

The techniques for providing ongoing funding for community services may include Mello-Roos districts or special taxes for police protection pursuant to Government Code §53978, or other similar techniques approved by the City Council. The City Council or the City Attorney may require that such funding techniques be validated by court action prior to the approval of final subdivision maps, or similar entitlements. Court validation may be specifically made a condition of approval in the tentative map or similar stage of other development entitlement.

O:\PLAN1\VIC\ZONING\IM.WPD/amended may 23, 1996