

TO:

ANTIOCH PLANNING COMMISSION

FROM:

Anne Hersch, Planning Manager Zoe Merideth, Senior Planner

SUBJECT:

Strategic Infill Housing Study

DATE:

March 16, 2022

#### STAFF RECOMMENDATION

Staff recommends that the Planning Commission review and adopt the following Resolutions:

- 1. CEQA. Adopt Resolution 2022-02 recommending the City Council adopt the addendum to the 2003 General Plan Environmental Impact Report.
- 2. General Plan Amendment. Adopt Resolution 2022-03 recommending the City Council adopt the General Plan Amendment (GP-22-01) establishing Commercial In-Fill Housing Policies in the Land Use Element.
- 3. Zoning Map Amendments. Adopt Resolution 2022-04 recommending the City Council rezone ten (10) sites to include a "Commercial Infill Housing (CIH) Overlay District" designation.
- 4. Zoning Text Amendments Adopt Resolution 2022-05 recommending the City Council adopt an ordinance for a zoning text amendment Sections 9-5.203 "Definitions," 9-5.301 "Districts Established and Defined," 9-5.3801 "Summary of Zoning Districts," 9-5.3808 "Table of Land Use Regulations," and 9-5.601 "Height, Area & Setback Regulations for Primary Structure" and a zoning map amendment (Z-22-01).
- 5. Objective Design Standards. Adopt Resolution 2022-06 recommending the City Council to adopt the project's Objective Design Standards.

#### **BACKGROUND**

#### SB2

In 2020 the City of Antioch was awarded a \$310,000 grant from a program authorized by Senate Bill (SB) 2, the Building Homes and Jobs Act. This funding source provides local governments with reimbursement grants and technical assistance to prepare plans and process improvements that achieve the following objectives:

- 1. Streamline housing approvals;
- 2. Facilitate housing affordability (particularly for lower- and moderate-income households);
- 3. Accelerate housing production.

City staff proposed to use this funding to create General Plan and zoning policies to support highdensity residential development on underutilized commercial sites. A Request for Proposals was issued and PlaceWorks was selected to complete the project. The planning process commenced in January 2021.

#### **Current Policy**

The General Plan was adopted in 2003 and currently provides very limited opportunities for residential development in commercial designations. Similarly, the City's Zoning Ordinance does not provide zoning designations or standards applicable to infill, high-density housing. Rather, the City's General Plan and zoning policies support single-use suburban-style development in most commercial and residential zones.

The City has a number of notable undeveloped, underdeveloped, or underperforming commercial sites where residential redevelopment may be appropriate. Under the current policy, a project applicant with a high-density residential project on one of these sites would be required to apply for a General Plan amendment and rezone. This entitlement process is expensive and timely, taking a year or more to complete. Due to the public review requirements, there is inherent uncertainty with a discretionary review process.

#### **ANALYSIS**

The goal with this planning effort is to identify underutilized sites suitable for housing development, create policies and development standards for medium and high-density residential development, allow for by-right development and establish a streamlined ministerial review process using objective design standards. These changes are consistent with State goals of streamlining housing approval, supporting housing affordability, and accelerating production.

The project scope and proposed changes is comprised of four (4) components that establish new policy, development standards and design standards on specific sites.

- 1. **General Plan Amendment** creating a new Commercial Infill Housing Policy.
- 2. **Zoning Map Amendments** applying the Commercial Infill Housing (CIH) Overlay District to specific parcels in the City.

- 3. **Zoning Code Amendments** to establish new development standards for the Commercial Infill Housing (CIH) Overlay District.
- 4. **Objective Design Standards** that establish design criteria for the Commercial Infill Housing (CIH) Overlay District.

#### **Environmental Review**

The original General Plan Environmental Impact Report (EIR) was prepared and certified in 2003. In order to amend the General Plan, the EIR must be reevaluated and impacts from the proposed scope properly analyzed. An addendum is appropriate where some minor technical changes or additions to the previously certified EIR are necessary, but there are not new or substantially more severe significant impacts (CEQA Guidelines Section 15164).

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the Certified EIR is the appropriate environmental clearance for the project. The addendum evaluates the changes proposed by the scope and examines whether, as a result of any changes or new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines and their applicability to the modified project.

Development is not proposed as part of this scope. When specific development projects occur on the proposed sites, it will be subject to applicable environmental review pursuant with CEQA, if applicable.

#### New General Plan Policy

The General Plan Land Use Element is proposed to be amended to include Commercial Infill Housing policies. The intent with this policy is to create flexibility to support medium/high density residential development as well as mixed use development. Existing commercial uses remain legal

**4.4.7 Commercial Infill Housing.** As part of a strategic infill housing study process, the City has designated specific sites within Antioch to allow for the streamlined development of high-quality medium- and high-density residential and mixed-use projects. These infill sites are typically vacant and/or underutilized commercial areas of the city.

The intent with this policy is to encourage revitalization in commercial developments that have commercial vacancies and relocation of commercial activity to other parts of the city. These sites are eligible for streamlined review subject to compliance with objective standards. This fulfills the need to add more housing through the building of medium and high-density housing and allows for existing commercial sites to be developed with high quality residential development.

#### **Zoning Map Amendment**

There are ten (10) sites that are proposed to have the Commercial Infill Housing (CIH) Overlay designation. Nine (9) sites are currently developed with existing commercial uses and vary in size from 4.9 acres to 40.9 acres. One site, located at the southeast corner of Crestview Drive and W. 10<sup>th</sup> St., is vacant and is 2.3 acres.

Site Location	Address	Acreage		
Lakeview Center	4042 Lone Tree Way	5.3 acres		
In-Shape Shopping Center	4099 Lone Tree Way	8.9 acres		
Deer Valley Plaza	4346 Lone Tree Way 9.8 a			
Hillcrest Summit	Shaddick Drive & Harris 4.9 a			
	Drive			
Hillcrest Terrace	3440 Deer Valley	6.3 acres		
Buchanan Crossings	3110 Buchanan Rd.	5.4 acres		
Delta Fair Shopping Center	2710-3040 Delta Fair Blvd.	14.7 acres		
Somersville Towne Center	2556 Somersville Rd.	40.9 acres		
99 Cents Only/Big Lots	2521 Somersville Rd.	10 acres		
Crestview Dr/ West 10th	APN: 074-334-030-9	2.3 acres		
Street				

Table 1. List of Sites proposed to have CIH Overlay Designation

#### Zoning Code Amendment Commercial Infill Housing (CIH) Overlay District: Site Regulations

Detailed site development regulations are proposed for the Commercial Infill Housing (CIH) Overlay District. A summary table is included below and identifies all the development standards and review specific to the CIH Overlay District. It is important to note that if an applicant were to propose unit density or building height above the by-right standards, a Conditional Use Permit would be required and would be reviewed and acted on by the Planning Commission.

Development Standard	Regulation				
Site Qualification	Sites shown with the CIH Overlay District on the Zoning Map are qualified for by-right development of infill hosing and applicants may submit an application to the Planning Department for ministerial review.				
	For sites outside of the CIH Overlay District, a rezone to the CIH Overlay District is required through City Council approval.				
Uses	Medium density housing				
	High density housing				
	Vertical mixed use				
Existing Uses Preserved	Horizontal mixed use Underlying/base zoning for overlay sites still applies				
Laisting Oses i reserved	Officerrying/base zorning for overlay sites still applies				
Minimum Density	12 dwelling units per acre				
Density Range	By Right: 12 to 35 dwelling units per gross developable acre				
	Conditional Use Permit: densities of up to 50 dwelling				
	units per gross developable acre				
Height	By Right: two (2) to four (4) stories (up to 45 ft.)				
	Conditional Use Permit: more than four (4) stories or 45 ft.				

Off-Street Parking	Off-street parking requirements shall follow the requirements in Table 9-5.1703.1, "Off-Street Parking Required"
Objective Design Standards	Development shall comply with the Objective Design Standards contained in the City's Commercial Infill Housing Overlay District Design Standards Document.
Review Process	Applications for residential or mixed-use development on qualified Commercial Infill Housing Overlay District sites shall be submitted to the Planning Department for ministerial processing and must include an application packet and design plans. Applications will be processed administratively by staff and reviewed for conformance with the Commercial Infill Housing Overlay District Objective Design Standards."

Table 2. Site Development Standards for the Commercial Infill Housing Overlay District

#### Objective Design Standards

The scope also includes the creation of Objective Design Standards. Objective standards establish explicit design criteria that must be satisfied for ministerial review. Unlike design guidelines which are advisory, objective design standards are written to provide clear and straightforward design expectations as well as the application and approval process. Projects that comply with objective design standards are not subject to discretionary review.

A comprehensive checklist was prepared as part of the draft Standards. The checklist identifies design components that must be satisfied in order to qualify for ministerial review. There is also a checklist for staff to identify project compliance during project review. The draft Design Standards focus on five (5) areas of project design Including:

- 1. Site Design
- 2. Building Design
- 3. Landscaping
- 4. Lighting
- 5. Signage

#### Design Standards & Housing Legislation

With each legislative cycle, new housing laws are passed with the intent of streamlining housing project review Statewide. Two laws have been enacted in recent years that streamline and limit the number of public meetings. Both laws identify objective design standards as a means of streamlining project review.

#### SB 35

SB 35 became effective in 2017 and streamlines project review for projects with a specific percentage of affordable units as well as compliance with objective standards. The percentage varies based on the City's housing production. In Antioch, projects which propose a 50% affordable component may apply pursuant to SB 35.

#### SB 330

SB 330 was enacted in 2019. This law limits the number of public meetings for all housing projects and locks in development standards from the date of filing. Jurisdictions are also prohibited from

imposing or enforcing subjective design standards on housing developments where housing is a permitted use.

#### **Build Out Analysis**

Bay Area Economics was retained to prepare a financial feasibility analysis as well as a profile of the specific sites. A summary of this analysis was presented to the Planning Commission on July 21, 2021. Three different residential types were analyzed including for-sale townhomes, garden style stacked flat apartments, and high-density podium design. The analysis examined site acquisition costs, site work costs, residential hard costs, parking costs, city impact and permitting fees, soft costs, developer profit, and financing costs.

Based on this analysis, it is recommended that the City allow higher densities on the infill sites. By allowing more units to be built on a given site, site acquisition and site work costs are spread over more units, reducing the project costs per unit.

Existing medium and high-density residential zoning designations have maximum allowable densities of 10 units per acre, 20 units per acre, 25 units per acre and 35 units per acre. The CIH Overlay is proposed to have a density range minimum of 12 units per acre with a maximum of 35 units per acre. The density range creates flexibility for potential developers when determining project feasibility and scope.

Site Location	Estimated Unit Capacity
Lakeview Center	80
In-Shape Shopping Center	267
Deer Valley Plaza	147
Hillcrest Summit	189
Hillcrest Terrace	81
Buchanan Crossings	221
Delta Fair Shopping Center	720
Somersville Towne Center	113
99 Cents Only/Big Lots	113
Crestview Dr/ West 10th Street	115
Total Capacity	2,046 units

Table 3. Estimated Unit Capacity by Site

#### **Exclusion from Housing Element**

The proposed sites are not included in the Housing Element Opportunity sites inventory for the 6<sup>th</sup> Cycle (2023-2031). With the exception of the Crestview Drive/West 10<sup>th</sup> St. property, the existing sites are developed with commercial uses. The intent of the proposed policies is to create flexibility for future development while still allowing current uses. If the sites were identified as Opportunity sites, this would limit future development uses to residential and would not result in flexibility of uses allowed through the CIH Overlay.

#### Review Process

This effort commenced in January 2021. A timeline summary of engagement and public review is detailed below.

- **January 2021** stakeholder meeting with developers and 2 PC members
- July 21, 2021- Planning Commission received a presentation from Placeworks
- August 10, 2021-City Council received a presentation from Placeworks
- October 5, 2021- Economic Development Commission (EDC) received a presentation from Staff
- October 19, 2021- EDC met to form a sub-committee
- November 2, 2021- EDC met again and provided a report

#### **Economic Development Commission**

The Economic Development Commission discussed the proposed policies on November 1, 2021. A summary of the Commission report is included as Attachment H.

#### **ATTACHMENTS**

- A. Resolution 2022-02 forwarding a recommendation to City Council to adopt the Addendum
  - a. Exhibit A EIR Addendum
- B. Resolution 2022-03 forwarding a recommendation to City Council recommending General Plan Amendment
  - a. Exhibit A: General Plan Amendment
- C. Resolution 2022-04 forwarding a recommendation to City Council adopt Zoning Map Amendments
  - a. Exhibit A: Amended Zoning Map
- D. Resolution 2022-05 forwarding a recommendation to City Council adopt Zoning Text Amendments
  - a. Exhibit A: Zoning Amendments
- E. Resolution 2022-06 forwarding a recommendation to City Council adopt Objective Design Standards
  - a. Exhibit A: Objective Design Standards
- F. Feasibility Analysis prepared by Bay Area Economics
- G. Sites Analysis prepared by Bay Area Economics
- H. Economic Development Commission report

#### ATTACHMENT A

# PLANNING COMMISSION RESOLUTION NO. 2022-02

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THE CITY COUNCIL CERTIFY THE ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN AMENDMENT, ZONING MAP AMENDMENT, ZONING TEXT AMENDMENT AND OBJECTIVE DESIGN STANDARDS FOR COMMERCIAL INFILL HOUSING POLICIES

- **WHEREAS**, the City of Antioch ("City") applied for and received a \$310,000 grant from a program authorized by Senate Bill (SB) 2, the Building Homes and Jobs Act;
- **WHEREAS**, this funding source provides local governments with reimbursement grants and technical assistance to prepare plans and process improvements that achieve streamlined housing approvals, facilitate housing affordability (particularly for lower- and moderate-income households), and accelerate housing production;
- **WHEREAS**, City staff used this funding to create General Plan and zoning policies to support high-density residential development on underutilized commercial sites;
- **WHEREAS**, a Request for Proposals was issued and PlaceWorks was selected to complete the project and the process commenced in January 2021;
- WHEREAS, the scope includes amending the Antioch General Plan and the Zoning Code to create a new Commercial Infill Housing (CIH) Overlay District and CIH Objective Design Standards to provide key, objective requirements for the development of multifamily residential and mixed-use development within the City's CIH Overlay District;
- **WHEREAS**, the proposed CIH Overlay District is intended to allow for the streamlined development of medium- and high-density residential and mixed-use projects on infill sites that have been identified through an infill housing study process and are typically vacant and/or underutilized commercial areas of the city;
- **WHEREAS**, ten (10) sites have been identified and are proposed to have the CIH Overlay District designation on the Zoning Map;
- **WHEREAS,** draft Zoning Code amendments were prepared for the CIH Overlay District were drafted and detail specific development standards for the District;
- **WHEREAS**, the proposed CIH Objective Design Standards are written to have no subjective judgment by a public official and compliance is verified through a checklist;
- **WHEREAS,** the City, as lead agency under the California Environmental Quality Act ("CEQA"), has completed the Addendum to the General Plan Environmental Impact Report ("Final EIR" or "EIR") for the Project;

- **WHEREAS**, the purpose of this Addendum is to analyze the impacts of the proposed project, herein referred to as the "Modified Project", as required pursuant to the provisions of CEQA and the State CEQA Guidelines;
- **WHEREAS**, the Modified Project does not increase amount of development potential or extend beyond the boundaries analyzed in the Certified EIR;
- **WHEREAS**, the Modified Project is a programmatic, policy-level change that does not propose specific development projects;
- **WHEREAS**, when specific development projects occur on these sites, they would be subject to applicable environmental review pursuant with CEQA;
- **WHEREAS,** this document contains the City's certification of the EIR and its CEQA findings. The Final EIR has State Clearinghouse No. 2003072140;
- WHEREAS, the Planning Commission held a public hearing and considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request; and
- **WHEREAS,** a public hearing notice was published in the East County Times and posted in three public places pursuant to California Government Code Section 65090 on February 25, 2022 for the public hearing held on March 16, 2022.
- **NOW, THEREFORE, BE IT RESOLVED AND DETERMINED** that the Planning Commission recommends that the City Council of the City of Antioch finds as follows:
  - 1. The foregoing recitals are true and correct.
  - 2. Substantial changes are not proposed to the Modified Project that would require major revisions to the 2003 Environmental Impact Report (EIR) due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified effect.
  - 3. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken requiring major revisions to the 2003 Environmental Impact Report (EIR) due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified effect.
  - 4. There is no new information of substantial importance which was not known and could not have been known at the time the 2003 Environmental Impact Report (EIR) was certified showing any of the following:

- a. The project will have a new significant effect not previously discussed in the 2003 Environmental Impact Report (EIR).
- b. The project will not cause any significant effect examined in the 2003 Environmental Impact Report (EIR) to be substantially more severe.
- c. The mitigation measures in the 2003 Environmental Impact Report (EIR) and adopted in the CEQA Findings remain feasible.
- d. There are no mitigation measures or alternatives which are considerably different from those analyzed in the 2003 Environmental Impact Report (EIR) that would substantially reduce one or more significant effects on the environment.

**BE IT FURTHER RESOLVED** that the Addendum to the 2003 Environmental Impact Report (EIR) is hereby RECOMMENDED FOR ADOPTION pursuant to the California Environmental Quality Act.

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 16th day of March, 2022, by the following vote:

AYES:		
NOES:		
ABSENT:		
ABSTAIN:		

FORREST EBBS Secretary to the Planning Commission

# EXHIBIT A EIR ADDENDUM

(SEPRATE PAGE)

March 2022 | Addendum to Environmental Impact Report State Clearinghouse Number 2003072140

# Antioch General Plan Update EIR Addendum No. 2

City of Antioch

#### Prepared for:

#### **City of Antioch**

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# 1. Introduction

#### 1.1 BACKGROUND, PURPOSE, AND SCOPE

The California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq. and the State CEQA Guidelines (California Code of Regulations Sections 15000 et. seq.), recognizes that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the lead agency to evaluate these changes to determine whether or not they affect the conclusions in the environmental document.

This document is an Addendum to the Environmental Impact Report (EIR) for the General Plan Update (Antioch General Plan), State Clearinghouse (SCH) No. 2003072140, certified on November 24, 2003 (2003 EIR). An Addendum to the Certified EIR was completed in October 2017 (Addendum No. 1), for a General Plan Amendment which updated the General Plan Land Use Element including the overall General Plan buildout numbers. Together the 2003 EIR and Addendum No. 1 are considered the "Certified EIR" and the Antioch General Plan and the General Plan Land Use Element Update are considered the "Approved Project." This document is the second Addendum to the Certified EIR.

The purpose of this Addendum is to analyze the impacts of the proposed project, herein referred to as the Modified Project, as required pursuant to the provisions of CEQA and the State CEQA Guidelines. The Modified Project does not increase amount of development potential or extend beyond the boundaries analyzed in the Certified EIR. Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Antioch is the lead agency charged with the responsibility of deciding whether or not to approve the proposed action.

#### 1.2 ENVIRONMENTAL PROCEDURES

Pursuant to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when an Environmental Impact Report (EIR) has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

 Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

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#### 1. Introduction

- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, or the negative declaration was adopted shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
  - b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
  - d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Where none of the conditions specified in Section 15162<sup>1</sup> are present, the lead agency must determine whether to prepare an Addendum or whether no further CEQA documentation is required (CEQA Guidelines Section 15162[b]). An Addendum is appropriate where some minor technical changes or additions to the previously certified EIR are necessary, but there are no new or substantially more severe significant impacts (CEQA Guidelines Section 15164).

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the Certified EIR is the appropriate environmental clearance for the Modified Project. This Addendum reviews the changes proposed by the Modified Project and examines whether, as a result of any changes or new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines and their applicability to the Modified Project. This Addendum relies on the attached environmental analysis, which addresses environmental checklist issues section by section. The checklist includes findings as to the physical environmental impact of the Modified Project in comparison with the findings of the Certified EIR.

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 $<sup>^{1}</sup>$  See also Section 15163 of the State CEQA Guidelines, which applies the requirements of Section 15162 to supplemental EIRs.

#### 2.1 LOCATION AND SETTING

The City of Antioch is located in Contra Costa County in the San Francisco Bay Area. It encompasses approximately 50 square miles including its city boundaries and larger sphere of influence. State Highway 4, which runs east to west, bisects the city, and connects it to Interstate 680 and western Contra Costa County. The city is bordered by the San Joaquin River to the north, the cities of Oakley and Brentwood to the east, unincorporated Contra Costa County to the south, and the city of Pittsburg to the west.

#### 2.2 STUDY AREA

The study area is the same area covered by the General Plan, which encompasses the entirety of the city and the City's sphere of influence, as well as unincorporated Contra Costa County lands to the south of Antioch that bear a relationship to the City's long-term planning. While State law permits the inclusion of such lands in a community's general plan, Antioch asserts land use control only over lands actually within the City's jurisdiction.

#### 2.3 PROPOSED CHANGES

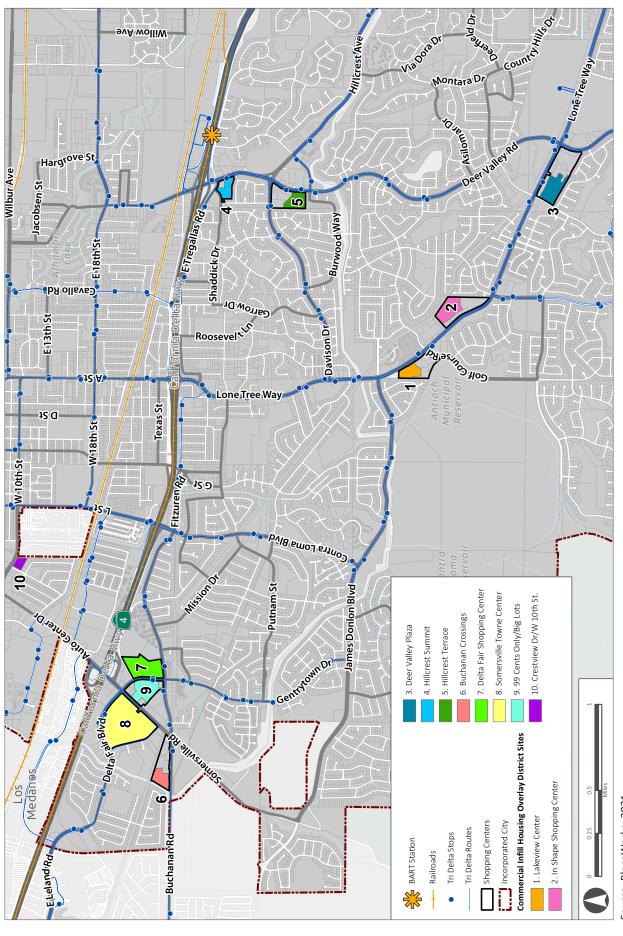
The proposed Modified Project consists of the following revisions to the Approved Project, which are described in more detail below. In summary, the proposed Modified Project consists of amending the Antioch General Plan and the Zoning Code to create a new Commercial Infill Housing (CIH) Overlay District and CIH Objective Design Standards to provide key, objective requirements for the development of multifamily residential and mixed-use development within the City's CIH Overlay District. The proposed CIH Overlay District is intended to allow for the streamlined development of medium- and high-density residential and mixed-use projects on infill sites that have been identified through an infill housing study process and are typically vacant and/or underutilized commercial areas of the city. The ten sites that have been identified throughout the city are shown on Figure 1, Commercial Infill Housing Overlay District Sites. Unlike design guidelines, the proposed CIH Objective Design Standards are written to have "no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official prior to submittal."

The Modified Project is a programmatic, policy-level change that does not propose specific development projects. When specific development projects occur on these sites, they would be subject to applicable environmental review pursuant with CEQA, if applicable.

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Commercial Infill Housing Overlay District Sites

# 2. Project Description



Source: PlaceWorks, 2021.

**A11** 

#### 2.3.1 Amendments to the General Plan

The Modified Project would add or revise the following three sections of the Land Use Element chapter of the Antioch General Plan:

1. A new policy direction would be added as new Section 4.4.8 of the Land Use Element chapter: 4.4.8 Commercial Infill Housing. As part of a strategic infill housing study process, the City has designated specific sites within Antioch to allow for the streamlined development of high-quality medium- and high-density residential and mixed-use projects. These infill sites are typically vacant and/or underutilized commercial areas of the city.

#### a. Purpose and Primary Issues

Commercial infill housing allows residential development in commercial land use designations, which can also serve the following issues:

- a. Revitalize partially built or struggling commercial developments that have commercial vacancies and relocation of commercial activity to other parts of the city.
- b. Incentivize residential and mixed-use development through streamlining/expediting the planning approval process.
- c. Contribute to the citywide need for more housing through the building of medium- and highdensity housing.
- d. Allow for existing commercial sites to be developed with high quality residential development to address housing needs and redevelopment of underutilized sites.

#### b. Policy Direction

The following policies shall guide development of commercial infill housing projects:

- a. Allow property owners to develop housing on the infill site if the site is a minimum of 20,000 square feet, the site is vacant and/or underutilized, and has an existing commercial land use designation.
- b. Appropriate land uses include medium density housing, high density housing, vertical mixed use, and horizontal mixed use.
- c. The underlying/base zoning for overlay sites will remain and may be redeveloped with commercial or other uses as currently allowed.
- d. The minimum residential development intensity shall be 12 dwelling units per acre.
- e. Residential densities of 12 to 35 dwelling units per gross developable acre are allowed.

  Densities of up to 50 dwelling units per gross developable acre are allowed with a use permit.
- f. Building heights of two to four stories (up to 45 feet) are allowed. Building heights above four stories or 45 feet shall require a use permit.
- g. Commercial infill housing projects shall satisfy the Objective Design Standards in the Commercial Infill Housing Objective Design Standards document.
- h. Encourage demolition or repurposing of underutilized commercial development on the site to accommodate for new high quality residential or mixed-use development.
- i. Create a pedestrian-oriented environment within and immediately outside of the development.

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- j. Provide convenient access to circulation networks of various modes of travel, including vehicle, pedestrian, bike, and transit outside of the site.
- k. Provide internal circulation for bikes, vehicles, and pedestrians that connect these circulation networks outside of the development on adjacent streets and sidewalks.
- I. Where possible, site entries near transit stops and facilitate vehicular access along major arterials."
- 2. Add additional text, shown as <u>underlined</u> text, to Section 4.4.1.2 of the Land Use Element chapter: 4.4.1.2 Commercial Land Use Designations. The General Plan land use map identifies two commercial land use designations, which, along with commercial development within Focus Areas, will provide a broad range of retail and commercial services for existing and future residents and businesses. Permitted maximum land use intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site prior to any new dedication requirements. <u>In addition to these commercial land use designations, residential and mixed-use development of a minimum of 12 dwelling units per gross developable acre may be allowed on commercial infill sites. See the Commercial Infill Housing description within the Land Use Element for more details."</u>
- 3. The following changes would be made to Table 4.A, *Appropriate Land Use Types*, of the Land Use Element chapter:
  - a. Add row: "Commercial Infill Housing. As defined and regulated by the Antioch Municipal Code."
  - b. Checkmark columns: "Medium Density Residential," "High Density Residential," "Mixed Use," and "Mixed Use/Medical Facility" with reference to note #9.
  - c. Add note #9 under Table 4.A: "Commercial infill housing is allowed only within the Commercial Infill Housing Overlay District."

# 2.3.2 Required Amendments to the Municipal Code

#### **2.3.2.1** ZONING AMENDMENTS

The Modified Project would add the following text to the Title 9, *Planning and Zoning*, Chapter 5, *Zoning*, of the Municipal Code:

- The following definition would be added to Section 9-5.203, *Definitions*: "Commercial Infill Housing. Strategic, streamlined development of high-quality medium- and high-density residential and mixed-use projects sited on vacant and/or underutilized infill sites in commercial areas of the city."
- The following text would be added to Section 9-5.301, *Districts Established and Defined:* "(EE) CIH Commercial Infill Housing Overlay District. This overlay district provides sites suitable for the development of high-quality medium- and high-density residential and mixed-use projects on infill sites in commercial areas of the city when compatible with the Commercial Infill Housing description in the Land Use Element of the Antioch General Plan. This overlay district allows residential development at a

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minimum of 12 dwelling units per gross acre. This overlay district is consistent with the Commercial Infill Housing General Plan description."

- The following text would be added to the end of Section 9-5.3801, *Summary of Zoning Districts*: "CIH Commercial Infill Housing Overlay District."
- Table 9-5.3803, *Table of Land Use Regulations*, would be amended as follows:
  - Add "CIH<sup>14</sup>"
  - For "Day-care: large family (§ 9-5.3818)" row, add A under CIH column.
  - For "Day-care: small family (§ 9-5.3817)" row, add P under CIH column.
  - For "Home occupations" row, add P under CIH column.
  - For "Multiple-family: condominium, apartment, town-house (§ 9-5.3820)" row, add "P<sup>15</sup>, U<sup>16</sup>" under CIH column.
  - Add footnote #14: "14. In the Commercial Infill Housing Overlay District, allowable commercial uses and standards remain as determined by the underlying zoning."
  - Add footnote #15: "15. Up to 35 units/acre and building height of four stories or 45 feet permitted by right subject to compliance with all other applicable standards."
  - Add footnote #16: "16. 35 to 50 units/acre and building height above 45 feet permitted with approval of a use permit."
- The following row would be added to Table 9-5.601, *Height, Area & Setback Regulations for Primary Structure*, of Article 6, *Height and Area Regulations* and Table: "CIH: In Compliance with the Commercial Infill Housing Overlay District Objective Design Standards Document."
- The following section would be added at the end of Article 38, Land Use Regulations, within Chapter 5, Zoning, of Title 9, Planning and Zoning:

"The Commercial Infill Housing (CIH) Overlay District will comply with the following standards and regulations. Any standards not included in this section will comply with the site's underlying zoning standards.

- (A) Site Qualification. Sites shown within the CIH Overlay District on the Antioch Zoning Map are qualified by-right for development of infill housing and can submit an application to the Planning Department for ministerial review. For sites outside of the CIH Overlay District, a rezone of the site to be included in the CIH Overlay District is required with approval from City Council prior to submitting an application to the Planning Department.
- **(B)** Residential Density. Residential development under 12 dwelling units per acre shall not be permitted within the CIH Overlay District. Residential development of 12 to 35 dwelling units per acre are allowed by-right. Development over 35 dwelling units per acre require the approval of a use permit.
- **(C) Off-street Parking Required.** Off-street parking requirements shall follow the requirements in Table 9-5.1703.1, *Off-Street Parking Required*.
- **(D) Building Height.** Development of two to four stories (up to 45 feet in building height) shall be allowed by-right. Development higher than four stories (more than 45 feet in building height) shall require the approval of a use permit.

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- **(E) Objective Design Standards.** Development shall comply with the objective design standards contained in the City's Commercial Infill Housing Overlay District Objective Design Standards document.
- **(F) Review Process.** Applications for residential or mixed-use development on qualified Commercial Infill Housing Overlay District sites shall be submitted to the Planning Department for ministerial processing and must include an application packet and design plans. Applications will be processed administratively by staff and reviewed for conformance with the Commercial Infill Housing Overlay District Objective Design Standards."
- The following definition would be added to Section 9-5.203, *Definitions*: "Story" means a portion of a building between the surface of any floor and the surface of the floor next above it, or, if there is no floor above it, the space between such floor and the ceiling next above it. A story also includes a basement, cellar, or unused under-floor space if the finished floor level directly above such space is more than six (6) feet above the ground adjacent to the building for more than fifty percent (50%) of the total perimeter.
- Section 9-5.3601, Zoning Map, would include a revision to include the Commercial Infill Housing (CIH)
   Overlay District to the Zoning Map as shown in Figure 1, Commercial Infill Housing Overlay District Sites.

#### 2.3.2.2 COMMERCIAL INFILL HOUSING OVERLAY DISTRICT OBJECTIVE DESIGN STANDARDS

The Modified Project would introduce the CIH Overlay District Objective Design Standards to provide key, objective requirements and application and approval process for the multifamily residential and mixed-use development within the CIH Overlay District. Unlike design guidelines, objective design standards are written to have "no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official prior to submittal." In other words, the goal of these objective design standards is to provide a clear and straight forward application and approval process for multifamily housing construction within the CIH Overlay District.

The full text of the proposed CIH Overlay District Objective Design Standards is included as Appendix A of this Addendum. These would include standards for the following project features:

- Site Design
  - Site Entries
  - Street Frontage
  - Context Sensitivity
  - Access and Parking
  - Service Access, Trash, and Storage Facilities
  - Open Space Areas
- Building Design
  - Building Massing and Articulation
  - Entryways

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- Building Materials and Finishes
- Windows/Glazing
- Projecting Elements
- Roofs
- Landscaping
  - Plantings
  - Walls and Fences
- Lighting
- Signage

#### 2.3.3 Buildout Potential

Table 2.3-1, Antioch General Plan Buildout Numbers, shows the total General Plan buildout as was revised by the General Plan Amendment that was analyzed in the Addendum No. 1 (2017) to the Certified EIR. The General Plan Amendment analyzed in the Addendum No. 1 (2017) reduced the total amount of single-family and multi-family residential units, and the total square footage of commercial/office and business park/industrial land uses, proposed in the General Plan. As the Modified Project is relevant to residential, commercial, and mixed-use land uses, Table 2.3-1, Antioch General Plan Buildout Numbers, only shows the General Plan buildout numbers for residential, commercial, and mixed-use land uses, as well as focus areas that include these land uses. Buildout numbers for other land uses such as industrial (business park), public institutional, and open space are not included in this table as they are not relevant to the Modified Project.

The Modified Project evaluated in this Addendum would not alter (increase or decrease) the buildout that was analyzed in the Certified EIR and subsequent Addendum No. 1 (2017). Rather, it would allow for reallocation of residential land uses to areas within the city that have been determined to be typically vacant and/or underutilized commercial areas. Furthermore, the Modified Project is a policy document that does not propose specific development and only addresses future development potential on designated sites.

Table 2.3-2, Standards for Density and Development Intensity, shows the standards for density and development intensity that would be allowed under the Modified Project. The sites identified in Table 2.3-2 do not correspond to the Focus Areas identified in Table 2.3-1.

As shown between the buildout numbers in Table 2.3-1 and the maximum proposed development capacity in Table 2.3-2, the number of residential units that would be allowed in the CIH Overlay District would be well within the existing buildout numbers.

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TABLE 2.3-1 ANTIOCH GENERAL PLAN BUILDOUT NUMBERS

Land Use / Focus Areas	Single-Family Residential (Dwelling Units)	Multi-Family Residential (Dwelling Units)	Commercial/Office (Square Feet)
Residential	, ,	, ,	, , , , ,
Estate Residential	915		
Low Density Residential	4,944		
Medium Low Density Residential	22,333		
Medium Density Residential	831	1,247	
High Density Residential		4,817	
Residential Subtotal	29,023	6,064	-
Commercial			
Convenience Commercial			341,449
Neighborhood Community Commercial			4,563,853
Office			7,059,981
Commercial Subtotal			11,965,283
Mixed Use		279	606,885
Focus Areas			
A Street Interchange	124		2,110,165
East Lone Tree Specific Plan	1,100	250	1,135,000
Eastern Waterfront Employment	12	248	268,051
Ginochio Property	400		
Downtown Specific Plan	1,065	1,221	3,927,420
Roddy Ranch	600	100	225,000
Hillcrest Station Area Specific Plan		2,500	2,500,000
Sand Creek	3,537	433	1,240,000
Western Antioch Commercial		358	9,224,280
Western Gateway		460	215,216
Focus Area Subtotal	6,839	5,570	20,845,130
Overall Total	35,862	11,913	33,417,298

Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

Figures include buildout within the General Plan Study Area, which encompasses the entirety of the city and the sphere of influence as well as lands to the south of Antioch that bear a relationship to the City's long-term planning.

Source: City of Antioch General Plan, 2003, updated 2017.

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STANDARDS FOR DENSITY AND DEVELOPMENT INTENSITY **TABLE 2.3-2** 

N O	. Site Name	Acreage	General Plan	Zoning	Allowable FAR	Assumed Housing Type	Assumed Residential Density	Existing Dev. Capacity	Proposed Dev. Capacity
1*	Lakeview Center	5.3	Neighborhood/ Community Commercial	Planned Development (Commercial/Office)	0.4	For-sale townhomes	15 dua	92,347.2 sf NCC	80 units
2*	In-Shape Shopping Center	8.9	Office/ Neighborhood/ Community Commercial	Planned Development (Shopping Center)	0.5 (Office) 0.4 (NCC)	MF stacked rental	30 dua	193,842 sf office	267 units
3	Deer Valley Plaza	9.8	Neighborhood/ Community Commercial	Planned Development (Shopping Center)	0.4	For-sale townhomes	15 dua	61,600 sf movie theater <sup>1</sup>	147 units
*4	Hillcrest Summit	4.9	Neighborhood/ Community Commercial	Planned Development (Commercial/Office)	0.4	Rental garden apt., stacked flats	30 dua	85,377.6 sf NCC	147 units
ж *	Hillcrest Terrace	6.3	Mixed Use	Planned Development (Commercial/Office)	0.5	MF stacked rental	30 dua	137,214 sf commercial/ office	189 units
*9	Buchanan Crossings	5.4	Western Antioch Commercial Focus Area	Planned Development (Shopping Center)	0.5	For-sale townhomes	15 dua	117,612 sf commercial	81 units
_	Delta Fair Shopping Center	14.7	Western Antioch Commercial Focus Area	Regional Commercial (C-3)	0.5	MF stacked	30 dua	242,699 sf commercial <sup>2</sup>	221 units; 100,697 sf commercial to remain <sup>3</sup>
∞	Somersville Towne Center	40.9	Western Antioch Commercial Focus Area	Regional Commercial (C-3)	0.5	For-sale townhomes	30.2 dua	501,259 sf commercial retail <sup>4</sup>	720 units; 123,816 sf gf retail (including remaining commercial); 20,000 sf office <sup>5</sup>
6	99 Cents Only/Big Lots	10.0	Western Antioch Commercial Focus Area	Regional Commercial (C-3)	0.5	MF stacked	30 dua	85,305 sf commercial <sup>6</sup>	113 units; 57,175 sf commercial to remain
10*	Crestview Dr/ West 10 <sup>th</sup> Street	2.3	Western Antioch Commercial Focus Area	Neighborhood/Community Commercial (C-2)	0.5	High-density MF rental, podium project	50 dua	50,094 sf commercial	115 units

Notes: dua = dwelling units per acre; sf = square feet; apt. = apartment; gf = gross feet; NCC = Neighborhood/Community Commercial; MF = multi-family \*\* Currently vacant and/or undeveloped

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 $<sup>^1\</sup> https://www.loopnet.com/Listing/4204-Lone-Tree-Way-Antioch-CA/17665333/$   $^2\ Measured building footprints from ArcGIS.$ 

<sup>&</sup>lt;sup>3</sup> Assumes northern three buildings on-site to remain.

<sup>&</sup>lt;sup>4</sup> http://yamm.finance/wiki/Somersville\_Towne\_Center.html

<sup>&</sup>lt;sup>5</sup> Master Plan Sheet from LCA Architects. <sup>6</sup> https://www.loopnet.com/Listing/2511-Somersville-Rd-Antioch-CA/8194312/

https://www.commercialcafe.com/commercial-property/us/ca/antioch/2515-somersville-road/ Source: City of Antioch.

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As detailed in Section 2.3, *Proposed Changes*, the Modified Project would predominantly consist of increased density on ten specific infill sites throughout the city that are typically vacant and/or underutilized commercial areas and associated objective design standards to provide key, objective requirements and application and approval process for future development on these sites.

CEQA identifies and analyzes the significant effects on the environment, where "significant effect on the environment" means a substantial or potentially substantial adverse change in any of the physical condition (CEQA Guidelines Section 15382). The proposed changes under the Modified Project, which does not increase the development potential evaluated under the Certified EIR, are analyzed below.

#### 3.1 AESTHETICS

#### 3.1.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Have a substantial adverse effect on a scenic vista?	LTS	Yes	No	No	No
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	LTS	Yes	No	No	No
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of the site and its surroundings, or in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality?	LTS	Yes	No	No	No
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LTS/M	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The proposed Modified Project would reduce the amount of commercial development and increase the residential density within the CIH Overlay District. Because there is no change in the height or FAR of the

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commercial, residential, and mixed-use land use types applicable to the proposed Modified Project, implementing this proposed change would not result in building heights beyond what is established in the Approved Project. In addition, these sites include infill development only. The increase in residential density in the CIH Overlay District would result in changes at the policy level and does not include specific development proposals. For this reason, and due to the project location (not in the viewshed of a scenic highway) and because no height increases would occur, the proposed increased density in the CIH Overlay District under the proposed Modified Project have no impact on scenic vistas and scenic resources within a state scenic highway. The Certified EIR concluded that there would be a less-than-significant impact from light and glare, with mitigation, as a result of implementation of the Approved Project. Mitigation included revisions to the General Plan to incorporate policies addressing light and glare impacts. Residential land uses result in less light and glare than commercial land uses, and therefore would not result in new sources of light and glare beyond what was evaluated in the Certified EIR. Accordingly, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts with respect to aesthetics.

#### 3.2 AGRICULTURE AND FORESTRY RESOURCES

#### 3.2.1 Impacts Associated with the Modified Project

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NI	Yes	No	No	No
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NI	Yes	No	No	No
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	NI	Yes	No	No	No
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	2018 CEQA Checklist Question	Yes	No	No	No

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	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	2018 CEQA Checklist Question	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The Certified EIR concluded that the General Plan Update would have no impact on agricultural and forestry resources. The proposed Modified Project would propose policy changes that would result in reduced commercial development and increased residential density in the CIH Overlay District, on sites that are currently designated as commercial or office use, that would not result in additional development beyond what was analyzed in the Certified EIR. Given that the City has no important farmland or forestland, none of the proposed changes are applicable to agriculture or forest resources. Thus, no impacts would occur.

#### 3.3 AIR QUALITY

### 3.3.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Conflict with or obstruct implementation of the applicable air quality plan?	SU	Yes	No	No	No
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	LTS	Yes	No	No	No
c)	Expose sensitive receptors to substantial pollutant concentrations?	LTS	Yes	No	No	No

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The Bay Area Air Quality Management District (BAAQMD) is responsible for developing the Clean Air Plan for the San Francisco Bay Area.<sup>2</sup> The certified EIR determined that the Approved Project would have significant and unavoidable long-term air quality impacts associated with the BAAQMD's Clean Air Plan due to the increase in vehicle miles traveled (VMT) per population, as well as the resulting nitrogen oxides (NO<sub>X</sub>) emissions that would exceed the project-level operation thresholds. Implementation of the proposed Modified Project to accommodate more infill housing in the CIH Overlay District would result in a net decrease in vehicle trips compared with existing commercial zone, as shown in the *Trip Generation Study* included as Appendix B of this Addendum.<sup>3</sup> As mobile source emissions would generate the majority of criteria air pollutants, the decrease in vehicle trips would result in a decrease in operation-related emissions as well. Therefore, operation of the proposed Modified Project would not have the potential to substantially affect housing, employment, and population projections within the Bay Area, which is the basis of the Clean Air Plan projections. The proposed Modified Project would therefore not result in a new impact or substantial increase in magnitude of the existing impacts related to conflict with or obstruct implementation of the applicable air quality plan.

There are no changes in long-term emissions associated with the Modified Project. Therefore, no new significant impact or substantially more severe significant impacts than those identified in the Certified EIR would occur for operational impacts. The Certified EIR determined that the construction emissions of the Approved Project would be less than significant with implementation of the General Plan policies, which identified the BAAQMD best management practices and regulations required to reduce fugitive dust and manage hazardous materials during construction. Future development projects which may occur under the Modified Project would be required to comply with these policies and regulations, which would contribute to further reduction of GHG emissions and potential health risk to people. Therefore, the Modified Project

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<sup>&</sup>lt;sup>2</sup> Bay Area Air Quality Management District (BAAQMD). 2017, April. 2017 Clean Air Plan: Spare the Air, Cool the Climate. https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a\_-proposed-final-cap-vol-1-pdf.pdf?la=en

<sup>&</sup>lt;sup>3</sup> W-Trans, 2021. *Draft Trip Generation Study of SB 2 Infill Sites in Antioch*.

would not result in a new impact or substantial increase in magnitude of the existing impacts related to cumulatively considerable net increase of any criteria pollutants.

Neither the Approved Project or the Modified Project would involve the type of development that would generate substantial odors or be subject to odors that would affect a substantial number of people. The type of facilities that are considered to have objectionable odors from their operation include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Residential or mixed-use buildings that would be allowed in the CIH Overlay District are not associated with foul odors that constitute a public nuisance.

Overall, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the air quality impacts that were analyzed in the Certified EIR.

#### 3.4 BIOLOGICAL RESOURCES

### 3.4.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	LTS	Yes	No	No	No
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	LTS	Yes	No	No	No

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
c)	Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	LTS	Yes	No	No	No
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	LTS	Yes	No	No	No
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS	Yes	No	No	No
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The proposed Modified Project would not change the Certified EIR study area boundaries and would not change the size or extent of disturbed areas that were analyzed in the Certified EIR. It would also only affect designated infill sites that are currently intended for commercial or office use to allow the development of residential and mixed-use projects on these sites and would not impact sensitive wildlife or habitat areas. As with the Approved Project, no biological resources would be impacted by the proposed Modified Project.

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# 3.5 CULTURAL AND TRIBAL CULTURAL RESOURCES

# 3.5.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	LTS	Yes	No	No	No
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	LTS/M	Yes	No	No	No
d)	Disturb any human remains, including those interred outside of formal cemeteries?	LTS	Yes	No	No	No
e)	Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:  Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or  A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance to a California Native American tribe.	2018 CEQA Checklist Question	N/A	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The Certified EIR concluded that there would be a less-than-significant impact on archaeological resources, including those of Native Americans, with mitigation, as a result of implementation of the Approved Project. Mitigation included oversight by appropriate Indian Band or Tribe, test-level research prior to issuance of grading permits, approval of research design, and completion of excavation programs or treatment programs. The proposed Modified Project is a policy change that would not change the scale or location of overall ground disturbing activities that could occur as a result of future projects in the CIH Overlay District. As a policy-level project that would allow for residential and mixed-use land uses on currently designated commercial and office land uses, the proposed Modified Project would not adversely impact historical or, tribal and non-tribal archaeological resources, as well as tribal and non-tribal human remains beyond what was evaluated in the Certified EIR. It does not affect areas outside of what was analyzed in the Certified EIR, and future development projects on sites affected by the proposed Modified Project would still be required to follow all applicable regulations pertaining to cultural resources (for example, regulations for if potential cultural resources or human remains are found on-site during development such as Public Resources Code 5097.98 and California Health and Safety Code 7050.5, among others), as under the Approved Project. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts. Furthermore, future development projects would be required to follow applicable State and local regulations pertaining to discovery of potential tribal cultural resources (including the Native American Graves Protection and Repatriation Act, and the California Health and Safety Code 7050 and 7052, and regulations requiring consultation with tribes as necessary). Combined with the fact that the proposed Modified Project does not include specific development proposals or impact areas outside those included in the Certified EIR, the proposed changes from the Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts in relation to cultural or tribal cultural resources.

#### 3.6 ENERGY

#### 3.6.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	2018 CEQA Checklist Question	N/A	No	No	No
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	2018 CEQA Checklist Question	N/A	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The proposed Modified Project is a policy-level project that would not affect existing energy related plans, policies, or regulations. Potential future development that could under the proposed Modified Project would generate energy use through electricity use and fuel consumption. However, future development under the proposed Modified Project would result in a net decrease of daily vehicle trips when compared to the Approved Project, which would reduce operational transportation energy (see Appendix B, *Trip Generation Study*, of this Addendum).<sup>4</sup> In addition, future development would be required to comply with existing policies, plans, and regulations pertaining to energy efficiency, such as the Building and Energy Efficiency Standards of the California Public Resources Code. In addition, potential future development would also be required to comply with the General Plan policies and mitigation measures in the Certified EIR pertaining to energy.

Therefore, as with potential future development under the Approved Project, the proposed Modified Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. he Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts in relation to energy.

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<sup>&</sup>lt;sup>4</sup> W-Trans, 2021. Draft Trip Generation Study of SB 2 Infill Sites in Antioch.

# 3.7 GEOLOGY AND SOILS

# 3.7.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	1				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	NI	Yes	No	No	No
	ii) Strong seismic ground shaking?	LTS/M	Yes	No	No	No
	iii) Seismic-related ground failure, including liquefaction?	LTS/M	Yes	No	No	No
	iv) Landslides?	LTS	Yes	No	No	No
b)	Result in substantial soil erosion or the loss of topsoil?	LTS	Yes	No	No	No
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	LTS/M	Yes	No	No	No
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	LTS	Yes	No	No	No
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	N/A	No	No	No
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?  NI = no impact: LTS = less than significant: LTS/N	LTS/M	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

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#### Comments:

The proposed Modified Project, would introduce revisions that would change the type of development potential from commercial to residential and mixed-use projects in the CIH Overlay District and would not introduce new adverse physical impacts related to seismic ground shaking, ground failure, liquefaction, landslides, soil erosion, or expansive soils compared to the Approved Project. The Certified EIR concluded that there would be a less-than-significant impact on geology and soils, with mitigation, as a result of implementation of the Approved Project. Mitigation included revisions to the General Plan to incorporate policies addressing potential geology and soils impacts. In addition, future development would be required to comply with State and local regulations to minimize geology and soil related hazards. Implementation of the General Plan policies, and Certified EIR mitigation measures, and compliance with State regulations would still apply under the proposed Modified Project. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts related to geology and soils.

## 3.8 GREENHOUSE GAS EMISSIONS

# 3.8.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	2018 CEQA Checklist Question	N/A	No	No	No
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	2018 CEQA Checklist Question	N/A	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The proposed Modified Project is a policy-level project that would not affect GHG emissions directly, but potential future development under the proposed Modified Project would generate greenhouse gas (GHG) emissions from transportation, natural gas and purchased energy, water use and wastewater and solid waste generation. The proposed Modified Project would not exceed the development potential evaluated in the Certified EIR and would result in a net decrease of daily vehicle trips, which would reduce vehicle trip

related GHG emissions, as shown in the *Trip Generation Study* in Appendix B of this Addendum. Accordingly, the proposed changes from the Modified Project would not result in an increase in magnitude of the existing GHG emissions under the Approved Project.

Construction of future development allowed under the proposed Modified Project would generate GHG emissions from vehicle trips generated by future development (e.g., employees), energy use (indirectly from purchased electricity use, and directly through fuel consumed for building heating), area sources (e.g., landscaping equipment used on-site, consumer products, coatings), water/wastewater generation, and waste disposal. Since the amount of commercial development proposed within the CIH Overlay District would decrease if replaced with residential and mixed-use projects, the proposed Modified Project would not result in substantially greater impacts to GHG emissions with regards to construction.

The Modified Project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions as follows:

- California Air Resources Board Scoping Plan (CARB Scoping Plan). This plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Senate Bill (SB) 32, which is 40 percent below 1990 levels by year 2030. While the CARB Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects, it has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts. Statewide strategies to reduce GHG emissions in the latest CARB Scoping Plan include implementing SB 350, which expands the Renewables Portfolio Standard to 50 percent by 2030 and doubles energy efficiency savings; expanding the Low Carbon Fuel Standard to 18 percent by 2030; and continuing to implement SB 375 with Statewide measures that have been adopted since Assembly Bill (AB) 32 and SB 32 were adopted. For example, as utility companies comply with the State's renewable portfolio standards, individual developments, like future development that would be allowed under the proposed Modified Project, that use the energy generated by the utility companies will be using energy sources that are compliant with the renewable portfolio standards. Like the Approved Project, the proposed Modified Project's GHG emissions would be reduced through compliance with statewide measures that have been adopted and would not conflict with the above statewide strategies identified to implement the CARB Scoping Plan.
- Plan Bay Area. This plan provides transportation and environmental strategies to continue to meet the regional transportation-related GHG reduction goals of SB 375.<sup>6</sup> An overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth to outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG

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<sup>&</sup>lt;sup>5</sup> California Air Resources Board, 2017. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. https://www.arb.ca.gov/cc/scopingplan/2030sp\_pp\_final.pdf.

<sup>&</sup>lt;sup>6</sup> Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG). Plan Bay Area 2050. 2021, https://www.planbayarea.org/plan-bay-area-2050-1.

- emissions reductions. Residential and mixed-use projects development that could occur under the proposed Modified Project would be infill development that would increase residential and mixed-use projects land use intensity in the CIH Overlay District.
- Antioch Community Climate Action Plan (CCAP) and Climate Action Resiliency Plan (CARP). Adopted by the City Council in May 2011, the Antioch CCAP provides direction of potential programs and actions that the city can use to reach GHG emission reduction targets over the next 40 years. The CCAP includes strategies that focus on green building, renewable energy, transportation and land use, education, and waste management to achieve 2020 level reductions. The CARP, adopted in May 2020, provides an update to the CCAP by adding resilience (responding to climate challenges) into the planning to continue to reduce community and municipal GHG emissions. Future development allowed under the proposed Modified Project would be required to comply with the City's CCAP and CARP strategies, including the aforementioned design features. Furthermore, the proposed Modified Project would be required to comply with the most current Building and Energy Efficiency Standards of the California Public Resources Code, Title 24, Part 6.

For the reasons described above, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts related to GHG emissions.

# 3.9 HAZARDS AND HAZARDOUS MATERIALS

# 3.9.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS	Yes	No	No	No
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LTS	Yes	No	No	No

Antioch, City of. 2011, May. City of Antioch Community Climate Action Plan (CCAP). https://www.antiochca.gov/fc/environment/climate/Antioch%20CCAP%20Final.pdf

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Antioch, City of. 2020, May. City of Antioch Climate Action Resilience Plan (CARP). https://www.antiochca.gov/environmental-resources/climate-change/

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS	Yes	No	No	No
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTS	Yes	No	No	No
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	NI	Yes	No	No	No
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS	Yes	No	No	No
g)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The proposed Modified Project would not increase risks related to hazards or hazardous materials relative to the Approved Project. The proposed Modified Project does not include any changes to land use designations that would have the potential to result in a new or greater impact related to hazards or hazardous materials from that evaluated in the Certified EIR because residential land uses use less hazardous materials, nor do they store substantial quantities of hazardous materials. Like the Approved Project, potential future development allowed under the proposed Modified Project would be required to comply with State and local regulations related to minimizing the effects of hazards and the release of hazardous materials. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts related to hazards and hazardous materials.

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# 3.10 HYDROLOGY AND WATER QUALITY

# 3.10.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Violate any water quality standards or waste discharge requirements?	LTS	Yes	No	No	No
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	LTS	Yes	No	No	No
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:  i) result in substantial erosion or siltation on- or off-site;  ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or of-site;  iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or  iv) impede or redirect flood flows?	LTS/M	Yes	No	No	No
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	LTS	Yes	No	No	No
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	2018 CEQA Checklist Question	N/A	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The proposed Modified Project would not generate additional units beyond what was evaluated in the Certified EIR; therefore, additional impacts to water quality during construction with the clearing and grading of sites resulting in the release of sediments, oil and grease, and other chemicals to receiving water bodies are not expected. Additionally, the ten identified infill sites with the potential for increased density under the proposed Modified Project are located in already developed areas of the city on sites that are typically vacant and/or underutilized commercial areas. Therefore, like the Approved Project, potential future development under the proposed Modified Project would occur in areas already covered with impervious surfaces and no additional runoff potential would occur. Like the Approved Project, the future development allowed under the proposed Modified Project would be required to comply with State and local regulations related to minimizing the effects of water pollutants and hazards associated with hydrology and flooding. The Certified EIR concluded that there would be a less-than-significant impact on hydrology and water quality, with mitigation, as a result of implementation of the Approved Project. Mitigation included revisions to the General Plan to incorporate policies addressing potential impacts specifically associated with the alteration of the San Joaquin River from revitalization and development of Rodgers Point. Accordingly, the proposed Modified Project would not result in increased development that could have a potential adverse impact on the hydrology and water quality of the project area, including with obstruction of a water quality control plan or sustainable groundwater management plan. Therefore, the proposed Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts with respect to hydrology and water quality.

#### 3.11 LAND USE AND PLANNING

# 3.11.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Physically divide an established community?	LTS	Yes	No	No	No
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	NI	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

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#### Comments:

The proposed Modified Project would allow for the development of residential and mixed-use land uses on designated sites that are already developed and are currently zoned for commercial and office land uses. Implementation of the proposed Modified Project would not involve any structures, land use designations, or other features (e.g., freeways, railroad tracks) that would physically divide an established community. The type of anticipated development associated with the proposed Modified Project would be restricted to the existing urbanized environment. In addition, all other applicable regulations and General Plan policies pertaining to land use and planning would still apply. Therefore, there would be no impacts regarding conflicts with applicable plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Accordingly, the proposed Modified Project would not result in greater impacts than was analyzed in the Certified EIR.

# 3.12 MINERAL RESOURCES

# 3.12.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	NI	Yes	No	No	No
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	NI	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The Certified EIR concluded that the Approved Project would have no impact on mineral resources. The Modified Project would allow residential and mixed-use development in the CIH Overlay District and would not result in additional development beyond what was analyzed in the Certified EIR. Additionally, it would only affect already urbanized areas. Therefore, the proposed Modified Project would also result in no impacts to mineral resources.

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# 3.13 NOISE AND VIBRATION

# 3.13.1 Impacts Associated with the Modified Project

Would the proposed project result in:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	LTS/M	Yes	No	No	No
b)	Generation of excessive groundborne noise levels?	LTS	Yes	No	No	No
e)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	NI	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The proposed Modified Project is a policy-level project and does not include specific development proposals. Construction noise of future projects that could occur under the proposed Modified Project, however, would be similar to the impacts described in the Certified EIR. Construction of housing and mixed-use sites would generally include the same types of construction equipment and, therefore, the magnitude of noise levels generated would be similar. Through compliance with the allowable construction hours in the City's noise control ordinance, implementation of the applicable policies in Section 11.6.2, *Noise Policies*, of the General Plan and implementation of Mitigation Measures 4.9.1A and 4.9.1B from the Certified EIR, impacts would continue to be less than significant. In addition, as discussed in the *Trip Generation Study*, included as Appendix B of this Addendum, development at all sites in the CIH Overlay District would result in a net decrease in vehicle trips compared with the existing development capacity at each site. Therefore, traffic noise would not increase from future development

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<sup>&</sup>lt;sup>9</sup> W-Trans, 2021. *Draft Trip Generation Study of SB 2 Infill Sites in Antioch.* 

that could occur under the proposed Modified Project. Operational stationary, such as those from heating, ventilation, and air conditioning units, recreational activities at outdoor common uses areas, and potential truck loading at sites that include retail and commercial uses, noise from the proposed Modified Project would also be similar to the impacts described in the Certified EIR. The proposed Modified Project would not affect the existing policies and regulations pertaining to noise, including the General Plan policies, mitigation measures from the Certified EIR, and standards from the City's noise control ordinance, and future projects that could occur under the proposed Modified Project would also be subject to these. Therefore, the proposed Modified Project would not result in increased impacts to noise than were analyzed under the Certified EIR.

## 3.14 POPULATION AND HOUSING

# 3.14.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	LTS	Yes	No	No	No
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	NI	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

While the proposed Modified Project would allow for the development of housing and mixed-use development within the CIH Overlay District, it would not change the overall build-out numbers from the Approved Project. Therefore, it would not induce substantial population growth, nor population growth greater than was analyzed in the Certified EIR. In addition, the CIH Overlay District would be on sites currently zoned for commercial or office use, so it would not displace existing people or housing, necessitating the construction of replacement housing elsewhere. The proposed Modified Project would instead allow for housing on additional sites than is currently allowed under the existing zoning and land

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use designations. Accordingly, the proposed changes from the Modified Project would not result in a new impact or a substantial increase in magnitude of the existing impacts in relation to population and housing.

# 3.15 PUBLIC SERVICES

# 3.15.1 Impacts Associated with the Modified Project

Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Fire protection?	LTS	Yes	No	No	No
b)	Police protection?	LTS	Yes	No	No	No
c)	Schools?	LTS	Yes	No	No	No
d)	Parks?	LTS	Yes	No	No	No
e)	Other public facilities?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

Public service providers for fire protection, police protection, and schools in the City of Antioch include the Contra Costa County Fire Protection Department, the Antioch Police Department, and the Antioch Unified School District, respectively, of whom provide public services citywide. The proposed Modified Project would not increase the overall buildout numbers that were analyzed in the Certified EIR and would therefore not create new development potential or other growth inducing opportunities to result in additional impacts to public services, including fire protection, police protection, schools, and libraries. In addition, as public service providers serve the entire city, expanding residential land uses would not result in uneven distribution as could potentially happen if the city was divided into multiple service areas. In addition, the Modified Project is a policy-level project that does not include any specific development proposals. Parks and other public facilities, such as libraries, would also still be available city-wide. Therefore, no new demands for fire, police, school, parks, and libraries would result from the proposed Modified Project.

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## 3.16 RECREATION

# 3.16.1 Impacts Associated with the Modified Project

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	LTS	Yes	No	No	No
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The Modified Project does not include recreational facilities or require the construction or expansion of recreational facilities. The proposed Modified Project is a policy-level project that does not change the overall buildout numbers that were analyzed in the Certified EIR result in development in areas outside of the study area of the Approved Project. The same General Plan policies from the Approved Project that would reduce or minimize the effects of future growth on parks and recreational facilities would still apply. The proposed changes would not create new development potential or other growth inducing opportunities to result in additional impacts to the existing recreational facilities, and therefore would not reduce in greater impacts than analyzed in the Certified EIR.

## 3.17 TRANSPORTATION

# 3.17.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	LTS	Yes	No	No	No
c)	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	2018 CEQA Checklist Question	N/A	No	No	No
d)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	LTS	Yes	No	No	No
e)	Result in inadequate emergency access?	LTS	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The proposed Modified Project would not include hazardous geometric design features (e.g., a sharp curve or dangerous intersection), that could cause a significant transportation impact as it is a policy-level project that would allow residential and mixed-use land uses in the CIH Overlay District. In addition, as the CIH Overlay District affects ten specific sites throughout the city that are typically vacant and/or underutilized commercial areas, and the proposed Modified Project would not increase the buildout numbers that were analyzed in the Certified EIR, it would not result in inadequate emergency access, or cause inconsistency with CEQA Guidelines Section 15064.3 regarding vehicle miles traveled. In addition, as described in the *Trip Generation Study* in Appendix B of this Addendum, future development under the proposed Modified Project would result in a net decrease of daily vehicle trips, which would reduce vehicle miles traveled. Finally, regulations and policies pertaining to the circulation system of the city, including transit, roadway, bicycle, and pedestrian facilities would still apply as under the Approved Project. Therefore, the proposed

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 $<sup>^{10}</sup>$  W-Trans, 2021. Draft Trip Generation Study of SB 2 Infill Sites in Antioch.

Modified Project would not result in transportation impacts greater than those analyzed for the Approved Project.

# 3.18 UTILITIES AND SERVICE SYSTEMS

# 3.18.1 Impacts Associated with the Modified Project

Would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Require or result in the relocation or construction of water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LTS/M	Yes	No	No	No
d)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	LTS	Yes	No	No	No
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	LTS	Yes	No	No	No
f)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LTS	Yes	No	No	No
g)	Comply with federal, State, and local statutes and regulations related to solid waste?	NI	Yes	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

#### Comments:

The Certified EIR determined that implementation of the Approved Project would result in less-than-significant impacts related to utilities and service systems, with mitigation applied with respect to energy infrastructure in the form of policies added to the General Plan to ensure adequate energy resources and efficiency. The proposed Modified Project would increase residential and mixed-use development but would not generate additional units beyond what was evaluated in the Certified EIR. Because there is no new development potential beyond what was already analyzed by the Certified EIR, the proposed Modified Project would not require or result in construction or expansion of any public utilities beyond those required for the Approved Project. Therefore, demands on public utilities or other infrastructure would not change measurably, and the conclusion of the Certified EIR would not change.

## 3.19 WILDFIRE

# 3.19.1 Impacts Associated with the Modified Project

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the proposed project:

	Environmental Issues	Level of Impact in the 2003 General Plan Update EIR	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	2018 CEQA Checklist Question	N/A	No	No	No
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	2018 CEQA Checklist Question	N/A	No	No	No
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	2018 CEQA Checklist Question	N/A	No	No	No
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	2018 CEQA Checklist Question	N/A	No	No	No

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable

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PlaceWorks

#### Comments:

The proposed Modified Project would not affect lands in a State responsibility areas or lands classified as very high fire hazard severity zones. <sup>11</sup> In addition, the proposed Modified Project is a policy-level project affecting only designated infill sites in urbanized areas where potential future development currently exists. Therefore, the proposed Modified Project would not increase in magnitude of wildfire related impacts when compared to the Approved Project.

**A44** 

<sup>&</sup>lt;sup>11</sup> California Department of Fire and Forestry Protection, FHSZ Viewer, <a href="https://egis.fire.ca.gov/FHSZ/">https://egis.fire.ca.gov/FHSZ/</a>, accessed December 23, 2021.

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# 4. List of Preparers

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# APPENDIX A

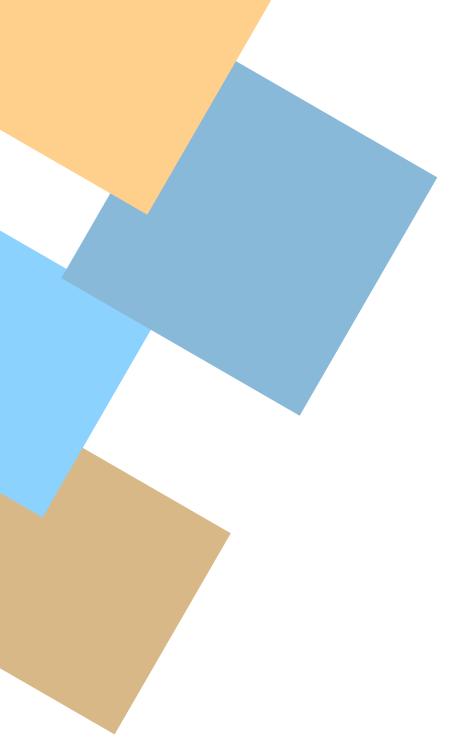
COMMERCIAL INFILL HOUSING OVERLAY DISTRICT OBJECTIVE DESIGN STANDARDS

# Commercial Infill Housing Overlay District

# **Objective Design Standards**

March 2022 | Public Review Draft





# Prepared by:



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ORANGE COUNTY • BAYAREA • SACRAMENTO • CENTRAL COAST • LOS ANGELES • INLAND EMPIRE



March 2022 | Public Review Draft

# Commercial Infill Housing Overlay District **Objective Design Standards**

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# **Acknowledgements**



The Commercial Infill Housing Overlay District Objective Design Standards was funded by a Senate Bill 2 Planning Program Grant from the California Department of Housing and Community Development.

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- » Tamisha Torres-Walker, Council Member District 1
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1. Introduction

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# 1. Introduction

# 1.1 Purpose and Goals

The Commercial Infill Housing (CIH) Objective Design Standards provide key, objective requirements for the development of multifamily residential and mixed-use development within the City's CIH Overlay District. New infill housing on sites within this overlay district is intended to revitalize underutilized commercial areas as well as increase the city's housing supply.

Unlike design guidelines, objective design standards are written to have "no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official prior to submittal." In other words, the goal of these objective design standards is to provide a clear and straight forward application and approval process for multifamily housing construction within the CIH Overlay District.

#### 1.2 User Guide

This document contains objective design standards for five topic areas:

- 1. Site design
- 2. Building design
- 3. Landscaping
- 4. Lighting
- 5. Signage

Each standard type begins with an intent statement, followed by specific standards. The intent statements are provided to help the reader understand the overarching principle behind the standard requirements and do not serve as review criteria.

A checklist listing the objective design standard requirements is provided in the appendix of this document. This checklist should be filled out by the applicant and reviewed by staff to indicate whether the applicant's project meet the requirements for non-discretionary staff review.

# 1.3 Relationship to State and City Regulations

The following describes how these objective design standards relate to and comply with State and City regulations:

- » California State Senate Bill (SB) 35. SB 35 requires the availability of a streamlined ministerial approval process for multifamily residential developments to increase the supply of housing in jurisdictions that have not yet made sufficient progress toward meeting their regional housing need allocation (RHNA). As part of the streamlining process, jurisdictions are required to establish objective design standards for multifamily residential development.
- » General Plan. The General Plan's Land Use Element describes the City of Antioch's goal of developing commercial infill housing in underutilized commercial areas of the city. One of the General Plan's policies for guiding development of commercial infill housing projects is the creation and adherence to these CIH Objective Design Standards.
- » Zoning Ordinance. All development must comply with the regulations within the City of Antioch's Zoning Ordinance. These objective design standards are applicable to new multifamily housing and mixed-use projects built on parcels within the City of Antioch's CIH Overlay District, identified and described further in the City's Zoning Ordinance.
- » Citywide Design Guidelines. Several of these objective design standards are adapted from Antioch's Citywide Design Guidelines for multifamily residential and mixed-use development specific for medium- and high-density residential infill development.

#### 1.4 Review Process

Figure 1 shows the review process of applications for multifamily residential or mixed-use development on approved CIH Overlay District sites. Applications will be submitted to the Planning Department for ministerial processing and must include an application packet and design plans. Only sites within the CIH Overlay District on the Antioch Zoning Map are qualified by-right for development of infill housing and can submit an application to the Planning Department for ministerial review. For sites outside of the CIH Overlay District, a rezone of the site to be included in the CIH Overlay District is required with approval from City Council prior to submitting an application to the Planning Department.

Projects will be processed administratively by staff and reviewed for conformance with these objective design standards. If the project conforms with all applicable objective design standards, the applicant can proceed with submitting a building application for the project.

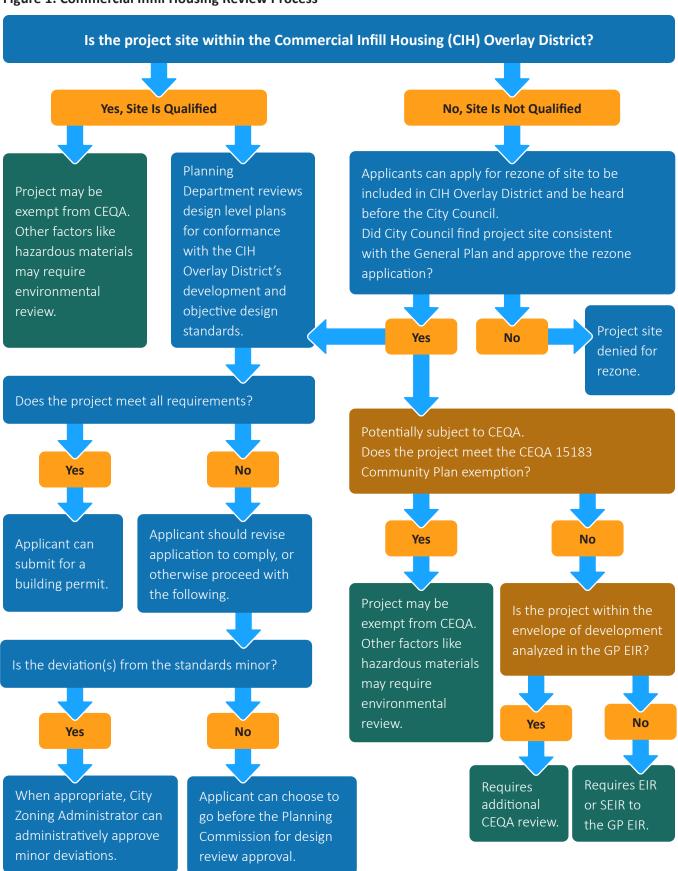
If a project does not meet one or more of the Objective Design Review standards, the applicant can amend their application to comply, or when appropriate, the City of Antioch's Zoning Administrator can administratively approve minor deviations (e.g., when the applicant can demonstrate that site design/layout would be improved or that there is a constraint that would make complying with a standard infeasible given site layout, etc.) from the objective design standards.

For deviations not deemed minor by the Zoning Administrator, the applicant can choose to go before the Planning Commission for design review approval. The project will still be reviewed for conformance with the CIH Objective Design Standards by the Planning Commission while taking into consideration whether the deviation(s) from the standards is appropriate. Regarding compliance with the California Environmental Quality Act (CEQA), a project on a qualified site may be exempt from CEQA unless there are peculiar circumstances that would create a new impact not already identified and mitigated as part of a General Plan Addendum. Other factors like hazardous materials may require environmental review.

If a project site is approved to be added to the CIH Overlay District, the project is potentially subject to CEQA depending on whether the project meets CEQA Section 15183 exemption. If the project meets the exemption, the project may be exempt from CEQA unless there are peculiar circumstances that would create a new impact not already identified and mitigated as part of a General Plan Addendum. Other factors like hazardous materials may require environmental review.

If the project does not meet the CEQA 15183 exemption, the project will either require additional CEQA review or an EIR or Supplemental EIR (SEIR) to the General Plan EIR, depending on whether the project is within the envelope of development analyzed in the General Plan EIR.

Figure 1. Commercial Infill Housing Review Process



# 2. Development Standards

Table 1 contains the development standards for multifamily residential and mixed-use development within the CIH Overlay District.

**Table 1. CIH Overlay District Development Standards** 

Man	Min. Building Site	Mim. Lot Width		Max.	Min.	Max.	Min.	Min. Side Yard		Min.
Max. Height¹		Corner	Interior	Lot Coverage	Density Allowed <sup>2</sup>	Density Allowed	Front Yard	Corner	Interior	Rear Yard
45 ft. (4 stories)	20,000 sf	65 ft.	60 ft.	80%	12 du per gross develop- able acre	50 du per gross develop- able acre	0 ft.	5 ft.	5 ft.	10 ft.

#### Notes:

- 1. Building height of up to 45 feet (four stories) are permitted by right subject to compliance with all other applicable standards. Building height above 45 feet is permitted with approval of a use permit.
- 2. Densities of 12 to 35 dwelling units per gross developable acre are allowed by-right subject to compliance with all other applicable standards. Densities between 35-50 du per gross developable acre are permitted with approval of a use permit.

# 3. Objective Design Standards

# 3.1 Site Design Standards

The following standards for site design are specific to the type of development project proposed. The three development types are:

- » Residential Only. Residential-only projects are where the entire area of the parcel has a residential use.
- » Horizontal Mixed Use. Horizontal mixed-use projects are where a parcel has both commercial and residential uses on the ground floor on different parts of the site. The commercial use may be a planned building(s) or an existing commercial building(s) on the same site.
- » Vertical Mixed Use/Residential Podium Projects. Vertical mixed-use projects have commercial uses on the ground floor with residential uses above. Residential podium projects have parking on the ground floor. These two development types are similar, and therefore their design standards are grouped together.



Horizontal mixed-use project with multifamily apartments adjacent to single-story retail.



Vertical mixed-use project with residences above ground-floor retail.



Residential-only townhouse project.



Multifamily residential project with podium parking on the ground floor.

#### 3.1.1 Site Entries

#### Intent

Provide a welcoming entry to the project and set the stage for a high-quality residential environment.

# **Main Entry Drive**

For sites with Residential-Only projects, one entry into the site shall be developed as a Main Entry Drive from the primary street with the following features:

#### Standard 3.1.1.A: Curb and Gutter

Curb and gutter shall be provided on both sides of the Main Entry drive from the street curb to a minimum of 50 feet inside the property line.

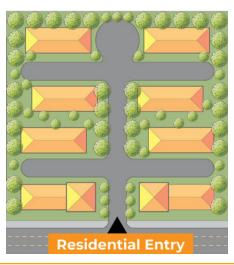
#### Standard 3.1.1.B: Sidewalk

A 5-foot minimum width sidewalk shall be provided on at least one side of the Main Entry Drive from the street curb to a minimum of 50 feet inside the property line.

#### Standard 3.1.1.C: Street Lighting

Street lighting on poles 15 to 25 feet high shall be provided on at least one side of the Main Entry Drive from the street curb to a minimum of 50 feet inside the property line.

Figure 2. Main Entry Drive for **Residential-Only Project** 









Entry drives to residential development that incorporate street trees, sidewalks, and streetlights.

#### Standard 3.1.1.D: Landscaping and Street Trees

Landscaping and street trees shall be provided on both sides of the Main Entry Drive from the street curb to a minimum of 50 feet inside the property line. Street trees shall be no more than 25 feet apart.

#### Standard 3.1.1.E: Gates

If a gate into the Main Entry Drive of the residential project is needed, the gate and associated fences shall not be located further towards the street than the closest building wall to the street and shall not be solid or opaque. Siting of the gate shall also be coordinated with the City's Engineering Division and the Contra Costa County Fire Protection District.

#### Standard 3.1.1.F: Curb Ramps

Public sidewalks that cross the Main Entry Drive shall have accessible curb ramps down to the level of the drive. If a level surface across the drive is provided instead (a speed table), the paving shall be differentiated in color and/or material from the driveway.

#### Standard 3.1.1.G: Bicycle Facilities

Bicycle facilities into the development shall be provided as part of the Main Entry Drive. These may be Class I separated bicycle paths, Class II bicycle lanes, Class III shared vehicle/bicycle lanes, or Class IV protected bicycle lanes.

## **New Shared Entry Drive**

For sites with Horizontal Mixed-Use projects where there is a single main entry point for commercial and residential uses, this new entry shall be developed as a Shared Entry Drive with the following features:

#### Standard 3.1.1.H: Independent Roadway

A Shared Entry Drive shall not lead directly into a parking lot for commercial or residential development, rather it shall be an independent roadway from any commercial or residential parking lot, with clearly marked entries into the commercial and residential parking lot from the Shared Entry Drive.

#### Standard 3.1.1.I: Curb and Gutter

Curb and gutter shall be provided on both sides of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line.

#### Standard 3.1.1.J: Sidewalk

A 5-foot minimum width sidewalk shall be provided on both sides of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line.

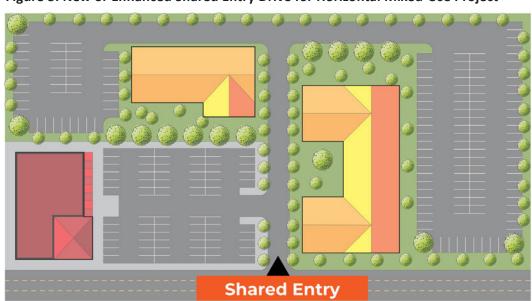


Figure 3. New or Enhanced Shared Entry Drive for Horizontal Mixed-Use Project

#### **Standard 3.1.1.K: Street Lighting**

Street lighting on poles 15 to 25 feet high shall be provided on at least one side of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line.

## Standard 3.1.1.L: Landscaping and Street Trees

Landscaping and street trees shall be provided on both sides of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line. Street trees shall be no more than 25 feet apart.

#### Standard 3.1.1.M: Signage

Signage for commercial or residential development adjacent to the Shared Entry Drive shall be an externally lit monument type sign. Otherwise, signage shall be consistent with the City of Antioch Sign Code.

# **Enhanced Shared Entry Drive**

For existing commercial developments that use an existing entry drive to access new residential development, the entry shall be enhanced with the following features:

#### Standard 3.1.1.N: Sidewalk

A 5-foot minimum width sidewalk shall be provided on at least one side of the entry drive, leading to a direct entry into the residential portion of the site.

#### Standard 3.1.1.0: Street Lighting

Street lighting on poles 15 to 25 feet high shall be provided on at least one side of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line.

#### Standard 3.1.1.P: Landscaping and Street Trees

Landscaping and street trees shall be provided on at least one side of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line. Street trees shall be no more than 25 feet apart.

# **Separate Entry Drive**

For Horizontal Mixed-Use projects where there is a separate main entry point for commercial and residential uses, these entries shall be developed as a Separate Entry Drive with the following features:

#### **Standard 3.1.1.Q: Main Entry Drive Compliance**

If the Separate Entry Drive serves as a main entry to residential development, the drive shall follow the standards under Main Entry Drive.

Figure 4. Separate Entry Drives for Horizontal Mixed-Use Project



# **Standard 3.1.1.R:** Driveway Widths and Clearances Compliance

If the Separate Entry Drive serves as a main entry to commercial development, the Separate Entry Drive shall follow existing City of Antioch Zoning Ordinance's Driveway Widths and Clearances requirements for site entries to non-residential uses.

#### Standard 3.1.1.S: Signage and Landscaping

If the commercial development consists of an existing commercial building(s), the existing entry drive into commercial uses shall be upgraded with new signage and landscaping for a minimum of 50 feet inside the property line. If existing paving is cracked, broken, or damaged, it shall be removed and replaced.

# Vertical Mixed Use/Residential Podium Entry Drive

Where a Vertical Mixed-Use or Podium project is developed, the building is generally close to the street property line, and access to parking may be from a driveway directly into the building or within 30 feet of the building. Entries shall be developed with the following features:

#### Standard 3.1.1.T: ADA Compliance

Driveways shall meet Americans with Disability Act (ADA) accessibility standards where they cross the public sidewalk.

#### Table 2. Applicable Site Entry Types by Project Type

	Entry Drive Type							
Project Type	Main Entry Drive	Shared Entry Drive (new and enhanced)	Separate Entry Drive	Vertical Mixed Use/Residential Podium Entry Drive	Secondary Entry Drive			
Residential Only	<b>~</b>				~			
Horizontal Mixed Use		~	~		~			
Vertical Mixed Use/ Residential Podium				~	~			

# **Standard 3.1.1.U:** Driveway Widths and Clearances Compliance

Driveways shall be no wider than 20 feet, consistent with the City of Antioch Zoning Ordinance's Driveway Widths and Clearances requirements for non-residential use.

#### **Standard 3.1.1.V: Pedestrian Entries**

At least one pedestrian entry shall lead directly from the sidewalk to the following:

- » Doors leading to each commercial space (Vertical Mixed-Use projects only).
- » Doors leading to an amenity space such as a courtyard, plaza, open space, or seating area.
- » Doors leading into ground-floor lobbies for residential units above.

# **Secondary Entry Drives**

A Secondary Entry Drive Is an additional entry drive, in addition to the Main Entry Drive or Shared Entry Drive, along a secondary street.

#### Standard 3.1.1.W: Gates

If gates at Secondary Entry Drives into residential projects are provided, the gate and associated fences shall not be located closer than the closest building wall to the street. Siting of the gate shall also be coordinated with the City's Engineering Division and the Contra Costa County Fire Protection District.

## 3.1.2 Street Frontage

#### Intent

Activate and create visual interest along street frontages in order to enhance the public realm.

#### **General**

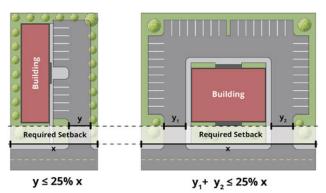
#### Standard 3.1.2.A: Landscaping Buffer

All residential projects, except Vertical Mixed-Use projects, shall provide a minimum 5-foot-wide landscaping buffer between the sidewalk edge and the building edge.

#### Standard 3.1.2.B: Maximum Width

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

Figure 5. Maximum Width of Parking Area within the Front Setback

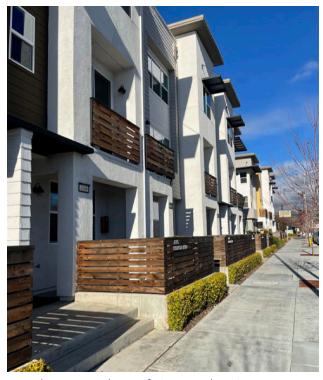


# **Primary Frontage**

The primary frontage of a residential project is the edge of the closest building to the street bordering the property. If there are two streets bordering the property, the street with the Main Entry Drive or Shared Entry Drive is the Primary Frontage. Buildings aligned along the Primary Frontage shall follow these standards:



Landscaping buffer between the sidewalk edge and the building edge along a primary street frontage.



Entry doors to townhouses facing onto the primary street frontage.

#### **Standard 3.1.2.C: Entry Doors**

At least one entry door to the residential project at ground level shall face the primary frontage. An exception shall be made for buildings with a courtyard facing the street, where a door may face onto the courtyard.

#### Standard 3.1.2.D: Surface Parking Siting

Along the Primary Frontage, surface parking shall be located behind the building or to the side. An exception shall be made for accessible parking.

#### Standard 3.1.2.E: Carports and Tuck-under Parking

Carports and tuck-under parking shall not be visible from the street.

#### Standard 3.1.2.F: Fencing

No fencing above 36 inches in height shall be placed closer than the building wall nearest to the street.

# **Secondary Frontage**

The secondary frontage of a residential project is the edge of the closest building to any street bordering the property that is not the Primary Frontage. Buildings aligned along the Secondary Frontage shall follow these standards:

#### Standard 3.1.2.G: Parking Siting

No more than one aisle of parking (66 feet) is allowed between the secondary frontage and the street.

#### Standard 3.1.2.H: Fencing

Fencing may be placed along the property line at the secondary frontage if it allows transparency through the use of decorative metal and does not create a sight distance obstruction. No chain link fencing is allowed. No solid fencing shall be placed closer to the street than the closest building wall. An exception shall be made for service areas such as trash, utilities, or loading areas.

# 3.1.3 Context Sensitivity

The following standards provide context sensitivity when projects are adjacent to residential or commercial development. This will ensure that new residential development is harmonious with neighboring residential development, and that new residential development is not negatively affected by existing commercial development.

#### Intent

For projects adjacent to existing residential properties of no more than two stories, apply design measures that preserve privacy and daylight for residents of those properties, and minimize additional vehicle circulation and parking on existing residential streets.

For projects adjacent to commercial development, apply design measures that promote attractive residential frontages and adequate visual separation for new residential development adjacent to existing and/or future commercial development.

# Adjacent to Existing Residential Development

#### Standard 3.1.3.A: Windows

Windows facing residences within 15 feet of the property line, shall be arranged, or designed to not create views into adjacent residences. Examples of privacy options include using translucent or louvered windows, creating offset window patterns, and locating windows 5 feet above the floor level. Alternatively, views into adjacent residential shall be screened with dense landscaping between the new development and existing residential property (i.e., Callistemon citrinus (lemon bottlebrush), Rhamnus alaternus (Italian buckthorn), or Pittosporum tenuifolium (kohuhu)) at a minimum mature height of 8 feet.



Multifamily residential building height stepped down near adjacent single-family residence.

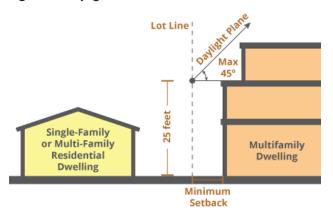
## Standard 3.1.3.B: Daylight Plane

No portion of the building volume shall encroach into a daylight plane starting at a point that is 25 feet above the property line abutting any adjacent lot with an existing single-family or multifamily residential dwelling of two stories or less and sloping upward at a 45degree angle toward the interior of the lot.

## Standard 3.1.3.C: Parking

Parking for residents, visitors, and/or employees shall be accommodated onsite in garages, parking areas, or along internal streets to minimize spillover to adjacent residential neighborhoods. Parking and loading/ unloading areas shall not create stacking/queuing issues at ingress/egress points.

Figure 6. Daylight Plane Encroachment



## **Adjacent to Commercial Development**

## Standard 3.1.3.D: Separation Buffer

At the edge of residential development immediately abutting commercial development and parking areas, one or both of the following shall be provided as separation:

- » A driveway or private street with curb, gutter, and landscape on both sides.
- » A minimum 5-foot-wide continuous landscape barrier with fencing a minimum of six feet high. No chain link fencing is allowed.

## Standard 3.1.3.E: Fencing

At the edge of residential development immediately abutting commercial development and parking areas, fencing provided shall have at least one passageway for pedestrians to access the commercial development directly. This passageway may be locked and accessible to residents and safety providers only.

#### Standard 3.1.3.F: Gate

At the edge of residential development immediately abutting commercial development and parking areas, a gate providing emergency vehicle access may be provided where required by emergency providers. The gate shall be visually permeable to allow views in and out from the access way. No chain link is allowed for the gate.

## 3.1.4 Access and Parking

#### Intent

Provide convenient and well-connected access for vehicles into and through the development, and safe and pleasant pedestrian connections into and throughout the development. Minimize the public view of parking and enhance the appearance of parking facilities.

## **Vehicle Access**

Projects shall meet the design standards for Site Entries in Section 3.1.1 as well as the following standards:

## Standard 3.1.4.A: Multifamily Complex Internal Circulation

In residential rental apartment and condominium developments with multiple buildings, parking areas shall be accessed through a network of internal streets.

## Standard 3.1.4.B: Townhouse Internal Circulation

In townhouse developments, internal circulation shall be via one or more internal streets connecting to alleys where garages are located.



Internal street within a townhouse development leading to an alley with access to garages.

## **Standard 3.1.4.C: Podium Project Parking Access**

In podium projects where parking is underneath residential development, access for parking shall provide visibility or other safety features (e.g., mirrors, cameras, or audible signals) to minimize pedestrian/vehicle conflicts.

## **Parking Design**

## Standard 3.1.4.D: Siting

Parking areas shall be located within the development and not along primary frontages. An exception may be made for accessible parking and visitor parking.

## Standard 3.1.4.E: Visitor Parking

Where internal street networks are provided, visitor parking shall be permitted as on-street parking on the internal street.



Internal street within residential project with on-street parking.

## Standard 3.1.4.F: Screening

Parking along other frontages visible from public streets are allowed if screened from view up to 42 inches from ground plane by landscaping, rolling earth berms (2:1 slope), screen walls, landscaped fencing, or changes in elevation.

## Standard 3.1.4.G: Parking Courts

Parking areas shall be divided into a series of connected smaller parking courts separated by landscaping.

# Pedestrian and Bicycle Access and Parking

#### Standard 3.1.4.H: Pedestrian Walkway

A pedestrian walkway shall be provided connecting surface parking areas to main entrances of buildings and the public sidewalk. The walkway shall be clearly marked (e.g., special paving or coloring).

#### Standard 3.1.4.I: Pedestrian Connections

Pedestrian connections shall be incorporated to connect between adjoining residential and commercial projects.

## Standard 3.1.4.J: Landscape Buffer

Walkways shall not be sited directly against a building façade but buffered with a landscaped planting area to provide privacy of nearby residences or private open space.

## Standard 3.1.4.K: Bicycle Parking

Secure, covered bicycle parking in all residential projects shall be provided.



Landscape buffer between residential entries and pedestrian walkways.



Pedestrian walkway connecting the public sidewalk to residences with bicycle parking.

## **Standard 3.1.4.L:** Bicycle Parking for Podium Projects

For podium projects with commercial ground floors, bicycle racks shall be provided in public view, within 50 feet of building entrances, not blocked by other street furniture or landscaping, and lit by external light sources.

# 3.1.5 Service Access, Trash, and Storage Facilities

## Intent

Provide convenient service access to residential developments. Design and locate trash and storage facilities so that they are not visually obtrusive.

## **Access**

## Standard 3.1.5.A: Loading and Service Areas

Loading and service areas shall be concealed from view or shall be located at the rear of the site.

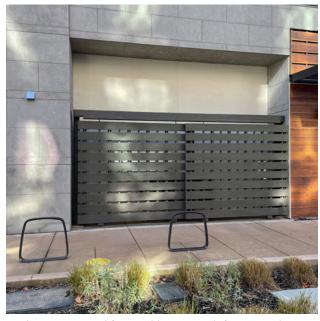
## Standard 3.1.5.B: Trash Enclosure Siting

Trash enclosure locations shall not block circulation or driveways.

# **Design of Trash and Storage Facilities**

### Standard 3.1.5.C: Screening

When trash enclosures, loading docks, utility equipment, and similar uses are visible from a side street, adjacent commercial development or a neighboring property, they shall be screened using matching materials and/or landscaping with the primary building and surrounding landscaping.



Trash area screened from public view with fencing and gate of matching material and color.

## Standard 3.1.5.D: Gates

Gates shall be a solid material. Any openings should be no more than 4 inches apart.

## Standard 3.1.5.E: Sizing

Trash enclosures shall be sized to accommodate trash, recycling, and organics containers.

### Standard 3.1.5.F: Roof

Trash storage areas shall be covered with a roof or overhang to reduce unsightly views.

## Standard 3.1.5.G: Drainage

The trash enclosure pad shall be designed to drain to a pervious surface through indirect soil infiltration in accordance with the Municipal Code and other applicable regulating agencies.

## 3.1.6 Open Space Areas

## Intent

Provide well-designed communal open space areas that are centrally located and designed as "outdoor rooms" with opportunities to relax, socialize, and play.

## General

## Standard 3.1.6.A: Minimum and Type of Open Space

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

#### Standard 3.1.6.B: Siting

Open space areas shall not be located directly next to arterial streets, service areas, or adjacent commercial development to ensure they are sheltered from the noise and traffic of adjacent streets or other incompatible uses. Alternatively, a minimum of 10 feet of dense landscaping shall be provided as screening between the open space area and arterial street, service area, or commercial development.

## Standard 3.1.6.C: Usability

Open space surfaces shall include a combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. The slope shall not exceed 10%.

## **Common Open Space**

## Standard 3.1.6.D: Minimum Dimensions

Common usable open space located on the ground level shall have no horizontal dimension less than 15 feet. Common upper-story decks shall have no dimension less than ten feet. Roof decks shall have no horizontal dimension less than 15 feet, and no more than 20% of the total area counted as common open space may be provided on a roof.

## Standard 3.1.6.E: Visibility

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

## Standard 3.1.6.F: Pedestrian Walkways

Pedestrian walkways shall connect the common open space to a public right-of-way or building entrance.

## Standard 3.1.6.G: Seating

All common open spaces shall include seating. Site furniture shall use graffiti-resistant material and/or coating and skateboard deterrents to retain the site furniture's attractiveness.

## **Standard 3.1.6.H: Amenity Features**

At least one amenity feature such as a play structure, plaza, sitting area, water feature, gas fireplace, or community garden shall be included in each open space area.

## Standard 3.1.6.I: Play Areas

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









Various multifamily residential developments facing onto common open spaces with seating.

## Standard 3.1.6.J: Openness and Buildings

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

## **Private Open Space**

## Standard 3.1.6.K: Accessibility

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

## Standard 3.1.6.L: Minimum Dimensions

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

#### Standard 3.1.6.M: Openness

Above ground-level space shall have at least one exterior side open and unobstructed for at least eight feet above floor level, except for incidental railings and balustrades.

## 3.2 Building Design Standards

# 3.2.1 Building Massing and Articulation

## Intent

Design buildings to have various points of visual interest through architectural detailing, especially at the pedestrian level, and avoid creating a building with a bulky or monolithic appearance.

## **General Standards**

## Standard 3.2.1.A: Massing Breaks

Large building massing shall be articulated to reduce apparent bulk and size. All street-facing facades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 50 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height.

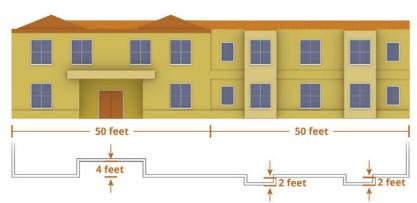


Figure 7. Massing Break Articulation

#### Standard 3.2.1.B: Horizontal Stepback

Buildings over three stories tall shall be designed with a horizontal stepback, at a minimum of 6 feet deep, from the front façade above the third floor. The stepback area may be used for residential terraces. Towers or other similar vertical architectural features do not require a stepback but shall not occupy more than 20% of the front façade.



Mixed-use development with bracket details at the cornice and roof eaves; ground floor height of at least 15 feet high; and distinct top, middle, and base.

## Standard 3.2.1.C: Architectural Detail

Building walls along the street frontage shall have architectural detail (e.g., brackets, rafter tails, or dentils) at the cornice or roof eave.

## **Standard 3.2.1.D:** Architectural Design Features

Architectural design features such as window treatments, awnings, moldings, projecting eaves, dormers, and balconies, shall be continued or repeated upon all elevations of a building facing a primary or secondary street, or a common open space.

## Standard 3.2.1.E: Façade Articulation

Buildings of three stories or more shall have a clearly defined base and roof edge so that the façade has a distinct base, middle, and top. Elements to articulate a building's façade shall include:

» The top of the building shall have one or more of the following: a cornice line with minimum 6-inch overhang; a parapet with minimum 6-inch cap;

Figure 8. Distinct Base, Middle, and Top Façade Articulation



eaves with brackets or other detailing; upper floor setbacks; and/or sloped roof forms.

- » The middle or body of the building shall have a façade made up of regular components including one or more of the following: consistent window pattern; repeating bay windows; regularly spaced pilasters; recesses; or other vertical elements.
- » The base of the building shall have one or more of the following: recessed ground floor; a continuous horizonal element at the top of the ground floor; and enhanced window or entry elements such as awnings or canopies. Where pedestrians have access to the base of the building, high quality, durable, and easy to clean materials and finishes shall be used, such as stone, brick, cementitious board, glass, metal panels, and troweled plaster finishes.
- » The elements comprising the base, middle, and top to the building may be interrupted by a protruding vertical element such as a tower, or a recessed vertical element such as a massing break, an entry, or a courtyard.

## Standard 3.2.1.F: Rooflines

Rooflines shall be segmented and varied within an overall horizontal context. Roofline ridges and parapets shall not run unbroken for more than 100 feet. Variation may be accomplished by changing the roof height, offsets, direction of slope, and by including elements such as dormers.



Mixed-use building with varied rooflines to create separate building forms.



## Standard 3.2.1.G: Ground Floor Height

For residential buildings with ground floor commercial uses, the floor to floor height of the ground floor shall be at least 15 feet to ensure appropriate scale of the base of the building in relation to the upper floors.

#### Standard 3.2.1.H: Pedestrian-Oriented Features

For residential buildings with ground floor commercial uses, a minimum of 30 percent of the building frontage facing a public street shall be devoted to pedestrian-oriented features, including storefronts, pedestrian entrances to nonresidential uses, transparent display windows, and landscaping.

## **Townhouses**

### Standard 3.2.1.I: Attached Units Limit

For townhouses that face onto a street, the maximum number of attached units per building shall be eight.

#### Standard 3.2.1.J: Roof Form

No more than four side-by-side units may be covered by one unarticulated roof. Variation may be accomplished by changing the direction of slope, and by including elements such as dormers.



Articulated roof line of a townhouse development.

## 3.2.2 Entryways

## Intent

Design entryways to be visually prominent as well as provide weather protection to pedestrians.

## General

#### **Standard 3.2.2.A: Primary Building Entries**

Primary building entries, including courtyard doors or gates used at multifamily buildings or residential lobbies for mixed use buildings, shall be recessed into entry bays and accented with treatments that add three-dimensional interest to the façades and enhance the sense of entry into the building through one or more of the following treatments:

- » Marked by a taller mass above, such as a modest tower or within a volume that protrudes from the rest of the building surface.
- » Accented by special architectural elements which may include canopies, overhanging roofs, awnings, and trellises.
- » Indicated by a recessed entry or recessed bay in the façade.

## **Townhouses**

## Standard 3.2.2.B: Entry Details

Each entry to a dwelling unit shall be emphasized and differentiated through architectural elements such as porches, stoops, roof canopies, and detailing that provides ground level space. The space next to the porch shall be used for landscaping.

## **Standard 3.2.2.C: Entry Connections**

The space in front of the porch shall lead directly to the sidewalk if facing a street, or lead to common landscaping and pedestrian paths if facing communal space.





Street-facing townhouse developments with porches leading directly to a sidewalk. Each entry also has landscaping and architectural details such as a porch, stoop, and/or roof canopy.

## **Vertical or Horizontal Mixed Use**

## Standard 3.2.2.D: Ground Floor Elevation

At street-fronting entrances, the elevation of the retail or commercial ground floor shall be at the grade of the adjacent sidewalk.

## Standard 3.2.2.E: Entry Design

Where development includes ground floor commercial uses, ground-floor façades shall be designed to give individual identity to each separate establishment through the use of signage and/or individual awnings.



Entries to ground-floor commercial uses with separate awnings to differentiate separate establishments.

# 3.2.3 Building Materials and Finishes

## Intent

Accentuate building design through quality building materials and attractive finishes.

## **Standard 3.2.3.A: Appropriate Building Materials**

Finish materials shall be materials that are high quality and durable. Appropriate building materials include:

- » Brick, rock, and stone or veneer of these materials
- » Smooth troweled stucco
- » Poured in place concrete
- » Concrete block
- » Cementitious board
- » Wrought iron (in storefronts)
- » Plaster or stucco
- » Ceramic tiles (as a secondary material)
- » Finished and painted wood trim
- » Metal sheet
- » Wood, aluminum, copper, steel, and vinyl clad frames for windows and doors

## Standard 3.2.3.B: Brick and Stone Veneer

If used, brick and stone veneer shall be mortared and wrap around corners to give the appearance that they have a structural function and minimize a veneer appearance.

## **Standard 3.2.3.C: Inappropriate Building Materials**

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

- » Mirrored glass, reflective glass, or heavily tinted glass
- » Vinyl siding
- » Vertical wood sheathing such as T-III
- » Plywood or similar wood
- » Hardboard



Residential development with a mix of building materials, including brick veneer.



Mixed-use building with a stone veneer at the ground floor.

## 3.2.4 Windows/Glazing

## Intent

Design and locate windows so that they provide well-proportioned articulation to building façades. In order to impart a human scale, openings should be in a vertical proportion which relates to the human body.

## **Standard 3.2.4.A: Street Frontage**

Building walls along all street frontages shall have windows at all floors above ground level.

## Standard 3.2.4.B: Orientation and Proportion

Buildings shall include vertically oriented and proportioned façade openings with windows that have a greater height than width (an appropriate vertical/horizontal ratio ranges from 1.5:1 to 2:1). Where glazed horizontal openings are used, they shall be divided with multiple groups of vertical windows. Smaller windows in utility areas or bathrooms may be horizontally proportioned.

#### Standard 3.2.4.C: Recess

Along primary and secondary street frontages, window frames shall be recessed and not flush against the walls. In these locations, shaped frames and sills, detailed with architectural elements such as projecting sills, molded surrounds, or lintels, shall be used to enhance window openings and add additional relief.



Vertically oriented and proportioned facade openings/windows with divisions.

26



Recessed, vertically oriented and proportioned windows with true divided lite divisions on a street-facing facade.

## Standard 3.2.4.D: Glazing

Glass shall be clear with a minimum of 88 percent light transmission. Mirrored and deeply tinted glass or applied films that create mirrored windows and curtain walls are prohibited. To add privacy and aesthetic variety to glass, fritted glass, spandrel glass, and other decorative treatments are appropriate.

## Standard 3.2.4.E: Subdivision and Mullions

Snap-in muntins shall not be used.

## 3.2.5 Projecting Elements

## Intent

Design projecting elements so that they provide visual interest and articulation of building façades.

## **Awnings**

## Standard 3.2.5.A: Frequency

For buildings with ground floor commercial uses, awnings shall be provided over each storefront, located within the individual structural bays.



Awnings differentiate separate commercial establishments on the ground floor.

## Standard 3.2.5.B: Projection

Awnings and canopies shall not project more than 6 feet from the façade.

## Standard 3.2.5.C: Height

The height of all awnings above the sidewalk shall be consistent, with a minimum clearance of 8 feet provided between the bottom of the valance and the sidewalk. Valances shall not exceed 18 inches in height.

## Standard 3.2.5.D: Lighting

If used, lighting for awnings shall be from fixtures located above the awnings. Backlighting of transparent or translucent awnings are not allowed.

## **Balconies, Decks, and Trellises**

## Standard 3.2.5.E: Projection

Balconies and decks shall not project more than 6 feet from the façade.

## Standard 3.2.5.F: Proportion

The distance between supporting columns, piers, or posts on trellises or balconies shall not exceed their height.



Townhouse balconies projected over garage doors.

## **Bay Windows**

## Standard 3.2.5.G: Projection

Bay windows shall not project more than 3 feet from the façade nor exceed 8 feet in length.

## Standard 3.2.5.H: Horizontal Separation

If more than one bay window is provided on a façade, there shall be at least 4 feet of horizontal separation between the two bay windows.

## Standard 3.2.5.I: Design

Windows shall be provided on all sides of the bay window and consist of a vertical orientation and proportion.

## **3.2.6 Roofs**

#### Intent

Design rooflines to have visual interest, use roof materials are durable, and ensure that roofing materials/colors and equipment do not become a visual detriment to surrounding properties.

## **Standard 3.2.6.A:** Appropriate Roof Materials

Appropriate types of roof materials include:

- » Slate or fiber cement shingles
- » Clay or concrete tile roofs

- » Coated metal
- » Composite roofing materials made of recycled natural fiber and recycled plastic
- » Tar, gravel, composition, or elastomeric materials (concealed by a parapet/cornice)

## **Standard 3.2.6.B: Inappropriate Roof Materials**

Reflective roofing materials shall not be used on roof surfaces that are visible from either ground level or elevated viewpoints.

## **Standard 3.2.6.C: Equipment Screening**

All roof-mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design, and consolidated to a minimal number of locations.

## **Standard 3.2.6.D: Vent Pipes**

Vent pipes that are visible from streets, sidewalks, plazas, courtyards, and pedestrian walkways shall be painted to match the color of the roof to make them less conspicuous.

## Standard 3.2.6.E: Gutters/Downspouts

All roofs shall include gutters/downspouts that:

- » Drain directly into a cistern, landscaped area, or storm drain system.
- » Match the trim or body color of the façade.
- » Are inconspicuously located, unless consistent with the design of the building's architectural style (e.g., Spanish Revival).

## **Standard 3.2.6.F: Roof Overhangs**

Roof overhangs shall not extend over a neighboring parcel or more than 3 feet over a public sidewalk (unless it covers a balcony that projects more than 3 feet over the sidewalk).

## 3.3 Landscaping Standards

The following landscaping standards are applicable to residential development. Landscaping standards for commercial development shall also adhere to the Landscaping and Irrigation requirements in the City of Antioch Zoning Ordinance and the Water-Efficient Landscape Ordinance.

## 3.3.1 Plantings

## Intent

Provide well-maintained landscape and plantings that enhance residential buildings and outdoor private and public spaces.

## Standard 3.3.1.A: Minimum Landscaped Area

A minimum of 15% of any building site shall be landscaped.

## Standard 3.3.1.B: Landscaping of Front Yards

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



Landscaping of private front yards and common open space in a residential development.

#### Standard 3.3.1.C: Materials

Landscaped areas shall incorporate plantings utilizing a three-tier system: (1) grasses and ground covers, (2) shrubs and vines, and (3) trees.



Landscaping using the three-tier system with ground cover, shrubs, and trees.

## Standard 3.3.1.D: Design

Landscaping designs shall include one or more of the following planting design concepts:

- » Specimen trees (48-inch box or more) in informal groupings or rows at major focal points.
- » Use of planting to create shadow and patterns against walls.
- » Use of planting to soften building lines and emphasize the positive features of the sit.
- » Use of flowering vines on walls, arbors, or trellises.
- » Trees to create canopy and shade, especially in parking areas and passive open space areas.
- » Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.

#### Standard 3.3.1.E: Ground Cover Materials

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

## Standard 3.3.1.F: Size and Spacing

Plants shall be of the following size and spacing at the time of installation:

- » Ground cover plants other than grasses must be at least four-inch pot size. Areas planted in ground cover plants other than grass seed or sod must be planted at a rate of at least one per 12 inches on center.
- » Shrubs shall be a minimum size of one gallon.
- » Trees shall be a minimum of 15 gallons in size with a one-inch diameter at breast height (dbh). At least one specimen tree with a 24-inch or larger box size shall be planted in the landscaped area of the front setback.

## Standard 3.3.1.G: Protection from Encroachment

Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces and the use of curbs. Concrete step areas shall be provided in landscape planters adjacent to parking spaces.

#### Standard 3.3.1.H: Interference with Utilities

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

- » A minimum of 6 feet between the center of trees and the edge of a driveway, a water meter, gas meter, and sewer laterals.
- » A minimum of 20 feet between the center of trees and the beginning of curb returns at intersections to keep trees out of the line-of-sight triangle at intersections.
- » A minimum of 15 feet between the center of trees and large shrubs to utility poles and streetlights.
- » A minimum of 8 feet between the center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.

#### Standard 3.3.1.I: Staking and Root Barriers

All young trees shall be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed within 10 feet of pavement or other situations where roots could disrupt adjacent paving/curb surfaces.

## **Standard 3.3.1.J:** Automatic Sprinkler Controllers

Automatic sprinkler controllers shall be installed to ensure that landscaped areas will be watered properly. Backflow preventors and anti-siphon valves shall be provided in accordance with current codes.

#### **Standard 3.3.1.K: Sprinkler Heads**

Sprinkler heads and risers shall be protected from car bumpers. "Pop-up" heads shall be used near curbs and sidewalks. The landscape irrigation system shall be designed to prevent run-off and overspray.

## Standard 3.3.1.L: Enclosures

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

## 3.3.2 Wall and Fences

#### Intent

Design walls and fences to include durable materials, be aesthetically appealing, and not create a monolithic barrier along street frontages. The design of walls and fences, as well as the materials used, should be consistent with the overall development's design.

## **Standard 3.3.2.A: Inappropriate Fencing**

Chain link fencing for fences and gates are not permitted.

# Standard 3.3.2.B: High Activity Areas and Street Frontages

Visually penetrable materials (e.g., wrought iron or tubular steel) shall be used in areas of high activity (i.e., pools, playgrounds) and areas adjacent to street frontage.

## Standard 3.3.2.C: Material Durability

Wall design and selection of materials shall consider maintenance issues, especially graffiti removal and long-term maintenance. Decorative capstones on stucco walls are required to help prevent water damage from rainfall and moisture.

#### Standard 3.3.2.D: Visual Interest

Perimeter walls shall incorporate various textures, staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of perimeter walls. Perimeter walls shall incorporate wall inserts and or decorative columns or pilasters to provide relief. The maximum unbroken length of a perimeter wall shall be 50 feet.

#### **Standard 3.3.2.E:** Screening and Noise Mitigation

Screen walls, sound walls, and retaining walls shall be used to mitigate noise generators and provide privacy for residents.



Perimeter wall with decorative columns and landscaping to break up and soften its appearance.

## 3.4 Lighting Standards

## 3.4.1 Pedestrian Lighting

## Intent

Provide lighting that helps create visibility and a safe environment for pedestrians while minimizing visual nuisance like glare. Lighting fixtures should be architecturally compatible with the buildings and from the same "family" with respect to design, materials, color, style, and color of light.

## Standard 3.4.1.A: Pedestrian Safety

Areas used by pedestrians shall be illuminated at night to ensure safety. Such areas include:

- Surface parking lots and parking structures (entrances, elevators, and stairwells)
- » Sidewalks, walkways, and plazas
- » Building entrances (including rear and service entrances)
- » Garbage disposal areas
- » Alleys
- » Automated Teller Machines (ATMs)





Pedestrian-scaled light fixtures to illuminate on-street parking and pedestrian walkways.

## Standard 3.4.1.B: Height

The height of luminaries shall not exceed 16 feet in height from grade.

## Standard 3.4.1.C: Inappropriate Lighting

No outdoor lights shall be permitted that blink, revolve, flash, or change intensity.

## Standard 3.4.1.D: Illumination Level

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

## **Standard 3.4.1.E: Street Lighting**

Street lighting shall be installed inside the project along the network of internal streets.

#### Standard 3.4.1.F: Glare

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

## Standard 3.4.1.G: Concealment

Light sources for wall washing and tree lighting shall be hidden.

## 3.4.2 Parking Lot Lighting

## Intent

Provide lighting that helps create visibility and a safe environment for pedestrians and vehicles while minimizing visual nuisance like glare.



Lighting fixture for residential parking lot.

## Standard 3.4.2.A: Height

Surface parking lot lighting fixtures shall not be on poles over 20 feet high.

#### Standard 3.4.2.B: Illumination Level

Energy-efficient, full-cutoff pole fixtures shall be utilized to provide adequate light levels for safety at parking lots.

## Standard 3.4.2.C: Energy Efficiency

High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption of parking lot lighting.

## Standard 3.4.2.D: Glare

Parking lot lighting shall be directed away from surrounding buildings and properties using fixtures that minimize light trespass and glare.

## 3.5 Signage Standards

Signage standards shall be consistent with the City of Antioch Sign Code.

## 3.5.1 General

## Intent

Situate and design signs so that they do not become a visual nuisance nor project onto the public sidewalk.

## Standard 3.5.1.A: Appropriate Signage

The following signs shall be permitted:

- » Residential sign, including monument signs
- » Freestanding sign (for residential directional signs only)
- » Awning sign (for retail spaces in mixed use development only)
- » Window sign (for retail spaces in mixed use development only)

## 3.5.2 Monument Signs

## Intent

Provide non-obtrusive signs that are harmonious with the landscape and architectural style of the project.

## Standard 3.5.2.A: Location

Monument signs shall be located within a landscaped planter or other landscaped area.





Monument signs located within landscaped areas for residential development.

## **Standard 3.5.2.B:** Sight Obstructions at Intersections

No monument sign greater than 3 feet in height shall be permitted within a clear vision zone at an intersection. Clear vision zones at uncontrolled, non-signalized intersections shall be located within a triangular area bounded by the curb lines and a diagonal line joining points on the curblines located 50 feet back from what would be the point of these curblines' intersection. At controlled signalized intersections, a triangle having 25-foot tangents at the curblines shall apply. For driveways, a similar clear vision triangle shall be utilized featuring 25-foot tangents at the outside line of the driveway and the curbline.

## Standard 3.5.2.C: Frequency

There shall be no more than one monument sign for 600 linear feet of street frontage. For street frontages of more than 600 feet, monument signs shall be no closer than 300 feet from one another.

## Standard 3.5.2.D: Base

Monument signs shall include a solid base at least eighteen (18) inches in height.

**Table 3. Monument Sign Face Area Standards** 

Length of Primary Frontage (linear feet)	Maximum Sign Face Area (square feet)	Maximum Height (feet), including base	Maximum Width (feet), including any frame or support structure
<100	25	6	10
100-299	55	8	10
>300	65	8	10

## 4. Definitions

- » Residential Only: Development project where the entire area of the parcel has a residential use, such as townhouses and garden apartments.
- » Horizontal Mixed Use: Development project where the parcel has both commercial and residential uses on the ground floor on different parts of the site. The commercial use may be a planned building(s) or an existing commercial building(s) on the same site.
- » Vertical Mixed Use/Residential Podium Projects: Development project that has commercial uses on the ground floor with residential uses above.
- » Residential Podium: Development project that has parking in an enclosed ground floor parking garage.
- » Townhouses: Attached units side-by-side that generally have front doors on one side and garages on the back side. Most townhouses have two-car garages, either two spaces wide or two tandem spaces (end to end). The front doors look onto a public street, private drive, or common open space, while the garages are usually lined up along an alley with garage doors on both sides. This development type typically includes tuck-under garage parking and additional surface parking spaces for visitors.
- » Multifamily Complex: Residential rental apartments and/or condominiums with two or three stories and arranged around a common landscaped courtyard. Parking is in the form of surface parking for residents and guests – residents often have covered car ports. Garden apartments also typically have amenities such as a common room or exercise room.
- » Primary Street: Street where the highest level of vehicle, pedestrian, and/or bicycle circulation is anticipated for a development project.
- » Secondary Street: Non-primary street adjacent to a development project.

- » Internal Street: Smaller street or network of streets within a development project that provides internal circulation.
- » Main Entry Drive: Drive that provides a single entry into a project site.
- » Shared Entry Drive: Drive that provides a single main entry point for commercial and residential uses in a horizontal mixed-use project.
- » Separate Entry Drive: Drive that provides a separate main entry point for commercial and residential uses in a horizontal mixed-use project.
- » Secondary Entry Drive: Drive that provides an additional entry drive, in addition to the Main Entry Drive or Shared Entry Drive, along a secondary street.
- » Primary Frontage: Edge of the closest building to the street bordering the property. If there are two streets bordering the property, the street with the Main Entry Drive or Shared Entry Drive is the Primary Frontage.
- » Secondary Frontage: Edge of the closest building to any street bordering the property that is not the primary frontage.
- » Carport: Covered structure with open sides, supported by posts, that provides shelter for a single or multiple cars for nearby residential development. Carports are typically used for apartment development.
- » Tuck-Under Parking: Ground floor parking spaces that are open but covered by the upper floor of a residential building.
- » Valance: The part of an awning that hangs down a short distance from the edge of the awning.
- » Monument Sign: A free-standing sign that is mounted to the ground that is often placed at entries to a building or development.

# **Appendix**

# **Commercial Infill Housing Overlay District Objective Design Standards Checklist**

Name of Applicant:									
Date:									
Project Address:									
Project Application # (City staff to fill out):									
Development Type (check all that apply):									
Residential Only Horizontal Mixed Use									
Townhouses Vertical Mixed Use									
	idential	Podium	l						
Project Site Context (check all that apply):									
Situated adjacent to existing residential developr	nent								
Situated adjacent to existing or planned commer	cial dev	elopme	nt						
				a. 65 -					
Objective Design Standards Checklist Items	Applic	ant Eval	uation	Stan E	valuatio	on By:			
,	Yes	No	N/A	Yes	No	N/A	Drawing Reference		
3.1 Site Design Standards									
3.1 Site Design Standards 3.1.1 Site Entries (fill in all entry drive types that approximately seemed to the seeme	oply)								
	oply)								
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3.1.1 Site Entries (fill in all entry drive types that ap Main Entry Drive A: Curb and Gutter B: Sidewalk C: Streetlights D: Landscaping and Street Trees E: Gates	oply)								
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3.1.1 Site Entries (fill in all entry drive types that appears to the state of the	oply)								
3.1.1 Site Entries (fill in all entry drive types that ap Main Entry Drive  A: Curb and Gutter  B: Sidewalk  C: Streetlights  D: Landscaping and Street Trees  E: Gates  F: Curb Ramps  G: Bicycle Facilities  New Shared Entry Drive  H: Independent Roadway  I: Curb and Gutter  J: Sidewalk	oply)								

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	Applic	ant Eva	luation	Staff E	valuatio	on By: _	
Objective Design Standards Checklist Items	Yes	No	N/A	Yes	No	N/A	Drawing Reference
Enhanced Shared Entry Drive							
N: Sidewalk							
O: Street Lighting							
P: Landscaping and Street Trees							
Separate Entry Drives							
Q: Main Entry Drive Compliance							
R: Driveway Widths and Clearances Compliance							
S: Signage and Landscaping							
Vertical Mixed Use/Residential Podium Entry Drive	•						
T: ADA Compliance							
U: Driveway Widths and Clearances Compliance							
V: Pedestrian Entries							
Secondary Entry Drives							
W: Gates							
3.1.2 Street Frontage							
General							
A: Landscaping Buffer							
B: Maximum Width							
Primary Frontage							
C: Entry Doors							
D: Surface Parking Siting							
E: Carports and Tuck-under Parking							
F: Fencing							
Secondary Frontage							
G: Parking Siting							
H: Fencing							
3.1.3 Context Sensitivity							
Adjacent to Existing Residential Development							
A: Windows							
B: Daylight Plane							
C: Parking							

	Applic	ant Eva	luation	Staff E	valuatio	on By: _	
Objective Design Standards Checklist Items	Yes	No	N/A	Yes	No	N/A	Drawing Reference
Adjacent to Commercial Development		'		'			
D: Separation Buffer							
E: Fencing							
F: Gate							
3.1.4 Access and Parking							
Vehicle Access							
A: Multifamily Complex Internal Circulation							
B: Townhouse Internal Circulation							
C: Podium Project Parking Access							
Parking Design							
D: Siting							
E: Visitor Parking							
F: Screening							
G: Parking Courts							
Pedestrian and Bicycle Access and Parking							
H: Pedestrian Walkway							
I: Pedestrian Connections							
J: Landscape Buffer							
K: Bicycle Parking							
L: Bicycle Parking for Podium Projects							
3.1.5 Service Access, Trash, and Storage Facilities							
Access							
A: Loading and Service Areas							
B: Trash Enclosure Siting							
Design of Trash and Storage Facilities							
C: Screening							
D: Gates							
E: Sizing							
F: Roof							
G: Drainage							

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	Applic	ant Eva	luation	Staff E	valuatio	on By: _	
Objective Design Standards Checklist Items	Yes	No	N/A	Yes	No	N/A	Drawing Reference
3.1.6 Open Space Areas	\		,	,	,		
General							
A: Minimun and Type of Open Space							
B: Siting							
C: Usability							
Common Open Space							
D: Minimum Dimensions							
E: Visibility							
F: Pedestrian Walkways							
G: Seating							
H: Amenity Features							
I: Play Areas							
J: Openness and Buildings							
Private Open Space							
K: Accessibility							
L: Minimum Dimensions							
M: Openness							
3.2 Building Design Standards							
3.2.1 Building Massing and Articulation							
General Standards							
A: Massing Breaks							
B: Horizontal Stepback							
C: Architectural Detail							
D: Architectural Design Features							
E: Façade Articulation							
F: Rooflines							
Vertical Mixed Use							
G: Ground Floor Height							
H: Pedestrian-Oriented Features							
Townhouses							
I: Attached Units Limit							
J: Roof Form							

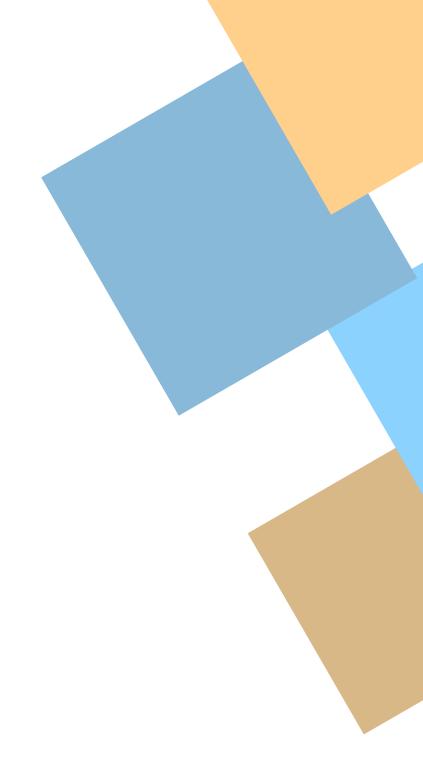
	Applic	ant Eva	luation	Staff Evaluation By:				
Objective Design Standards Checklist Items	Yes	No	N/A	Yes	No	N/A	Drawing Reference	
3.2.2 Entryways	,						·	
General								
A: Primary Building Entries								
Townhouses								
B: Entry Details								
C: Entry Connections								
Vertical or Horizontal Mixed Use	'							
D: Ground Floor Elevation								
E: Entry Design								
3.2.3 Building Materials and Finishes	'							
A: Appropriate Building Materials								
B: Brick and Stone Veneer								
C: Inappropriate Building Materials								
3.2.4 Windows/Glazing	,							
A: Street Frontage								
B: Orientation and Proportion								
C: Recess								
D: Glazing								
E: Subdivision and Mullions								
3.2.5 Projecting Elements								
Awnings								
A: Frequency								
B: Projection								
C: Height								
D: Lighting								
Balconies, Decks, and Trellises								
E: Projection								
F: Proportion								
Bay Windows								
G: Projection								
H: Horizontal Separation								
I: Design								

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	Applic	ant Eva	luation	Staff E	valuatio	on By: _	
Objective Design Standards Checklist Items	Yes	No	N/A	Yes	No	N/A	Drawing Reference
3.2.6 Roofs			'		•	'	
A: Appropriate Roof Materials							
B: Inappropriate Roof Materials							
C: Equipment Screening							
D: Vent Pipes							
E: Gutters/Downspouts							
F: Roof Overhangs							
3.3 Landscaping Standards							
3.3.1 Plantings							
A: Minimum Landscaped Area							
B: Landscaping of Front Yards							
C: Materials							
D: Design							
E: Ground Cover Materials							
F: Size and Spacing							
G: Protection from Encroachment							
H: Interference with Utilities							
I: Staking and Root Barriers							
J: Automatic Sprinkler Controllers							
K: Sprinkler Heads							
L: Enclosures							
3.3.2 Wall and Fences							
A: Inappropriate Fencing							
B: High Activity Areas and Street Frontages							
C: Material Durability							
D: Visual Interest							
E: Screening and Noise Mitigation							

	Applic	ant Eva	luation	Staff E	valuatio	n By: _	
Objective Design Standards Checklist Items	Yes	No	N/A	Yes	No	N/A	Drawing Reference
3.4 Lighting Standards	,	,		,	,		
3.4.1 Pedestrian Lighting							
A: Pedestrian Safety							
B: Height							
C: Inappropriate Lighting							
D: Illumination Level							
E: Street Lighting							
F: Glare							
G: Concealment							
3.4.2 Parking Lot Lighting							
A: Height							
B: Illumination Level							
C: Energy Efficiency							
D: Glare							
3.5 Signage Standards							
3.5.1 General							
A: Appropriate Signage							
3.5.2 Monument Signs							
A: Location							
B: Illumination							
C: Sight Obstructions at Intersections							
D: Frequency							
E: Base							

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APPENDIX B
TRIP GENERATION STUDY



January 27, 2022

Mr. Bruce Brubaker, LEED AP Placeworks 3 MacArthur Place, Suite 1100 Santa Ana, CA 92707

## **Trip Generation Study of SB 2 Infill Sites in Antioch**

Dear Mr. Brubaker;

As requested, W-Trans has prepared a comparison of changes in the trip generation potential for ten sites in Antioch. The purpose of this letter is to document the potential changes to vehicle trip generation for each study location currently under consideration for future economic development. The following sites have been identified by the City of Antioch as having such future development potential.

- 1. Lakeview Center
- 2. In-Shape Shopping Center
- 3. Deer Valley Plaza
- 4. Hillcrest Summit
- 5. Hillcrest Terrace
- 6. Buchanan Crossings
- 7. Delta Fair Shopping Center
- 8. Somersville Towne Center
- 9. 99 Cents Only/Big Lots
- 10. Crestview Drive/West 10<sup>th</sup> Street

## **Trip Generation**

The vehicle trip generation for each site was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11<sup>th</sup> Edition, 2021 for "Single Family Attached Housing" (ITE LU #215), "Multifamily Housing (Low-Rise)" (ITE LU #220), "Multifamily Housing (Mid-Rise)" (ITE LU #221), "Movie Theater" (ITE LU #445), "General Office Building" (ITE LU #710), "Shopping Center (>105k)" (ITE LU #820), and "Shopping Plaza (40-150k)" (ITE LU #821). Vehicle trips were estimated for the existing development capacity at every site. This includes sites which are presently vacant and not currently producing any vehicle trips.

## **Pass-by Trips**

Some portion of traffic associated with retail land uses would be drawn from existing traffic on adjacent roadways. These vehicle trips are not considered "new," but would instead be comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop and are referred to as "pass-by." The percentage of these pass-by trips was based on information provided in the *Trip Generation Manual*, 11<sup>th</sup> Edition, Institute of Transportation Engineers, 2021. Since the *Manual* does not provide a pass-by trip percentage for either the daily or a.m. peak hour, the pass-by trip percentages for the p.m. peak hour were applied for the daily and a.m. peak hour trips.

A summary of the anticipated change in vehicle trips at each site is provided in Table 1.

Tabl	e 1 – Trip Generation Summ	nary										
	Site Name	Units	D	aily	F	M Pea	k Hou	r	F	M Pea	k Hou	ır
No.	Land Use		Rate	Trips	Rate	Trips	ln	Out	Rate	Trips	ln	Out
#1	Lakeview Center											
Ex	Shopping Plaza (40-150k)	92.374 ksf	67.52	-6,237	1.73	-160	-99	-61	5.19	-479	-235	-244
Ex	Pass-by Adjustment	40%		2,495		64	40	24		192	94	98
Fu	Single Family Attached	80 du	7.20	576	0.48	38	12	26	0.57	46	26	20
	Net Change			-3,166		-58	-47	-11		-241	-115	-126
#2	In-Shape Shopping Center											
Ex	General Office Building	193.842 ksf	10.84	-2,101	1.52	-295	-259	-36	1.44	-279	-47	-232
Fu	MF Housing (Low Rise)	267 du	6.74	1,800	0.40	107	26	81	0.51	136	86	50
	Net Change			-301		-188	-233	45		-143	39	-182
#3	Deer Valley Plaza											
Ex	Movie Theater	61.600 ksf	78.09	-4,810	n/a	n/a	n/a	n/a	6.17	-380	-357	-23
Fu	Single Family Attached	147 du	7.20	1,058	0.48	71	22	49	0.57	84	48	36
	Net Change			-3,752		71	22	49		-296	-309	13
#4	Hillcrest Summit											
Ex	Shopping Plaza (40-150k)	85.377 ksf	67.52	-5,765	1.73	-148	-92	-56	5.19	-443	-217	-226
Ex	Pass-by Adjustment	40%		2,306		59	<i>37</i>	22		1 <i>77</i>	<i>87</i>	90
Fu	MF Housing (Low-Rise)	147 du	6.74	991	0.40	59	14	45	0.51	75	47	28
	Net Change			-2,468		-30	-41	11		-191	-83	-108
#5	Hillcrest Terrace											
Ex	General Office Building	137.214 ksf	10.84	-1,487	1.52	-209	-184	-25	1.44	-198	-34	-164
Fu	MF Housing (Low Rise)	189 du	6.74	1,274	0.40	76	18	58	0.51	96	61	35
	Net Change			-213		-133	-166	33		-102	27	-129
#6	<b>Buchanan Crossings</b>											
Ex	Shopping Plaza (40-150k)	117.612 ksf	67.52	-7,941	1.73	-203	-126	-77	5.19	-610	-299	-311
Ex	Pass-by Adjustment	40%		3,176		81	50	31		244	120	124
Fu	Single Family Attached	81 du	7.20	583	0.48	39	12	27	0.57	46	26	20
	Net Change			-4,182		-83	-64	-19		-320	-153	-167
#7	<b>Delta Fair Shopping Cente</b>	r										
Ex	Shopping Center (>150k)	242.699 ksf	37.01	-8,982	0.84	-204	-126	-78	3.4	-825	-396	-429
Ex	Pass-by Adjustment	29%		2,605		59	37	23		239	115	124
Fu	MF Housing (Low Rise)	221 du	6.74	1,490	0.40	88	21	67	0.51	113	71	42
Fu	Shopping Plaza (40-150k)	100.697 ksf	67.52	6,799	1.73	174	108	66	5.19	523	256	267
Fu	Pass-by Adjustment	40%		-2,720		-70	-43	-26		-209	-102	-107
	Net Change			-808		47	-3	52		-159	-56	-103

Site	Site Name	Units	D	aily	F	AM Pea	k Hou	ır	F	M Pea	k Hou	ır
No.	Land Use		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	ln	Out
#8	Somersville Towne Center											
Ex	Shopping Center (>150k)	501.259 ksf	37.01	-18,552	0.84	-421	-261	-160	3.4	-1704	-818	-886
Ех	Pass-by Adjustment	19%		3,525		80	50	30		324	155	168
Fu	Single Family Attached Hsg	720 du	7.20	5,184	0.48	346	107	239	0.57	410	234	176
Fu	Shopping Plaza (40-150k)	123.816 ksf	94.49	11,699	3.53	437	271	166	9.03	1118	537	581
Fu	Pass-by Adjustment	19%		-2,223		-83	-51	-32		-212	-102	-110
Fu	General Office Building	20 ksf	10.84	217	1.52	30	27	3	1.44	29	5	24
	Net Change			-150		389	143	246		-35	11	-47
#9	99 Cents Only/Big Lots											
Ex	Shopping Plaza (40-150k)	85.305 ksf	67.52	-5,760	1.73	-148	-91	-57	5.19	-443	-217	-226
Ех	Pass-by Adjustment	40%		2,304		59	36	23		177	<i>87</i>	90
Fu	MF Housing (Low Rise)	113 du	6.74	762	0.40	45	11	34	0.51	58	36	22
Fu	Shopping Plaza (40-150k)	57.175 ksf	67.52	3,860	1.73	99	61	38	5.19	297	145	152
Fu	Pass-by Adjustment	40%		-1,544		-40	-24	-15		-119	-58	-61
	Net Change			-378		15	-7	23		-30	-7	-23
#10	Crestview Dr/West 10 <sup>th</sup> St											
Ex	Shopping Plaza (40-150k)	50.094 ksf	67.52	-3,382	1.73	-87	-54	-33	5.19	-260	-127	-133
Ех	Pass-by Adjustment	40%		1,353		35	22	13		104	51	53
Fu	MF Housing (Mid-Rise)	115 du	4.54	522	0.37	43	10	33	0.39	45	27	18
-	Net Change			-1,507		-9	-22	13		-111	-49	-62

Notes: Ex = Existing Land Use; Fu = Estimated Future Land Use Potential; ksf = 1,000 square feet; du = dwelling unit; MF = Multifamily; Hsg = Housing; n/a = not available

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

Kenny Jeong, PE Senior Engineer

MES/kbj/ANT014.L2



Mark Spencer, PE Senior Principal

# PLANNING COMMISSION RESOLUTION NO. 2022-03

## RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THE CITY COUNCIL ADOPT A GENERAL PLAN AMENDMENT ESTABLISHING COMMERCIAL INFILL HOUSING POLICIES

- **WHEREAS**, the City of Antioch ("City") applied for and received a \$310,000 grant from a program authorized by Senate Bill (SB) 2, the Building Homes and Jobs Act;
- **WHEREAS**, this funding source provides local governments with reimbursement grants and technical assistance to prepare plans and process improvements that achieve streamlined housing approvals, facilitate housing affordability (particularly for lower- and moderate-income households), and accelerate housing production;
- **WHEREAS**, City staff used this funding to create a General Plan Amendment and related zoning policies to support high-density residential development on underutilized commercial sites;
- **WHEREAS**, a Request for Proposals was issued and PlaceWorks was selected to complete the project and the process commenced in January 2021;
- WHEREAS, the scope includes amending the Antioch General Plan and the Zoning Code to create a new Commercial Infill Housing (CIH) Overlay District and CIH Objective Design Standards to provide key, objective requirements for the development of multifamily residential and mixed-use development within the City's CIH Overlay District;
- **WHEREAS**, the proposed CIH Overlay District is intended to allow for the streamlined development of medium- and high-density residential and mixed-use projects on infill sites that have been identified through an infill housing study process and are typically vacant and/or underutilized commercial areas of the city;
- **WHEREAS,** Section 65358 of the California Government Code provides for the amendment of all or part of an adopted General Plan;
- **WHEREAS,** the primary purpose of the General Plan Amendment is to ensure consistency between the City of Antioch General Plan and the Project;
- **WHEREAS**, the project requires amendment to the General Plan text in the Land Use Element;

**WHEREAS**, the City, as lead agency under the California Environmental Quality Act ("CEQA"), has completed the Addendum to the General Plan Environmental Impact Report ("Final EIR" or "EIR") for the Project;

**WHEREAS**, the purpose of this Addendum is to analyze the impacts of the proposed project, herein referred to as the "Modified Project", as required pursuant to the provisions of CEQA and the State CEQA Guidelines;

**WHEREAS**, the Planning Commission held a public hearing and considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request; and

**WHEREAS**, a public hearing notice was published in the East County Times and posted in three public places pursuant to California Government Code Section 65090 on February 25, 2022 for the public hearing held on March 16, 2022.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission hereby makes the following findings for recommendation to the City Council of approval of the General Plan Amendments:

- 1. The proposed project conforms to the provisions and standards of the General Plan in that the proposed amendment is internally consistent with all other provisions of the General Plan and does not conflict with any of the previously adopted goals, policies or programs of the General Plan;
- 2. The proposed amendment is necessary to implement the goals and objectives of the General Plan in that it will establish and implement the Commercial Infill Housing Policies;
- **3.** The proposed amendment will not be detrimental to the public interest, convenience, and general welfare of the City in that the amendment will result in a logical placement of land uses consistent with the overall intent of the General Plan and facilitate housing development opportunities;
- 4. The proposed amendment will not have substantial changes are not proposed to the Modified Project that would require major revisions to the 2003 Environmental Impact Report (EIR) due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified effect; and
- **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 recommends that the City Council adopt the General Plan Amendment (GPA-22-01) of the Land Use Element 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 16th day of March, 2022, by the following vote:

FORREST EBBS Secretary to the Planning Commission

AYES:			
NOES:			
ABSENT:			
ABSTAIN:			

# EXHIBIT A GENERAL PLAN AMENDMENTS

# COMMERCIAL LAND USE DESIGNATIONS (SEPARATE PAGE)

- Maximum Allowable Density: Ten dwelling units per gross developable acre (10 du/ac)
- Anticipated Population per Acre: Twenty
   (20) to Twenty-five (25) persons per acre

High Density Residential. High Density Residential densities may range up to twenty (20) dwelling units per gross developable acre, with density bonuses available for agerestricted, senior housing projects. Two-story apartments and condominiums with surface parking typify this density, although structures of greater height with compensating amounts of open space would be possible. This designation is intended primarily for multi-family dwellings. As part of mixed-use developments within the Rivertown area and designated transit nodes, residential development may occur on the upper floors of buildings whose ground floor is devoted to commercial use. Typically, residential densities will not exceed sixteen (16) to eighteen (18) dwelling units per acre for standard apartment projects, although projects with extraordinary amenities may achieve the maximum allowable density. However, permitted densities and number of housing units will vary, depending on topography, environmental aspects of the area, geologic constraints, existing or nearby land uses, proximity to major streets and public transit, and distance to shopping districts and public parks. Higher densities will be allowed where measurable community benefit is to be derived (i.e., provision of needed senior housing or low and moderate income housing units). In all cases, infrastructure, services, and facilities must be available to serve the proposed density, and the proposed project must be compatible with surrounding land uses.

- Appropriate Land Use Types: See Table 4.A
- Maximum Allowable Density: Twenty dwelling units per gross developable acre (20 du/ac) and up to a Floor Area Ratio<sup>1</sup> of

- 1.25 within areas designed for mixed use or transit-oriented development.
- Anticipated Population per Acre: Forty (40)
  persons per acre. Within transit-oriented
  development, up to forty-five to sixty (45-60)
  persons per acre

Residential TOD. This mixed-use classification is intended to create a primarily residential neighborhood within walking distance to the eBART station, with complementary retail, service, and office uses. Residential densities are permitted between a minimum of 20 and a maximum of 40 units per gross acre. A range of housing types may be included in a development project, some of which may be as low as 10 units per acre, provided the total project meets the minimum density standard. Up to 100 square feet of commercial space such as retail, restaurant, office, and personal services are permitted per residential unit.

Residential units should be at least 300 feet away from rail and freeway rights-of-way, or should incorporate construction measures that mitigate noise and air emission impacts. Retail, restaurants, commercial services, and offices are allowed on the ground floor and second floor, particularly on pedestrian retail streets and adjacent to Office TOD designations. Low intensity stand-alone retail or restaurant uses with surface parking are not permitted. Fee parking in surface parking lots is not permitted as a primary use.

- Minimum housing density: 20 acres per gross acre
- Maximum housing density: 40 units per gross acre

#### 4.4.1.2 Commercial Land Use

**Designations**. The General Plan land use map identifies two commercial land use designations, which, along with commercial development within Focus Areas, will provide a broad range of retail and commercial services for existing and future residents and businesses. Permitted maximum land use

FAR of 0.5 permits ½ square foot of building area for each square foot of land within the development site.

<sup>&</sup>lt;sup>1</sup> Floor Area Ratio (FAR) represents the ratio between allowable floor area on a site and the size of the site. For example, an FAR of 1.0 permits one square foot of building floor area (excluding garages and parking) for each square foot of land within the development site, while an

intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements. In addition to these commercial land use designations, residential and mixed-use development of a minimum of 12 dwelling units per gross developable acre may be allowed on commercial infill sites. See the Commercial Infill Housing description within the Land Use Element for more details.

Convenience Commercial. This designation is used to include small-scale retail and service uses on small commercial lots. generally ranging up to one to four acres in size. Total gross leasable area within Convenience Commercial areas typically ranges from about 10,000 to 40,000 square feet. Typical uses may include convenience markets, limited personal services, service stations, and commercial services. This designation is often located on arterial or collector roadway intersections in otherwise residential neighborhoods and, thus, requires that adequate surface parking be included to ensure against any potential circulation difficulties affecting adjacent residences. Design features need to be included in these centers to ensure that convenience commercial developments are visually compatible with and complementary to adjacent and nearby residential and other less intensive uses. The type and function of uses in convenience commercial areas are generally neighborhood serving, and need to be carefully examined to ensure compatibility with nearby uses. This land use designation may also be applied to small freestanding commercial uses in the older portions of Antioch.

While some areas may be designated on the Land Use Plan for Convenience Commercial use, this does not preclude small freestanding commercial uses from being zoned for such a use provided the above parameters are adhered to through adopted performance standards. Such a rezoning would be considered to be consistent with the General Plan, and not require a General Plan

#### amendment.

Appropriate Land Use Types: See Table 4.A

 Maximum Allowable Development Intensity: Floor Area Ratio (FAR) of 0.4 fornew development within centers, and 0.6 FAR for small, freestanding uses.

#### Neighborhood/Community Commercial.

The intent of the General Plan is to service residential areas in an efficient manner by avoiding the creation of new strip commercial areas. Toward this end, the General Plan designates major commercial nodes of activitybased on the need to serve defined neighborhood and community areas. Each area designated Neighborhood/Community Commercial would typically represent an integrated shopping center or an aggregate ofparcels around an intersection, which create an identifiable commercial center or area.

The common denominator within this designation is that each neighborhood commercial node will have sufficient acreage to meet the commercial needs of one or more neighborhoods. A neighborhood center typically ranges from 30,000 - 100,000 squarefeet of floor area on about 3 to 12 acres, anchored by a major supermarket and/or-drugstore. A community center may range from 100,000 to 250,000 square feet on 10 to 20 acres or more, and be anchored by a major retailer. Because of its size, a neighborhood center would typically locate at the intersection of a collector and an arterial. A community center is more likely to be found at major arterial intersections.

Typical spacing between community centers should be approximately 1.5 to 3.0 miles, with approximately one mile between neighborhood centers. Exact spacing dependson the nature and density of nearby development, and on the location of major roadways.

- Appropriate Land Use Types: See Table4.A
- Maximum allowable developmentintensity: FAR of 0.4.

**Regional Commercial**. The primary purpose of areas designated "Regional Commercial" onthe General Plan land use map is to provide

## TABLE 4.A APPROPRIATE LAND USE TYPES (SEPARATE PAGE)

Table 4.A – Appropriate Land Use Types

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	Large Lot Residential. This residential type typically consists of single-family detached units on lots of 0.5 acre or more. Residential developments of this type shall be designed as large suburban parcels within subdivisions within the Urban Limit Line and as rural residential uses outside of the Urban Limit Line.	Single-Family Detached. These areas typically consist of suburban residential subdivisions of single family, detached dwellings on lots ranging from 7,000 to 20,000 square feet.	Small Lot Single Family Detached. These dwelling unit types are typically located within a specific plan or other type of "planned development," and consist of single family, detached dwellings on lots smaller than 7,000 square feet. In exchange for development on small residential lots, amenities such as permanent open space and private recreation facilities are required to be provided specifically for the use of residents of the development.	Multi-Family Attached. Attached for-sale or rental dwelling units, designed either as townhouse units or as stacked flats, characterize these areas. Amenities such as common open space and recreation facilities specifically for the use of residents of the development are required.	Mobile Homes. Areas of mobile home development typically consist of subdivisions wherein individual mobile homeowners also own their own lots in fee and mobile home parks wherein mobile homeowners rent or lease the space upon which their mobile home is placed. Typically, mobile home subdivisions and parks provide open space and/or recreational amenities for the use of their residents.	Group Residential. Activities typically include the use of a dwelling unit as a residence by a group or groups of persons without the provision of medical care, supervision, or medical assistance. Typical uses include boarding houses, convents, and religious retreats.	Residential Care Facilities. While largely residential in character, residential care facilities are distinguished from other residential use types in that care facilities combine a variety of medical care, supervision, or

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	medical assistance services with housing. State law exempts certain small residential care facilities from local regulation, and can locate anywhere permitted by law.	Commercial Infill Housing. As defined by the Antioch Municipal Code.	Administrative and Professional Offices. Activities typically include, but are not limited to, executive management, administrative, or clerical uses of private firms and public utilities. Additional activities include the provision of advice, design, information, or consultation of a professional nature. Uses typically include, but are not limited to, corporate headquarters; branch offices; data storage, financial records, and auditing centers; architect's; lawyer's; insurance sales and claims offices. financial planners: and accountant's offices.	Amusement Centers/Arcades. Any structure (or portion thereof) in which four or more amusement devices (either coin- or card-operated) are installed, such as photography machines, video games, muscle testers, fortune telling machines, laser tag, electronic or "County fair" style games, rides or similar uses, and other games of skill or science, but not including games of chance or other similar devices. Included is any place open to the public, whether or not the primary use of the premises is devoted to operation of such devices. Sales of prepared foods and beverages is also included as an ancillary use of the site.	<b>Automotive Uses</b> . Activities typically include, but are not limited to the, sales and servicing of motor vehicles, recreational vehicles, boats, and trailers.	<b>Banks and Financial Services</b> . Activities typically include, but are not limited to banks and credit unions, home mortgage, and other personal financial services.	<b>Business Support Services</b> . Activities typically include, but are not limited to, services and goods generally provided to support other businesses.
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City of Antioch General Plan

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	<b>Funeral Services</b> . Activities typically include services involving the care, preparation, or disposition of human dead.	<b>General Merchandise</b> . Activities typically include, but are not limited to, the retail sales from premises, including incidental rental and repair services.	<b>Health Clubs and Spas</b> . Activities typically include, but are not limited to, sport and health-related activities performed either indoors or outdoors.	Lodging and Visitor Services. Activities typically include, but are not limited to, providing overnight accommodations and related banquet and conference facilities.	Indoor Recreational Facilities. Activities typically include, but are not limited to, commercial recreation uses conducted within enclosed buildings, such as bowling alleys, skating facilities, racquet clubs, and indoor shooting and archery ranges.	<b>Outdoor Recreational Facilities.</b> Activities typically include, but are not limited to, commercial recreation activities conducted outside of enclosed buildings, such as miniature golf, batting cages, tennis clubs, etc.	Personal Services. Activities typically include establishments primarily engaged in the provision of services for the enhancement of personal appearance, cleaning, alteration of garments, and similar nonbusiness or non-professional services.	Personal Instruction. Activities typically include instruction in artistic, academic, athletic or recreational pursuits within an enclosed structure.	Recreational Vehicle Park. Activities typically include, but are not limited to, providing overnight accommodations for visitors in recreational vehicles.	<b>Theaters</b> . Includes structures where the primary use is the exhibition of live or prerecorded theatrical, musical, comedic or other performances. Sale of prepared foods and beverages is permitted ancillary to the primary use.	Light Manufacturing and Assembly. Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operations. Light

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nanufacturing is conducted wholly within an enclosed building. Light manufacturing activities do not produce odors, noise, vibration, or particulates, which would adversely affect uses within the same structure or on the same site. Also included are watchman's quarters.	General Manufacturing and Assembly. Activities ypically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products including	manufacture of products; assembly of component parts including required packaging for retail sale); blending of materials such as lubricating oils, plastics, and	esins; and treatment and fabrication operations. Uses equiring massive structures outside of buildings such as cranes or conveyer systems, or open-air storage of	arge quantities of raw or semi-refined materials are also included within this land use type. Also included are are watchman's quarters.	Research and Development. Activities typically	nclude, but are not limited to, scientific research and heoretical studies and investigations in the natural,	ohysical, or social sciences. Also included is sucineering fabrication, and testing of prototypes	developed with the objective of creating marketable	and products; and the performance of physical and shvironmental testing and related activities by or under	the supervision of professional scientists and highly rained specialists. Watchman's quarters are included	Operable Vehicle Storage. Activities typically include,	out are not limited to the parking and/or storage of	operable venicles. Typical uses include, but are not imited to fleet storage of automobiles and trucks,	Storage lots, and recreational vehicle and boat storage.	Personal Storage. Activities typically include, but are not limited to storage services and facilities primarily for	personal and business effects and household goods with enclosed storage areas having individual access.	Typical uses include, but are not limited to mini- warehouses.	Storage and Distribution - Light. Activities typically	nclude, but are not limited to, wholesaling, storage,	enclosed buildings. Also included are watchman's	Storage and Distribution – General, Activities

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	typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services; storage and wholesaling from the premises of unfinished, raw, semi-refined products requiring further processing, fabrication, or manufacturing. Outdoor storage is permitted subject to applicable screening requirements. Also included are watchman's quarters as an ancillary use.	Building Contractor's Offices and Yards. Activities typically include, but are not necessarily limited to, offices and storage of equipment, materials, and vehicles for contractors in the trades involving construction activities. Storage yard uses may include but should not be limited to, the maintenance and outdoor storage of large construction equipment such as earthmoving equipment, and screened outdoor storage of building materials.	Boating and Related Activities. Activities typically include, but are not limited to, establishments and facilities engaged in the provision of sales or services directly related to the commercial or recreational use of waterways. Included in this category are construction, repair, and maintenance of boats; boat sales; anchorage and docking facilities, including temporary slip rentals; services for commercial boating and fishing, including retail fish sales, but not including fish processing; sale of marine equipment; and harborrelated services, such as indoor and outdoor dry boat storage, bait sales, fuel docks, and yacht clubs.	Civic Administration. Activities typically include, but are not limited to, management, administration, clerical, and other services performed by public and quasipublic agencies.	Cultural Facilities. Activities typically include, but an not limited to, those performed by public and private museums and art galleries, public and private librariand observatories.	Day Care Centers. Day care centers consist of facilities defined in California Health and Safety Code Section 1596.76, providing day care and supervision for more than 12 children less than 18 years of age for periods of less than 24 hours per day. Also included are facilities for the care and supervision of seniors for periods of less than 24 hours per day.	<b>Open Space</b> . Activities typically include, but are not limited to, preservation of lands in their natural
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	condition to protect environmental resources or the	lic health and safety, agriculture, and active or	sive recreation. Recreation areas may include	ecreational structures such as play equipment, but do	not generally include structures for human occupancy.	Religious Assembly. Activities typically include	religious services and assembly such as customarily	occurs in churches, synagogues, and temples.	Schools, Public and Private. Typical activities	include educational facilities for K-8 students provided	by public agencies or private institutions.
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# Notes to Table 4.A:

- Permitted subject to the provisions of Land Use Element policy 4.4.2.2b.
- Automotive sales are not permitted within areas designated Convenience Commercial, Regional Commercial, or Business Park, except that Automotive sales may be allowed within areas designated Business Park that also have frontage on Auto Center Drive.
- 3. Bars are not permitted within areas designated Convenience Commercial.
- Automotive uses are limited to sites adjacent to a freeway interchange. Auto sales are not permitted within areas designated Light Industrial or Eastern Waterfront Business Park. 4.
- Eating and drinking establishments, as well as Lodging and Visitor Service uses, within the Light Industrial and Eastern Waterfront Business Park designations are limited to sites adjacent to a freeway interchange.
- 6. Multi-Family uses are permitted within the Rivertown Commercial designation above the ground floor only.

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- Instruction uses are permitted within the Rivertown Commercial designation above the ground floor only, except along Fourth Street and the area between Fourth Street and Fifth Street, Administrative and Professional Office and Personal where they may occupy ground floor space.
- Funeral Services within the Rivertown Commercial designation are limited to "J" Street, Fourth Street and the area between Fourth Street and Fifth Street. œ
- 9. Auto sales within the Hillcrest Station Focus Area are limited to sites adjacent to the SR-4 and SR-160 freeways.
- 10. Limited to locations that are compatible with resource protection needs.
- 11. Commercial infill housing is allowed only within the Commercial Infill Housing Overlay District.

# COMMERCIAL INFILL HOUSING POLICY (SEPARATE PAGE)

- Project development shall provide full mitigation of impacts on school facilities to the Brentwood Elementary School District and the Liberty Union High School District.
- I. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site starting with the time the first increment of development is occupied.
- m. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the Ginochio Property as an identifiable "community."
- Development of a natural-appearing style of landscaping is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.
- A central open space area, which may include a golf course, is to be provided to serve as the dominant visual feature of the Ginochio Property, as well as to provide active or recreational opportunities.
- p. Because of the sensitivity of the habitat areas within the Ginochio Property Focus Area, preparation and approval of a Resource Management Plan to provide for mitigation of biological resources impacts, as well as for the long-term management of natural open space, shall be required prior to development of the Ginochio Property Focus Area. The Resource Management Plan shall provide for appropriate habitat linkages consistent with General Plan policies and Resource Management Plan provisions for the Sand Creek Focus Area.

#### 4.4.7. Voter-Approved Urban Limit Line.

Pursuant to the City of Antioch Growth Control, Traffic Relief, Voter-Approved Urban Limit Line, and Roddy Ranch Development Reduction Initiative, the voters amended the General Plan to establish the urban limit line as shown on Figure 4.12. This Voter-Approved Urban Limit Line establishes a line through the Roddy Ranch and Ginochio Property Focus Areas beyond which the General Plan land use designations cannot be amended to allow uses other than open space uses. Until December 31, 2020, the location of the Voter-Approved Urban Limit Line may be amended only by the voters of the City. The City shall oppose any annexation to the City of any land outside of the Voter-Approved Urban Limit Line.

**4.4.8 Commercial Infill Housing.** As part of a strategic infill housing study process, the City has designated specific sites within Antioch to allow for the streamlined development of high quality medium- and high-density residential and mixed-use projects. These infill sites are typically vacant and/or underutilized commercial areas of the city.

#### a. Purpose and Primary Issues

Commercial infill housing allows residential development in commercial land use designations, which can also serve the following issues:

- a. Revitalize partially built or struggling commercial developments that have commercial vacancies and relocation of commercial activity to other parts of the city.
- b. Incentivize residential and mixed-use development through streamlining and expediting the planning approval process.
- c. Contribute to the citywide need for more housing through the building of mediumand high-density housing.
- d.Allow for existing commercial sites to be developed with high quality residential development to address housing needs and redevelopment of underutilized sites.

#### **b.** Policy Direction

The following policies shall guide development of commercial infill housing projects:

 Allow property owners to develop housing on the infill site if the site is a minimum 20,000 square feet, the site is

- vacant and/or underutilized, and has an existing commercial land use designation.
- Appropriate land uses include medium density housing, high density housing, vertical mixed use, and horizontal mixed use.
- c. The underlying/base zoning for overlay sites will remain and may be redeveloped with commercial or other uses as currently allowed.
- d. The minimum residential development intensity shall be 12 dwelling units per acre.
- e. Residential densities of 12 to 35 dwelling units per gross developable acre are allowed. Densities of up to 50 dwelling units per gross developable acre are allowed with a use permit.
- f. Building heights of two to four stories (up to 45 feet) are allowed. Building heights above four stories or 45 feet shall require a use permit.
- g. Commercial infill housing projects shall satisfy the Objective Design Standards in the Commercial Infill Housing Objective Design Standards document.
- Encourage demolition or repurposing of underutilized commercial development on the site to accommodate for new high quality residential or mixed-use development.
- i. Create a pedestrian-oriented environment within and immediately outside of the development.
- j. Provide convenient access to circulation networks of various modes of travel, including vehicle, pedestrian, bike, and transit outside of the site.
- k. Provide internal circulation for bikes, vehicles, and pedestrians that connect these circulation networks outside of the development on adjacent streets and sidewalks.
- I. Where possible, site entries near transit stops and facilitate vehicular access along major arterials.

### PLANNING COMMISSION RESOLUTION NO. 2022-04

# RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THE CITY COUNCIL AMEND THE CITY OF ANTIOCH ZONING MAP TO INCLUDE THE COMMERCIAL INFILL OVERLAY DISTRICT

**WHEREAS**, the City of Antioch ("City") applied for and received a \$310,000 grant from a program authorized by Senate Bill (SB) 2, the Building Homes and Jobs Act;

WHEREAS, this funding source provides local governments with reimbursement grants and technical assistance to prepare plans and process improvements that achieve streamlined housing approvals, facilitate housing affordability (particularly for lower- and moderate-income households), and accelerate housing production;

**WHEREAS**, City staff used this funding to create a General Plan Amendment and related zoning amendments to support high-density residential development on underutilized commercial sites;

**WHEREAS**, a Request for Proposals was issued and PlaceWorks was selected to complete the project and the process commenced in January 2021;

WHEREAS, the scope includes amending the Antioch General Plan and the Zoning Code to create a new Commercial Infill Housing (CIH) Overlay District and CIH Objective Design Standards to provide key, objective requirements for the development of multifamily residential and mixed-use development within the City's CIH Overlay District;

**WHEREAS**, the proposed CIH Overlay District is intended to allow for the streamlined development of medium- and high-density residential and mixed-use projects on infill sites that have been identified through an infill housing study process and are typically vacant and/or underutilized commercial areas of the city;

**WHEREAS**, the project requires amendment to the General Plan text in the Land Use Element:

**WHEREAS**, ten (10) sites were identified to be rezoned to the CIH Overlay District as part of the planning process;

**WHEREAS,** the City, as lead agency under the California Environmental Quality Act ("CEQA"), has completed the Addendum to the General Plan Environmental Impact Report ("Final EIR" or "EIR") for the Project;

**WHEREAS**, the Planning Commission held a public hearing and considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request; and

**WHEREAS,** a public hearing notice was published in the East County Times and posted in three public places pursuant to California Government Code Section 65090on February 25, 2022 for the public hearing held on March 16, 2022.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission hereby recommends the City Council amend the Zoning Map to include the Commercial Infill Housing (CIH) Overlay District on the identified properties as attached hereto in Exhibit A.

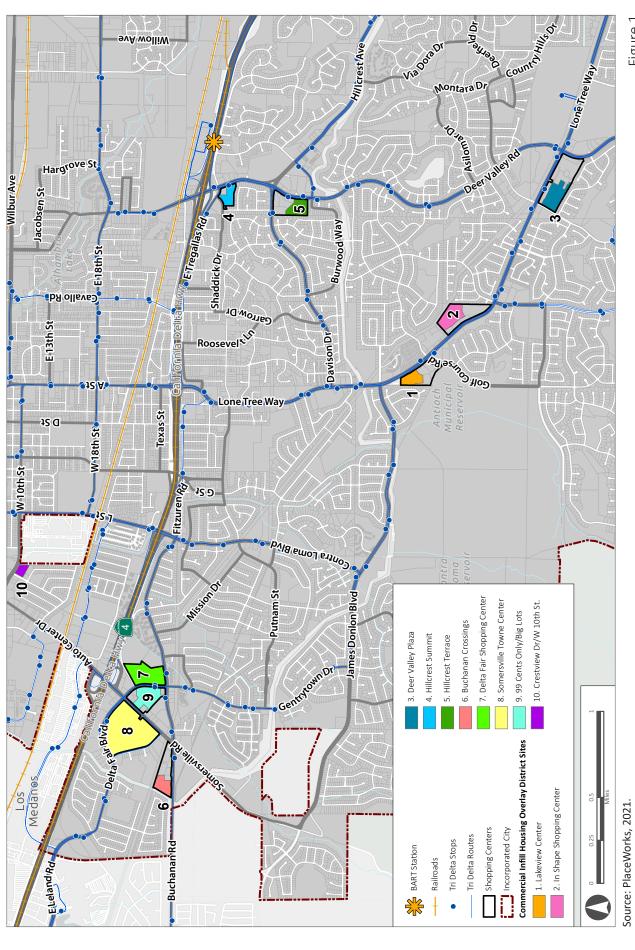
I HEREBY CERTIFY that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 16th day of March, 2022, by the following vote:

AYES:	
NOES:	
ABSENT:	
ABSTAIN:	
	FORREST EBBS Secretary to the Planning Commission

#### **EXHIBIT A**

# ZONING MAP AMENDMENT (SEPARATE PAGE)

# 2. Project Description



Commercial Infill Housing Overlay District Sites

## PLANNING COMMISSION RESOLUTION NO. 2022-05

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THE CITY COUNCIL ADOPT TEXT AMENDMENTS TO TITLE 9 "PLANNING & ZONING" SECTIONS 9-5.203 "DEFINITIONS," 9-5.301 "DISTRICTS ESTABLISHED AND DEFINED," 9-5.601 "HEIGHT, AREA & SETBACK REGULATIONS FOR PRIMARY STRUCTURE," 9-5.3801 "SUMMARY OF ZONING DISTRICTS," 9-5.3803 "TABLE OF LAND USE REGULATIONS," OF THE ANTIOCH MUNICIPAL CODE TO IMPLEMENT COMMERCIAL INFILL HOUSING POLICIES

**WHEREAS**, the City of Antioch ("City") applied for and received a \$310,000 grant from a program authorized by Senate Bill (SB) 2, the Building Homes and Jobs Act;

WHEREAS, this funding source provides local governments with reimbursement grants and technical assistance to prepare plans and process improvements that achieve streamlined housing approvals, facilitate housing affordability (particularly for lower- and moderate-income households), and accelerate housing production;

**WHEREAS**, City staff used this funding to create a General Plan Amendment and related zoning amendments to support high-density residential development on underutilized commercial sites;

**WHEREAS**, a Request for Proposals was issued and PlaceWorks was selected to complete the project and the process commenced in January 2021;

WHEREAS, the scope includes amending the Antioch General Plan and the Zoning Code to create a new Commercial Infill Housing (CIH) Overlay District and CIH Objective Design Standards to provide key, objective requirements for the development of multifamily residential and mixed-use development within the City's CIH Overlay District;

**WHEREAS**, the proposed CIH Overlay District is intended to allow for the streamlined development of medium- and high-density residential and mixed-use projects on infill sites that have been identified through an infill housing study process and are typically vacant and/or underutilized commercial areas of the city;

**WHEREAS**, the project requires amendment to the General Plan text in the Land Use Element;

**WHEREAS,** Title 9, Chapter 5 "Zoning" contains the City's zoning and land use regulations;

WHEREAS, Title 9 "Planning & Zoning" of the Antioch Municipal Code must be amended to implement the Commercial Infill Housing (CIH) Overlay District development standards and support the amended General Plan policies; and

**WHEREAS,** the City, as lead agency under the California Environmental Quality Act ("CEQA"), has completed the Addendum to the General Plan Environmental Impact Report ("Final EIR" or "EIR") for the Project;

**WHEREAS**, the Planning Commission held a public hearing and considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request; and

**WHEREAS,** a public hearing notice was published in the East County Times and posted in three public places pursuant to California Government Code Section 65090on February 25, 2022 for the public hearing held on March 16, 2022.

**NOW, THEREFORE, BE IT RESOLVED AND DETERMINED**, that the Planning Commission recommends that the City Council amend Title 9 Chapter 5 "Planning" of the Antioch Municipal Code as shown 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 16th day of March, 2022, by the following vote:

AYES:	
NOES:	
ABSENT:	
ABSTAIN:	
	FORREST EBBS Secretary to the Planning Commission

#### **EXHIBIT A**

# ZONING TEXT AMENDMENTS (SEPARATE PAGE)

#### PROPOSED ZONING TEXT AMENDMENTS

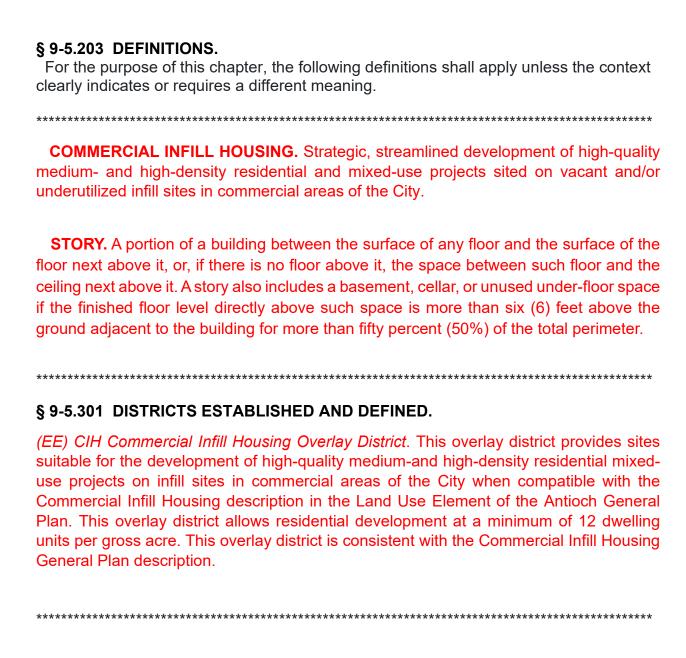


Table 9-5.601 Height, Area & Setback Regulations for Primary Structure

	HEIGH	T, AREA & SI	A & SET	BACK R	EGULATIONS Minimum	HEIGHT, AREA & SETBACK REGULATIONS FOR PRIMARY STRUCTURE    Minimum Lot	RY STRU	CTURE Minimum Side	m Side	
$\vdash$	Maxim Minimum Building		in Feet	Maximu m Lot	Density Allowed	Density Allowed	Front	Yard Required in Feet <sup>e</sup>		Minimu m Rear
Height Feet <sup>b</sup>		Corner	Interior	ag	(Units per Gross Developable Acre)	Units Fer Gross Developable Acre <sup>d</sup>	Minimum Corner	Corner	Interior	Yard Required in Feet
	TOI	TO BE DETE	ERMINE	D BY CII	Y COUNCIL 1	TERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS	NNED DE	VELOP	MENT PF	ROCESS
	TOI	TO BE DETE	ERMINE	D BY CII	TY COUNCIL 1	FERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS	NNED DE	VELOP	MENT PF	ROCESS
	IN C OBJ	IN COMPLL OBJECTIVE	ANCE W DESIGN	TTH THE STAND	JANCE WITH THE COMMERCIAL INI E DESIGN STANDARDS DOCUMENT	JANCE WITH THE COMMERCIAL INFILL HOUSING OVERLAY DISTRICT E DESIGN STANDARDS DOCUMENT.	JSING OV	ERLAY 1	DISTRIC	T
35	6,000	65	09	40%	NA	4 du/acre	f	f	5 ft.	20 ft.
35	6,000	65	09	40%	NA	6 du/acre	f	f	5 ft.	20 ft.
45	6,000	65	09	40%	NA	10 du/acre	f	f	5 ft.	10 ft.
45	20,000	70	02	%07	NA	20 du/acre	f	f	5 ft.	10 ft.
45	20,000	70	02	%05	20 du/acre	25 du/acre	f	f	5 ft.	10 ft. <sup>m</sup>
45	20,000	70	70	20%	30 du/acre	35 du/acre	f	f	5 ft.	10 ft. <sup>m</sup>
35	20,000	9	09	35%	NA	0	f	f	0 ft.	0 ft.
35	20,000	65	09	35%	NA	0	f	f	0 ft.	10 ft.
35	20,000	65	09	35%	NA	0	f	f	0 ft.	10 ft.
35	20,000	65	09	35%	NA	0	f	f	0 ft.	10 ft.
70	20,000	65	09	35%	NA	0	f	f	0 ft.	10 ft.
45	6,500	65	09	50%	NA	20 du/acre	T.	f	5 ft.	10 ft.

		HEIGHT, ARI	T, AREA	& SET	BACK R	EGULATION	EA & SETBACK REGULATIONS FOR PRIMARY STRUCTURE	RY STRU	CTURE		
$RTC^{j}$	50	50 2,500 25 <sup>g</sup>	25 <sup>g</sup>	25g	25 <sup>g</sup> 100%	NA	$20^{\rm h}$	$0^{i}$	$0^{i}$	$0^{i}$ 0 ft. 0 ft.	0 ft.
RTR- 10	45	3,500	45	45	%0\$	NA	12	15	10	10 5 ft.	15 ft.
RTR- 20	45	20,000	100	100	20%	NA	20	15	10	10 5 ft.	10 ft.

		HEIGHT, AI	I, AREA	A & SET	BACK R	REA & SETBACK REGULATIONS FOR PRIMARY STRUCTURE	S FOR PRIMA	RY STRU	CTURE		
	Maxim	Minimum Building	Minimum Lot Width in Feet	ım Lot n Feet	Maximu m Lot	Minimum Density Allowed	Maximum Density Allowed	Front	Minimum Side Yard Required in Feet	m Side equired	Minimu m Rear
Zone	ight it <sup>6</sup>	Site Sq. Ft.	Corner	Corner Interior		(Units per Gross Developable Acre)	Unts Per Gross Developable Acre <sup>d</sup>	ı aru Minimum	Corner	Interior	Corner Interior Required in Feet
WF	45	6,500	09	09	%09	NA	0	0	0	0 ft.	0 ft.
M-1	45	40,000	100	100	%0\$	NA	0	f	f	0 ft.	0 ft.
M-2	70	40,000	100	100	20%	NA	0	f	f	0 ft.	0 ft.
HPD		TOE	TO BE DETE	RMINE	D BY CI	ETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS	THROUGH PLA	ANNED DE	VELOPI	MENT PI	ROCESS
PD		TOE	TO BE DETE	RMINE	D BY CI	ETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS	THROUGH PLA	ANNED DE	VELOP	MENT PI	ROCESS
RRMP		TOF	SE DETE IN A I	ERMINE	D BY CIT	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS IN A MANNER CONSISTENT WITH ARTICLE 41 OF THE MUNICIPAL CODE	THROUGH PLA ARTICLE 41 O	ANNED DE OF THE MU	VELOPI	MENT PI L CODE	OCESS
TOD	ָר ר	FO BE DET	FERMIN	ED BY	CITY CO	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS	JGH PLANNED	DEVELO]	PMENT	PROCES	S
Н	70	SAS	SAME AS (	AS C-0 ZONE <sup>k</sup>	Œķ						
SO	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S	ָרָר <u>י</u> רָר	FO BE DET	TERMIN	ED BY	CITY CO	TO BE DETERMINED BY CITY COUNCIL THROUGH PLANNED DEVELOPMENT PROCESS	JGH PLANNED	DEVELO]	PMENT	PROCES	S
HS					SAME A	SAME AS UNDERLYING BASE ZONE	NG BASE ZON	E			
T					SAME A	SAME AS UNDERLYING BASE ZONE	NG BASE ZON	E			
a V	Where 40% on the contract with the contract of	or more of the f gs shall be the a	rontage (exe	cluding reve	ersed frontag d lots if less t	Where 40% or more of the frontage (excluding reversed frontage lots) in a block has been improved with buildings, the minimum required front yard for main buildings shall be the average of the improved lots if less than the front yard requirements, but not less than six feet from the property line.	been improved with t quirements, but not le:	ouildings, the m ss than six feet	inimum req from the pro	uired front y	ard for

# HEIGHT, AREA & SETBACK REGULATIONS FOR PRIMARY STRUCTURE

Height shall mean the vertical distance from the average level of the highest and lowest point of that portion of the lot covered by the structure, excluding below ground basements, to the topmost point of the roof. Exceptions to the specified height limitation shall include the spires, belfries, cupolas and domes of churches, monuments, water towers, fire and hose towers, observation towers, distribution and transmission towers, lines and poles, chimneys, smokestacks, flag poles, radio towers, excluding wireless communications facilities subject to § 9-5.3846, equipment penthouses encompassing less than 20% of total roof area and less than eight feet in height, and parapets less than 30 inches in height, unless otherwise governed by this chapter.

Minimum lot area in all zones shall not apply to the condominium parcelization of a larger project where land is being divided for individual building envelopes

 HEIGHT, A  Maximum density allowed is defeot side yard area shall remain average width of less than 50 fee Recorder prior to April 11, 1950 parcel, but in no case to less than parcel, but in no case to less than remain average width of less than 50 fee Recorder prior to April 11, 1950 parcel, but in no case to less than 5 front yard and street side setbac scale based upon type of street a Collector structor struct	HEIGHT, AREA & SETBACK REGULATIONS FOR PRIMARY STRUCTURE  Maximum density allowed is defined in the city General Plan as per the maximum developable gross acreage definition found in this chapter.  For at least 23% of the loss in a given subdivision, one side yard of an interior lot shall be 10 feet in width and the other side yard can be five feet. The 10- foot side yard area shall remain as unrestricted open area. This shall also apply to all two-story single-family residential lots. On any pared of land of an verage width of least than 50 feet, which paned was under one ownership or its shown as a lot on any subdivision map filed in the office of the County pared, but in no case to less than three feet.  Front yard and area shall be reserved for landscaping only, excluding access and egress driveways and shall be determined on a graduated scale based upon type of street and land use as follows:  (1) Non-residential uses.  Arterial street: minimum 30-foot setback with 30-foot landscaping on all frontages.  Collector street: minimum 25-foot setback with 25-foot landscaping.  Local street: minimum 30-foot setback with 30-foot landscaping on all frontages.  (2) Single-family detabed and two-family dwelling uses.  Arterial street: minimum 30-foot setback with 30-foot landscaping on all frontages.  Collector street: minimum 30-foot setback with 30-foot landscaping on all frontages.  Arterial street: minimum 30-foot setback with 30-foot landscaping on all frontages.  Arterial street: minimum 30-foot setback with 30-foot landscaping on all frontages.  Arterial street: minimum 10-foot setback with 10-foot landscaping on all frontages.  Arterial street: minimum 10-foot setback with 10-foot landscaping on all frontages.  Arterial street: minimum 10-foot setback with 10-foot landscaping and 10-foot street side yard setback with landscaping of Collector street sinimum 10-foot setback with 10-foot landscaping.  Local street: minimum 10-foot setback with 10-foot landscaping.  Local street: minimum 10-foot setback with 10-f
(2)	The proposed development provides public amenities as described in § 4 (relating to residential use in RTC); and
(3)	The project has received use permit approval from the Planning Commission.

Buildings in the RTC district shall be placed on the property line except for:  (1) Setbacks to accommodate outdoor dining and plazas, provided that such setbacks do not exceed a depth of one-third of the lot depth;  (2) Courtyards, promenades, and plazas located on any portion of the site; and  (3) Where a setback is necessary to maintain the uniform setback of building facades.  The first floor of a building shall extend from property line to property line except:  (1) In setback areas for outdoor dining, plazas; and  (2) For required vehicular or pedestrian access.  Notwithstanding any other provisions of this chapter for yard requirements, in any residential district the front of any garage shall be not less than 20 feet from the exterior property line on which such garage faces.  For projects that consist of attached single-family dwellings (townhomes), in which each dwelling occupies its own lots, the minimum lot area is 1,800 square feet and the minimum required interior side setback is zero.
--

9-5.3803 Table of Land Use Regulations

	RE RR	RE R-4 RR R-6	R-1 0	R-2 0	R-2 5	R-3	PB C	C-0	C-1	C-2	C-3	MC R	WF	SO	M-1   M-2	M-2	Н	ES9	CB	ТН	CIH <sup>14</sup>
RESIDENTIAL USES	SES																				
Day-care centers (§ 9-5.3832)	U	U	U	U	U	U	U	U	U	U	U	U			U		U	*			
Day-care: large family (\$ 9-5.3818)	A	A	А	А	A	A												*			A
Day-care: small family (§ 9-5.3817)	Р	Р	Р	Р	P	Ь												*			P
Senior Group Housing	U	U	U	U	U	U						U					U	*			
Family care home	Р	Ь	Р	Р								U									
Fraternity-sororit y house/dormitory	U	U	U	U	U	U						U						*			
Home occupations	A	А	А	А	A	A						A						*			Р
Hospice <sup>10</sup>			U	U	U	U		U	U			U					$\mathrm{U}^2$	*			

	RE RR	R-4 R-6	R-1 0	RE R-4 R-1 R-2 R-2 R-3 R-3 RR R-6 0 0 5 5	R-2 5	R-3	PB C	C-0	C-1	C-2	C-3	MC R	WF	so	M-1	M-2	Н	$\mathbf{ES}^9$	CB	НП	CIH 14
Manufactured, modular home; mobile home (§ 9-5.3804)	Ъ	Ъ	Ь															*			
Mobile home park			U	u u	Ω	U												*			
Multiple-family: condominium, apartment, town-house (\$ 9-5.3820)			U	U P, P,	P, U <sup>11</sup>	P, U <sup>11</sup>						U					$\mathrm{U}^2$	*		-	$ m p^{15}$ $ m U^{16}$
Recreational vehicle park (§ 9-5.3830)											U		U			n		*			
Residential care facility <sup>10</sup>			U	n n n	U	U		U	n			U					n	*			

CIH 14										
HL							Ω			
CB										
$ES^9$	*	*	*	*		*			*	*
Н										
M-2									U	Ω
M-1									Ω	Ω
SO										
WF				Ω					Ω	Ω
MC R	n	Ω		Ω		Ω				
C-3	N	Ω			n					
C-2	N	Ω								
C-1	N	Ω								
C-0	N	Ω								
PB C										
R-3 5	Ω	Ω	A	$\mathbf{p}^1$		Ь				
R-2 5	Ω	Ω	A	$\mathbf{p}^1$		Ь				
R-2 0	U	Ω	А	$\mathbf{p}^1$		P		$\mathbf{S}$		
R-1 0	U	Ω	А	Ω		Ь		COSE		
R-4 R-6			A	Ь				BLIC		
RE RR			А	Ь				MI-PU		
	Residential hotel	Room & boarding house	Second residential unit (§ 9-5.3805)	Single-family dwelling	Tobacco and paraphernalia retailers (§ 9-5.3843)	Two-family dwelling	Transitional Housing	PUBLIC AND SEMI-PUBLIC USES	Bus & transit maintenance facility	Bus & train terminal

	RE RR	R-4 R-6	RE R-4 R-1 R-2 R-2 R-3 R-3 RR R-6 0 0 5 5	R-2 0	R-2 5	R-3	PB C	C-0	C-1	C-2	C-3	MC R	WF	OS M-1 M-2	M-1	M-2	Н	$ES^9$	CB	Н	CIH 14
Convalescent and Extended Care			n	n n n	U	n						n					n				
Correctional facility <sup>12</sup>															U	n				_	
Cultural institutions							U	U		U	U	U	U		n		U	*			
Government offices							U	Ь	Ь	Ь	Ь	U			n	n		*			
Heliport (§ 9-5.3806)							U						U		n	n	U	*			
Homeless shelter										-	-		-		n	n	1	Ь	-		

	RE RR	R-4 R-6	R-1 0	R-2 0	R-2	R-3	PB C	C-0 (	C-1	C-2	C-3	MC R	WF	SO	M-1	M-2	Н	$\mathrm{ES}^9$	CB	НН	CIH 14
Hospitals (§ 9-5.3827):						•															
Acute care							n	n				n			n		n	*			
Rehabilitation							n	n				n			n		n	*			
Psychiatric/ chemical dependency							U	n				n			n		n	*		I	
Medical care—urgent							U	U				U			Ь	U	Ь	*		_	
Parks	Ь	Ь	Ь	Ь	P	Ь	Ь	P		U	U	U	P	Ь	U	U		*		_	
Public assembly	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	*			
Public safety facilities	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	*			
Public utility yard													U		U	U		*			
Religious assembly <sup>3</sup> (§ 9-5.3832)		U	U	U	n	n	U	n	n	n	n	n	n				U	*			
Satellite antenna (§ 9-5.3807)	А	A	А	A	A	A	A	A	А	A	A	A	A		A	A	A	*		_	
Schools, private and preschools	U	U	U	U	n	n	n	n	n	n		n			n		n	*			

	RE RR	R-4 R-6	R-1	R-2 0	R-2	R-3	L B C C	0- C	C-1	C-2	C-3	MC R	WF	OS	M-1	M-2	Н	ES <sup>9</sup>	CB	ТН	CIH 14
Utility substations	U	U	U	U	U	U	U	n	U	U	U	U	U	U	U	U	U	*			
COMMERCIAL USES	ISES																				
Adult book stores, motion picture arcades, and model studios (§ 9-5.3808)										n	n							*			
Adult entertainment, other (\$ 9-5.3808)										n	U							*			
Agricultural uses (§ 9-5.3809)	Ь													Ь				*			
Appliance maintenance & repair services:																					
Major										Ь	Ь	Ь			Ь	Ь		*			
Minor								Ь	Ь	Ь	Ь	Ь			Ь	Ь		*			
Amusement center (§ 9-5.3813)									n	n	n	n	n					*	[		

	RE RR	R-4 R-6	R-1 0	R-2 0	R-2	R-3	PB C	0-O	C-1	C-2	C-3	MC R	WF	OS	M-1	M-2	Н	ES <sup>9</sup>	CB	ТН	CIH 14
Animal hospital veterinary clinics							U		U	U	U	U			U	U		*			
Antique store										Ь	Ь	A	U		U			*			
Auto sales, rental							U			U	U	U						*			
Auto storage															U	U		*			
Auto service station (§ 9-5.3815)								[	U	U	U	U			U	U		*			
Auto repair:																					
Major							U				U	U			U	Ь		*			
Minor							U		U	U	U	U			Ь	Ь		*			
Bakeries-retail									Ь	Ь	Ь	Ь	U		Ь	Ь		*			
Bank or savings & loan							Ь	Ь	Ь	Ь	Ь	Ь						*			
Bar (§ 9-5.3831)										U	U	U	U					*			
Barber & beauty shop									Ь	Ь	Ь	Ь						*			

	RE RR	R-4 R-6	R-1 0	R-2 0	R-2 5	R-3	PB C	C-0	C-1	C-2	C-3	MC R	WF	SO	M-1	M-2	Н	$\mathrm{ES}^9$	CB	ТН	CIH 14
Bed and breakfast inns (§ 9-5.3819)	n	U										U	U					*			
Boat repair																					
Major							U				U	U	U		U	Ь		*			
Minor							U		U	U	U	U	U		Ь	Р		*			
Boat, RV—storage facility (§ 9-5.3810)											U	U	U		U	P		*			
Bowling alleys (§ 9-5.3831)										U	U	U						*			
Cannabis business (§ 9-5.3845 )																			$\mathbf{U}^{13}$		
Car and vehicle wash										U	U	U	U		U	U		*			
Card room										N	U							*			
Catering services					-	-				Ь	Ь	Ь	А		N	-		*	-		
Clothing store										Ь	Ь	Ь	A					*			

CIH 14				
ТН				
СВ				
$ES^9$	*		*	*
Н				—
OS M-1 M-2				
M-1	_			Ω
OS				
WF	U		A	
$C-1  C-2  C-3  \frac{MC}{R}$	Ω		d	Ω
C-3		U	Ь	U
C-2			Ь	U
C-1			Ь	
C-0	[			
PB C				
R-3				
R-2 5				
R-2 0				
R-1 0				
RE R-4 R-1 R-2 R-2 R-3 R-3 R-3 R-3 R-3 R-3 R-4 R-5 R-3 R-5				
RE RR				
	Combined residential/comm ercial structure	Computer gaming and internet access business	Confectionery stores	Dance hall

	RE RR	R-4 R-6	R-1 0	R-2 0	R-2	R-3	PB C	C-0	C-1	C-2	C-3	MC	WF	SO	M-1	M-2	H	ES9	CB	ТН	CIH 14
Drive-up window (all uses)							U	U	U	U	U	U			U	U	U	*			
Dry cleaning agencies; pick-up and self-serve									Ь	Ь	Ь	P						*			
Florist shop							Ь		Ь	Ь	Ь	Ь					Ь	*			
Food stores (§ 9-5.3831):																					
Convenience store									n	U	n	n	U				n	*			
Supermarket									U	Ь	Ь	U						*			
Fortune-teller's										U	U	U						*			
Funeral parlor & mortuary									U	U	U	U						*			
Furniture stores										Ь	Ь	U						*			
Gift shop										Ь	Ь	Ь	Ь					*			
Gun sales (§ 9-5.3833)										U	U	U	U					*			
Hardware store									U	Ь	Ь	U	U					*			
Health club/fitness center							n		n	Ъ	Ъ	n			n		n	*		1	

	RE RR	RE R-4 R-1 R-2 R-2 R-3 R-3 RR R-6 0 0 5 5	R-1	R-2 0	R-2 5	R-3 5	PB C	C-0	C-1	C-2	C-3	MC R	WF	SO	M-1	M-2	Н	$\mathrm{ES}^9$	CB	C-0 C-1 C-2 C-3 $\frac{MC}{R}$ WF OS M-1 M-2 H ES $^9$ CB TH CIH <sup>14</sup>	CIH 14
Hotel & motels							Uʻ	U		Ь	Ь	P	U		US		U	*			
Jewelry store										Ь	Ь	Ь	U					*			
Kennels										n	U				U	U		*			
Laboratories; medical, dental, optical							Ь	Ъ	Ω	חח		Ω			U	[	Ь	*			

	RE RR	R-4 R-6	R-1 0	R-2 0	R-2	R-3 5	PB C	C-0	C-1	C-2	C-3	MC R	WF	SO	M-1	M-2	H	ES9	CB	ТН	CIH 14
Launderette									Ь	Ь	Ь	Ь						*			
Liquor stores (§ 9-5.3831)									U	U	U	U						*			
Live entertainment										U	U	U	U					*			
Marina													U					*			
Miniature golf courses										U	$ m U^6$	U			U			*			
Mini-storage												N	U		U	Ь		*			
Nurseries (horticulture) (§ 9-5.3824)										Ь	Ь	U	U		Р	Ь		*			
Offices:																					
Business & professional							Ь	Ь	U	Ь	Ь	Ь	U				Ь	*			
Medical (includes clinics)							Ь	Ь	U	Ь	Ь	Ь	U				Ь	*			
Paint store										P	P	U			U			*			
Parking lot (commercial) (§ 9-5.3837)							A	A	A	А	Ą	Ą	A	A	Ь	Ь	A	*			

	RE RR	R-4 R-6	R-1	RE R-4 R-1 R-2 R-2 R-3 R-3 RR R-6 0 0 5 5	R-2 5	R-3	PB C	C-0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	C-2	C-3			so	M-1	M-2	H	$\mathrm{ES}^9$	CB	ТН	WF OS M-1 M-2 H ES <sup>9</sup> CB TH CIH <sup>14</sup>
Pawn shops										n n –	U	Ω						*			
Pet shop									Ь	P P P	Ь	Ь	Ω					*			
Pharmacy							U	Ь	U P P P P	Ь	Ь	Ь	A		Ь	— P P P	Ь	*			
Photographer								Ь	d d d d d	Ь	Ь	Ь	A	n —	N			*			

CIH 14									
ТН									-
СВ					[				
$\mathrm{ES}^9$	*	*		*	*	*	*	*	*
Н					[				
M-2	Ь			Ь	A	A	Ω	Ω	Ь
M-1	Ь			Ь	A	A	Ω	Ω	Ь
OS									
WF									$U^7$
MC R	Ω	Ь		d	A	A			U
C-3	Ω	d		Ь	A	A			U
C-2	Ω	d		d	A	A			
C-1	P	U		P	A	A			
C-0	Ь								
PB C									
R-3 5									
R-2 5									
R-2 0									
R-1									
R-4 R-6									
RE RR									
	Printing & blue printing	Radio & TV sales & repair	Recycling facilities:	Reverse vending machines (§ 9-5.3811)	Small collection facility (§ 9-5.3812)	Large collection facility (§ 9-5.3813)	Light processing facility	Heavy processing facility (§ 9-5.3815)	Repair service

CIH 14					
ТН					
CB					
$ES^9$		*	*	*	*
Н					
C-0 C-1 C-2 C-3 $\frac{MC}{R}$ WF OS M-1 M-2 H				Ω	
M-1		$\Omega_{\rm z}$	Ω	$\Omega_{ m 2}$	$\Omega_{\xi}$
SO					
WF		d	Ω	Ω	Ω
MC R		d	U	Ω	d
C-3		d	Ω	Ω	d
C-2		d	Ω	Ω	d
C-1		d		Ω	d
C-0		d		U	Ω
PB C		P	U	U	Ь
R-3					
R-2 5					
R-2 0					
R-1					
RE R-4 R-1 R-2 R-2 R-3 R-3 RR R-6 0 0 5 5					
RE RR					
	Restaurants (§§ 9-5.3823 and 9-5.3831):	General	Fast food	Outdoor seating & food service	Take out/delivery

	RE RR	R-4 R-6	R-1 0	R-2 0	R-2 5	R-3 5	PB C	C-0	C-1	C-2	C-3	MC R	WF	so	M-1	M-2	Н	$\mathrm{ES}^9$	СВ	ТН	CIH 14
With bar & live entertainment										U	U	U	U					*			_
Retail; general and specialty									P	Ь	Ь	P	A					*			
Secondhand sales											U	U						*			
Shoe repair shop									Ь	Ь	Ь	Ь						*			
Sign shop										U	U				U			*			_
Studios (e.g., dance, martial arts)										Р	Р	Ь						*			
Tailor shop										Ь	Ь	Ь						*			
Tattoo studio										U	U	U						*			
Theaters										U	U	U	U					*			_
Upholstery shop										U	U	U			U	P		*		1	
Wireless Communications Facilities (§ 9-5.3846)								As 8	subjec	As subject to § 9-5.3846	9-5.38	346									
Variety store										Ь	Ь	Ь	Ь					*			

	RE RR	R-4 R-6	RE R-4 R-1 R-2 R-2 R-3 R-3 RR R-6 0 0 5 5	R-2 0	R-2 5	R-3	PB C	C-0	C-1	C-2	C-3	MC R	WF	SO	M-1	И-2	Н	(S <sub>9</sub> (	C-0 C-1 C-2 C-3 $\frac{MC}{R}$ WF OS M-1 M-2 H ES $^9$ CB TH CIH <sup>14</sup>	LH C	)IH 14
Vehicle/boat/ equipment sales & rental (\$ 9-5.3825)							$\mathbf{U}^8$			U	U	n	U		n	n		*			
INDUSTRIAL USES	ES																				
Animal rendering																U		*			
Bakery- commercial															Ь	Ь		*	<u> </u>		

	RE RR	R-4 R-6	R-1 0	R-2 0	R-2	R-3	PB C	C-0	C-1	C-2	C-3	MC R	WF	SO	M-1	M-2	Н	$\mathbf{ES}^9$	CB	ТН	CIH <sup>14</sup>
Beverage bottling plant															U	P		*			
Boat building													n		n	Ь		*			
Cement or clay products manufacturing															n	n		*			
Concrete batch plant																U		*			
Contractor's storage yard															U	Ъ		*			
Dairy products processing															U	Ь		*			
Dry cleaners processing															U	U		*			
Exterminator															U	Ь		*			
Finished paper production															U	U		*			
Food processing plant															U	Ь		*			
Fuel yard; bulk petroleum storage																n		*		_	

	RE RR	R-4 R-6	R-1 0	R-2 0	RE R-4 R-1 R-2 R-2 R-3 RR R-6 0 5 5	R-3	PB C	C-0	C-1	$C-0  C-1  C-2  C-3  \frac{MC}{R}  V$	C-3	MC R	WF	SO	M-1	WF OS M-1 M-2 H		ES <sup>9</sup> CB	CB	ТН	CIH 14
Garment manufacture															n	U		*			
Hazardous waste facilities (§ 9-5.3826):																n	[	*			
Small generator (§ 9-5.3826)									n	U	U	U			n	n		*			

41	1	1	1	1	1	1	1	1	
CIH 14									
ТН				_					-
CB									
$\mathbf{ES}^9$	*	*	*	*	*	*	*	*	*
Н									
M-2	U	Ω	U	Ω	Ω	d	Ω	Ω	U
M-1			U		Ω	Ω		Ω	
OS									
WF									
MC R									
C-3									
C-2									
C-1									
C-0									
PB C									
R-3 5									
R-2 5									
R-2 0									
R-1									
R-4 R-6									
RE RR									
	Large generator (§ 9-5.3826)	Processor (§ 9-5.3826)	Household hazardous waste facility (§ 9-5.3826)	Junk yard/auto wrecking yard	Lumber yard	Machine shop	Manufacturing or storage of explosives, acid, cement, fertilizer, gas, inflammable fluids, glue, gypsum, lime, plaster of paris	Mining & quarry; resource extraction	Oil & gas drilling

	RE RR	R-4 R-6	R-1	R-2 0	RE R-4 R-1 R-2 R-2 R-3 RR R-6 0 0 5 5	R-3	PB C	C-0	C-1	C-0 C-1 C-2 C-3 MC	C-3		WF	SO	M-1	WF OS M-1 M-2 H	ES <sup>9</sup> CB	ТН	CIH 14
Oil & gas production																n	*		
Photographic plants															U	n	*		
Plastic fabrication															U	n	*		
Research & development							U					U			U	n	*		

	RE RR	R-4 R-6	R-1 0	R-2 0	R-2	R-3	PB C	0-O	C-1	C-2	C-3	MC R	WF	OS	M-1	M-2	Н	ES9	CB	ТН	CIH 14
Residual repository (§ 9-5.3826)																U		*			
Salvage/war surplus yards															U	U		*		_	
Solid waste transfer station																U		*			
Smelting or processing of iron, tin zinc or other ore																n		*			
Stockyards/ slaughterhouses																U		*		_	
Stone monument works															U	Ь		*		_	
Truck terminal yard															U	U		*			
Truck & tractor repair															U	Ь		*		_	
Warehousing & wholesaling							U								U	Ь		*		_	
TEMPORARY USES	SES																				

Single-family dwellings existing prior to the effective date of this section are permitted uses, conforming to the R-20 zone; however, development of new single-family dwelling units, other than replacement of existing single-family dwellings, are

Page | 24

prohibited within the R-20 zone.

2. Use may be permitted as an ancillary use if it is incidental to an otherwise permitted or conditionally permitted use within this zoning district.

3. Legally established churches existing prior to the effective date of this section are permitted uses, conforming to the PBC, C-O, C-1, C-2, and C-3 zone; however, development of new religious assembly uses, other than replacement of existing uses, is

prohibited within these zoning districts.

- Funeral services are limited to "J" Street, Fourth Street, and the area between Fourth and Fifth Streets.
- May be located only on sites adjacent to freeway interchanges.
- May be located along Somersville Road north of the SR-4 freeway.
- Marine repair only. Permitted as an ancillary service for waterfront activities.
- 8. Boat sales and repair only.
- In the case of the Emergency Shelter Overlay District, where no letter or number is included in the table for a particular land use, the regulations of the base zone apply. Emergency shelters are permitted by right in the Emergency Shelter Overlay District if they meet all standards of § 9-5.3835, Emergency Shelters, of this article.
- Hospices and residential care facilities providing care for up to six patients are a permitted use in any district where residential uses are allowed.
- Up to 20 units/acre permitted by right subject to compliance with all other applicable standards.
- Subject to a conditional use permit on a site at least one quarter mile from any type of residential care facility, social service eet from a school, library, public park, recreation area or any property zoned or used for residential development. See § 9-5.3838, institution, welfare institution, or a similar type of facility; at least one mile from another correctional facility; and at least 1,000 Correctional Facilities, for additional requirements.
- 13. Cannabis business requires approval of a use permit by the City Council upon recommendation by the Planning Commission. See § 9-5.3845.

In the Commercial Infill Housing Overlay District, allowable commercial uses and standards remain as determined by the passed 2-24-15; Am. Ord. 2143-C-S, passed 6-26-18; Am. Ord. 2158-C-S, passed 12-11-18; Am. Ord. 2169-C-S, passed 6-25-19) 2075-C-S, passed 11-26-13; Am. Ord. 2077-C-S, passed 12-10-13; Am. Ord. 2089-C-S, passed 6-24-14; Am. Ord. 2096-C-S, (Am. Ord. 930-C-S, passed 7-29-97; Am. Ord. 1080-C-S, passed 10-24-06; Am. Ord. 2072-C-S, passed 10-22-13; Am. Ord. underlying zoning.

- Up to 35 units/acre and building height of four stories or 45 feet permitted by right subject to compliance with all other applicable standards.
- 35 to 50 units/acre and building height above 45 feet permitted with approval of a use permit.

### **ARTICLE 38 LAND USE REGULATIONS**

#### § 9-5.3801 SUMMARY OF ZONING DISTRICTS.

The following is a summary of all zoning districts. (*Note*: The Study District (S) is not included in the proceeding chart as the ultimate land uses for such a district are not determined until all necessary studies are completed and the appropriate land use designations can be applied.)

CIH Commercial Infill Housing Overlay District

#### 9-5.3848 COMMERCIAL INFILL HOUSING OVERLAY DISTRICT

The Commercial Infill Housing (CIH) Overlay District will comply with the following standards and regulations. Any standards not included in this section will comply with the site's underlying zoning standards.

- (A) Site Qualification. Sites shown within the CIH Overlay District on the Antioch Zoning Map are qualified by-right for development of infill housing and can submit an application to the Planning Department for ministerial review. For sites outside of the CIH Overlay District, a rezone of the site to be included in the CIH Overlay District is required with approval from City Council prior to submitting an application to the Planning Department.
- **(B)** Residential Density. Residential development under 12 dwelling units per acre shall not be permitted within the CIH Overlay District. Residential development of 12 to 35 dwelling units per acre are allowed by-right. Development over 35 dwelling units per acre require the approval of a use permit.
- **(C) Off-street Parking Required.** Off-street parking requirements shall follow the requirements in Table 9-5.1703.1, *Off-Street Parking Required*.
- **(D) Building Height.** Development of two to four stories (up to 45 feet in building height) shall be allowed by-right. Development higher than four stories (more than 45 feet in building height) shall require the approval of a use permit.
- **(E) Objective Design Standards.** Development shall comply with the objective design standards contained in the City's Commercial Infill Housing Overlay District Objective Design Standards document.
- **(F) Review Process.** Applications for residential or mixed-use development on qualified Commercial Infill Housing Overlay District sites shall be submitted to the

Planning Department for ministerial processing and must include an application packet and design plans. Applications will be processed administratively by staff and reviewed for conformance with the Commercial Infill Housing Overlay District Objective Design Standards."

## PLANNING COMMISSION RESOLUTION NO. 2022-06

# RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THE CITY COUNCIL TO ADOPT OBJECTIVE DESIGN STANDARDS FOR COMMERCIAL INFILL HOUSING POLICIES

**WHEREAS**, the City of Antioch ("City") applied for and received a \$310,000 grant from a program authorized by Senate Bill (SB) 2, the Building Homes and Jobs Act;

WHEREAS, this funding source provides local governments with reimbursement grants and technical assistance to prepare plans and process improvements that achieve streamlined housing approvals, facilitate housing affordability (particularly for lower- and moderate-income households), and accelerate housing production;

**WHEREAS**, City staff used this funding to create a General Plan Amendment and related zoning policies to support high-density residential development on underutilized commercial sites;

**WHEREAS**, a Request for Proposals was issued and PlaceWorks was selected to complete the project and the process commenced in January 2021;

WHEREAS, the scope includes amending the Antioch General Plan and the Zoning Code to create a new Commercial Infill Housing (CIH) Overlay District and CIH Objective Design Standards to provide key, objective requirements for the development of multifamily residential and mixed-use development within the City's CIH Overlay District;

**WHEREAS**, the proposed CIH Overlay District is intended to allow for the streamlined development of medium- and high-density residential and mixed-use projects on infill sites that have been identified through an infill housing study process and are typically vacant and/or underutilized commercial areas of the city;

**WHEREAS,** the Objective Design standards visually communicate the design expectations for medium- and high-density residential and mixed-use projects on Commercial Infill Housing (CIH) sites;

**WHEREAS,** the Objective Design Standards establish required design components for a compliant project that can be subject to ministerial review;

**WHEREAS,** the City, as lead agency under the California Environmental Quality Act ("CEQA"), has completed the Addendum to the General Plan Environmental Impact Report ("Final EIR" or "EIR") for the Project;

**WHEREAS**, the purpose of this Addendum is to analyze the impacts of the proposed project, herein referred to as the "Modified Project", as required pursuant to the provisions of CEQA and the State CEQA Guidelines;

**WHEREAS**, the Planning Commission held a public hearing and considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request; and

**WHEREAS,** a public hearing notice was published in the East County Times and posted in three public places pursuant to California Government Code Section 65090 on February 25, 2022 for the public hearing held on March 16, 2022.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission hereby recommends the City Council adopt the Objective Design Standards 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 16th day of March, 2022, by the following vote:

AYES:	
NOES:	
ABSENT:	
ABSTAIN:	
	FORREST EBBS Secretary to the Planning Commission

### **EXHIBIT A**

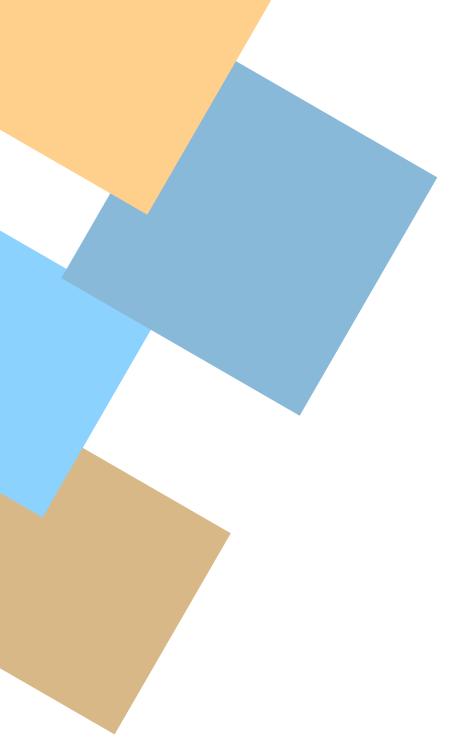
# OBJECTIVE DESIGN STANDARDS (SEPARATE PAGE)

## Commercial Infill Housing Overlay District

# **Objective Design Standards**

March 2022 | Public Review Draft





### Prepared by:



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ORANGE COUNTY • BAYAREA • SACRAMENTO • CENTRAL COAST • LOS ANGELES • INLAND EMPIRE



March 2022 | Public Review Draft

# Commercial Infill Housing Overlay District

# **Objective Design Standards**

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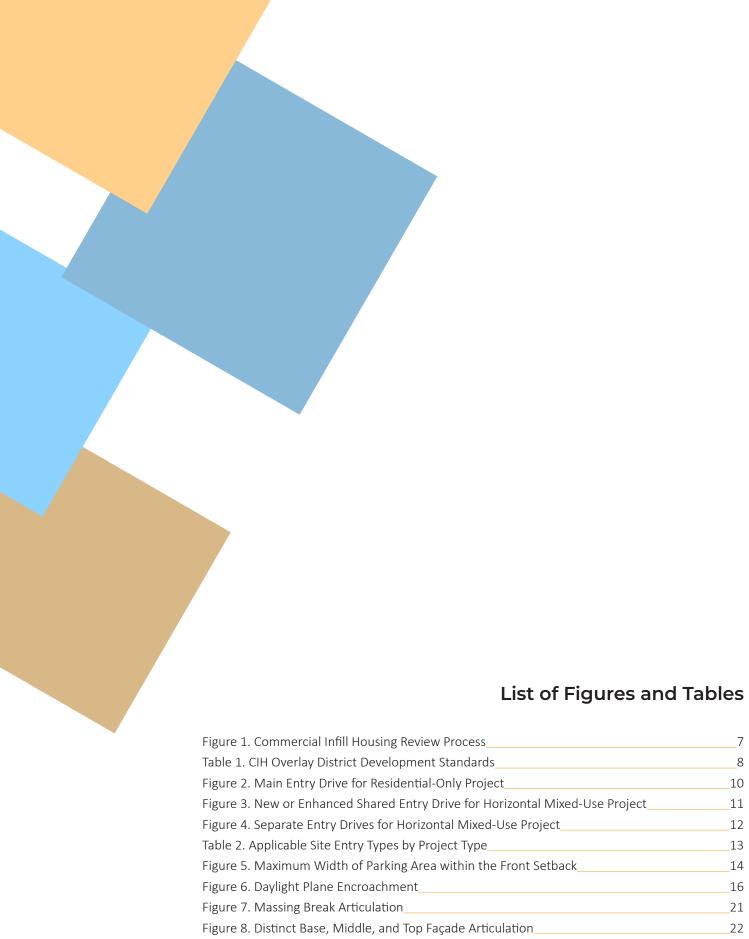


Table 3. Monument Sign Face Area Standards\_

33

### **Acknowledgements**



The Commercial Infill Housing Overlay District Objective Design Standards was funded by a Senate Bill 2 Planning Program Grant from the California Department of Housing and Community Development.

#### **CITY OF ANTIOCH**

#### **City Council**

- » Lamar Thorpe, Mayor
- » Michael Barbanica, Mayor Pro Tem, District 2
- » Tamisha Torres-Walker, Council Member District 1
- » Lori Ogorchock, Council Member District 3
- » Monica Wilson, Council Member District 4

#### **Planning Commission**

- » Milanka Schneiderman, Chair
- » Robert Martin, Vice-Chair
- » Timothy Barrow
- » Kristina Gutilla
- » Kerry L. Motts
- » Martha Parsons
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### 1. Introduction

### 1.1 Purpose and Goals

The Commercial Infill Housing (CIH) Objective Design Standards provide key, objective requirements for the development of multifamily residential and mixed-use development within the City's CIH Overlay District. New infill housing on sites within this overlay district is intended to revitalize underutilized commercial areas as well as increase the city's housing supply.

Unlike design guidelines, objective design standards are written to have "no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official prior to submittal." In other words, the goal of these objective design standards is to provide a clear and straight forward application and approval process for multifamily housing construction within the CIH Overlay District.

#### 1.2 User Guide

This document contains objective design standards for five topic areas:

- 1. Site design
- 2. Building design
- 3. Landscaping
- 4. Lighting
- 5. Signage

Each standard type begins with an intent statement, followed by specific standards. The intent statements are provided to help the reader understand the overarching principle behind the standard requirements and do not serve as review criteria.

A checklist listing the objective design standard requirements is provided in the appendix of this document. This checklist should be filled out by the applicant and reviewed by staff to indicate whether the applicant's project meet the requirements for non-discretionary staff review.

# 1.3 Relationship to State and City Regulations

The following describes how these objective design standards relate to and comply with State and City regulations:

- » California State Senate Bill (SB) 35. SB 35 requires the availability of a streamlined ministerial approval process for multifamily residential developments to increase the supply of housing in jurisdictions that have not yet made sufficient progress toward meeting their regional housing need allocation (RHNA). As part of the streamlining process, jurisdictions are required to establish objective design standards for multifamily residential development.
- » General Plan. The General Plan's Land Use Element describes the City of Antioch's goal of developing commercial infill housing in underutilized commercial areas of the city. One of the General Plan's policies for guiding development of commercial infill housing projects is the creation and adherence to these CIH Objective Design Standards.
- » Zoning Ordinance. All development must comply with the regulations within the City of Antioch's Zoning Ordinance. These objective design standards are applicable to new multifamily housing and mixed-use projects built on parcels within the City of Antioch's CIH Overlay District, identified and described further in the City's Zoning Ordinance.
- » Citywide Design Guidelines. Several of these objective design standards are adapted from Antioch's Citywide Design Guidelines for multifamily residential and mixed-use development specific for medium- and high-density residential infill development.

#### 1.4 Review Process

Figure 1 shows the review process of applications for multifamily residential or mixed-use development on approved CIH Overlay District sites. Applications will be submitted to the Planning Department for ministerial processing and must include an application packet and design plans. Only sites within the CIH Overlay District on the Antioch Zoning Map are qualified by-right for development of infill housing and can submit an application to the Planning Department for ministerial review. For sites outside of the CIH Overlay District, a rezone of the site to be included in the CIH Overlay District is required with approval from City Council prior to submitting an application to the Planning Department.

Projects will be processed administratively by staff and reviewed for conformance with these objective design standards. If the project conforms with all applicable objective design standards, the applicant can proceed with submitting a building application for the project.

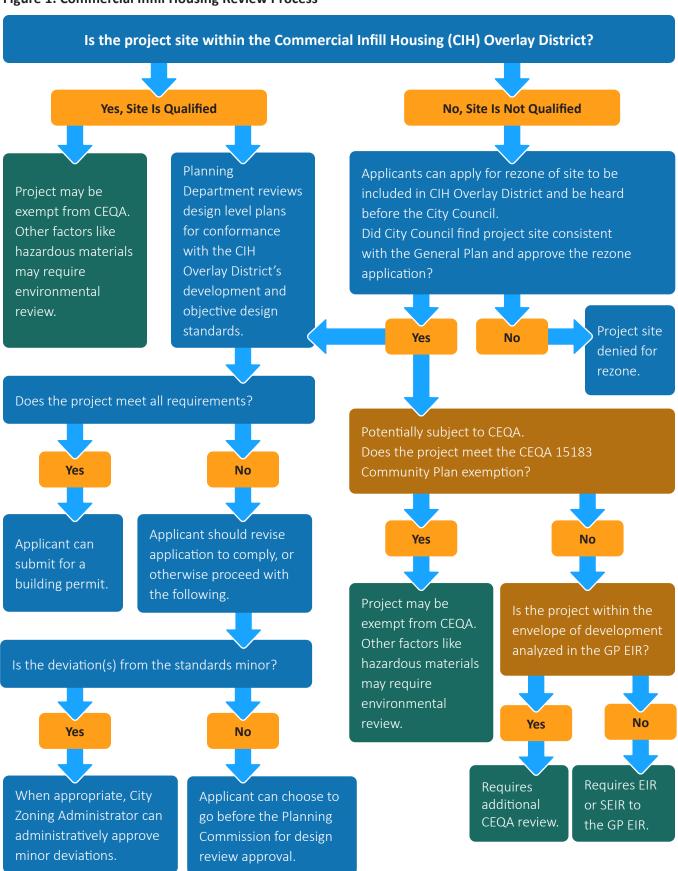
If a project does not meet one or more of the Objective Design Review standards, the applicant can amend their application to comply, or when appropriate, the City of Antioch's Zoning Administrator can administratively approve minor deviations (e.g., when the applicant can demonstrate that site design/layout would be improved or that there is a constraint that would make complying with a standard infeasible given site layout, etc.) from the objective design standards.

For deviations not deemed minor by the Zoning Administrator, the applicant can choose to go before the Planning Commission for design review approval. The project will still be reviewed for conformance with the CIH Objective Design Standards by the Planning Commission while taking into consideration whether the deviation(s) from the standards is appropriate. Regarding compliance with the California Environmental Quality Act (CEQA), a project on a qualified site may be exempt from CEQA unless there are peculiar circumstances that would create a new impact not already identified and mitigated as part of a General Plan Addendum. Other factors like hazardous materials may require environmental review.

If a project site is approved to be added to the CIH Overlay District, the project is potentially subject to CEQA depending on whether the project meets CEQA Section 15183 exemption. If the project meets the exemption, the project may be exempt from CEQA unless there are peculiar circumstances that would create a new impact not already identified and mitigated as part of a General Plan Addendum. Other factors like hazardous materials may require environmental review.

If the project does not meet the CEQA 15183 exemption, the project will either require additional CEQA review or an EIR or Supplemental EIR (SEIR) to the General Plan EIR, depending on whether the project is within the envelope of development analyzed in the General Plan EIR.

Figure 1. Commercial Infill Housing Review Process



## 2. Development Standards

Table 1 contains the development standards for multifamily residential and mixed-use development within the CIH Overlay District.

**Table 1. CIH Overlay District Development Standards** 

D.do.,	Min.	Mim. Lo	t Width	Max.	Min.	Max.	Min.	Min. Si	de Yard	Min.
Max. Height¹	Building Site	Corner	Interior	Lot Coverage	Density Allowed <sup>2</sup>	Density Allowed	Front Yard	Corner	Interior	Rear Yard
45 ft. (4 stories)	20,000 sf	65 ft.	60 ft.	80%	12 du per gross develop- able acre	50 du per gross develop- able acre	0 ft.	5 ft.	5 ft.	10 ft.

#### Notes:

- 1. Building height of up to 45 feet (four stories) are permitted by right subject to compliance with all other applicable standards. Building height above 45 feet is permitted with approval of a use permit.
- 2. Densities of 12 to 35 dwelling units per gross developable acre are allowed by-right subject to compliance with all other applicable standards. Densities between 35-50 du per gross developable acre are permitted with approval of a use permit.

## 3. Objective Design Standards

### 3.1 Site Design Standards

The following standards for site design are specific to the type of development project proposed. The three development types are:

- » Residential Only. Residential-only projects are where the entire area of the parcel has a residential use.
- » Horizontal Mixed Use. Horizontal mixed-use projects are where a parcel has both commercial and residential uses on the ground floor on different parts of the site. The commercial use may be a planned building(s) or an existing commercial building(s) on the same site.
- » Vertical Mixed Use/Residential Podium Projects. Vertical mixed-use projects have commercial uses on the ground floor with residential uses above. Residential podium projects have parking on the ground floor. These two development types are similar, and therefore their design standards are grouped together.



Horizontal mixed-use project with multifamily apartments adjacent to single-story retail.



Vertical mixed-use project with residences above ground-floor retail.



Residential-only townhouse project.



Multifamily residential project with podium parking on the ground floor.

#### 3.1.1 Site Entries

#### Intent

Provide a welcoming entry to the project and set the stage for a high-quality residential environment.

#### **Main Entry Drive**

For sites with Residential-Only projects, one entry into the site shall be developed as a Main Entry Drive from the primary street with the following features:

#### Standard 3.1.1.A: Curb and Gutter

Curb and gutter shall be provided on both sides of the Main Entry drive from the street curb to a minimum of 50 feet inside the property line.

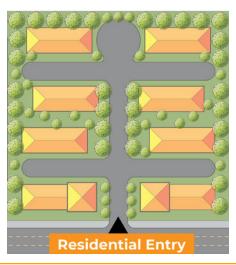
#### Standard 3.1.1.B: Sidewalk

A 5-foot minimum width sidewalk shall be provided on at least one side of the Main Entry Drive from the street curb to a minimum of 50 feet inside the property line.

#### Standard 3.1.1.C: Street Lighting

Street lighting on poles 15 to 25 feet high shall be provided on at least one side of the Main Entry Drive from the street curb to a minimum of 50 feet inside the property line.

Figure 2. Main Entry Drive for **Residential-Only Project** 









Entry drives to residential development that incorporate street trees, sidewalks, and streetlights.

#### Standard 3.1.1.D: Landscaping and Street Trees

Landscaping and street trees shall be provided on both sides of the Main Entry Drive from the street curb to a minimum of 50 feet inside the property line. Street trees shall be no more than 25 feet apart.

# Standard 3.1.1.E: Gates

If a gate into the Main Entry Drive of the residential project is needed, the gate and associated fences shall not be located further towards the street than the closest building wall to the street and shall not be solid or opaque. Siting of the gate shall also be coordinated with the City's Engineering Division and the Contra Costa County Fire Protection District.

# Standard 3.1.1.F: Curb Ramps

Public sidewalks that cross the Main Entry Drive shall have accessible curb ramps down to the level of the drive. If a level surface across the drive is provided instead (a speed table), the paving shall be differentiated in color and/or material from the driveway.

#### Standard 3.1.1.G: Bicycle Facilities

Bicycle facilities into the development shall be provided as part of the Main Entry Drive. These may be Class I separated bicycle paths, Class II bicycle lanes, Class III shared vehicle/bicycle lanes, or Class IV protected bicycle lanes.

# **New Shared Entry Drive**

For sites with Horizontal Mixed-Use projects where there is a single main entry point for commercial and residential uses, this new entry shall be developed as a Shared Entry Drive with the following features:

# Standard 3.1.1.H: Independent Roadway

A Shared Entry Drive shall not lead directly into a parking lot for commercial or residential development, rather it shall be an independent roadway from any commercial or residential parking lot, with clearly marked entries into the commercial and residential parking lot from the Shared Entry Drive.

# Standard 3.1.1.I: Curb and Gutter

Curb and gutter shall be provided on both sides of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line.

#### Standard 3.1.1.J: Sidewalk

A 5-foot minimum width sidewalk shall be provided on both sides of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line.

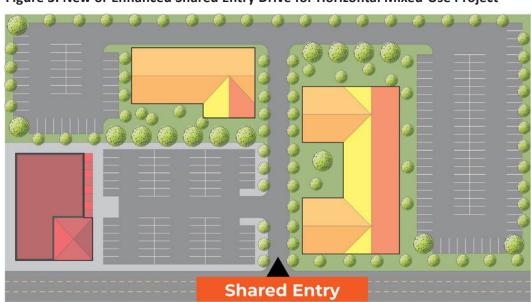


Figure 3. New or Enhanced Shared Entry Drive for Horizontal Mixed-Use Project

#### **Standard 3.1.1.K: Street Lighting**

Street lighting on poles 15 to 25 feet high shall be provided on at least one side of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line.

# Standard 3.1.1.L: Landscaping and Street Trees

Landscaping and street trees shall be provided on both sides of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line. Street trees shall be no more than 25 feet apart.

# Standard 3.1.1.M: Signage

Signage for commercial or residential development adjacent to the Shared Entry Drive shall be an externally lit monument type sign. Otherwise, signage shall be consistent with the City of Antioch Sign Code.

# **Enhanced Shared Entry Drive**

For existing commercial developments that use an existing entry drive to access new residential development, the entry shall be enhanced with the following features:

#### Standard 3.1.1.N: Sidewalk

A 5-foot minimum width sidewalk shall be provided on at least one side of the entry drive, leading to a direct entry into the residential portion of the site.

# Standard 3.1.1.0: Street Lighting

Street lighting on poles 15 to 25 feet high shall be provided on at least one side of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line.

# Standard 3.1.1.P: Landscaping and Street Trees

Landscaping and street trees shall be provided on at least one side of the Shared Entry drive from the street curb to a minimum of 50 feet inside the property line. Street trees shall be no more than 25 feet apart.

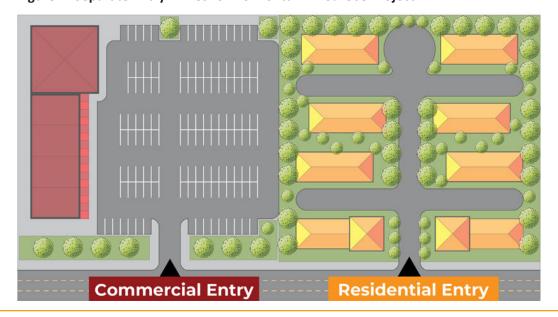
# Separate Entry Drive

For Horizontal Mixed-Use projects where there is a separate main entry point for commercial and residential uses, these entries shall be developed as a Separate Entry Drive with the following features:

# Standard 3.1.1.Q: Main Entry Drive Compliance

If the Separate Entry Drive serves as a main entry to residential development, the drive shall follow the standards under Main Entry Drive.

Figure 4. Separate Entry Drives for Horizontal Mixed-Use Project



# **Standard 3.1.1.R:** Driveway Widths and Clearances Compliance

If the Separate Entry Drive serves as a main entry to commercial development, the Separate Entry Drive shall follow existing City of Antioch Zoning Ordinance's Driveway Widths and Clearances requirements for site entries to non-residential uses.

## Standard 3.1.1.S: Signage and Landscaping

If the commercial development consists of an existing commercial building(s), the existing entry drive into commercial uses shall be upgraded with new signage and landscaping for a minimum of 50 feet inside the property line. If existing paving is cracked, broken, or damaged, it shall be removed and replaced.

# Vertical Mixed Use/Residential Podium Entry Drive

Where a Vertical Mixed-Use or Podium project is developed, the building is generally close to the street property line, and access to parking may be from a driveway directly into the building or within 30 feet of the building. Entries shall be developed with the following features:

# Standard 3.1.1.T: ADA Compliance

Driveways shall meet Americans with Disability Act (ADA) accessibility standards where they cross the public sidewalk.

# Table 2. Applicable Site Entry Types by Project Type

		Entry Drive Type										
Project Type		Main Entry Drive	Shared Entry Drive (new and enhanced)	Separate Entry Drive	Vertical Mixed Use/Residential Podium Entry Drive	Secondary Entry Drive						
	Residential Only	~				~						
	Horizontal Mixed Use		~	~		~						
	Vertical Mixed Use/ Residential Podium				~	~						

# **Standard 3.1.1.U:** Driveway Widths and Clearances Compliance

Driveways shall be no wider than 20 feet, consistent with the City of Antioch Zoning Ordinance's Driveway Widths and Clearances requirements for non-residential use.

#### Standard 3.1.1.V: Pedestrian Entries

At least one pedestrian entry shall lead directly from the sidewalk to the following:

- » Doors leading to each commercial space (Vertical Mixed-Use projects only).
- » Doors leading to an amenity space such as a courtyard, plaza, open space, or seating area.
- » Doors leading into ground-floor lobbies for residential units above.

# **Secondary Entry Drives**

A Secondary Entry Drive Is an additional entry drive, in addition to the Main Entry Drive or Shared Entry Drive, along a secondary street.

# Standard 3.1.1.W: Gates

If gates at Secondary Entry Drives into residential projects are provided, the gate and associated fences shall not be located closer than the closest building wall to the street. Siting of the gate shall also be coordinated with the City's Engineering Division and the Contra Costa County Fire Protection District.

# 3.1.2 Street Frontage

### Intent

Activate and create visual interest along street frontages in order to enhance the public realm.

# **General**

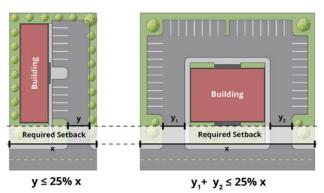
# Standard 3.1.2.A: Landscaping Buffer

All residential projects, except Vertical Mixed-Use projects, shall provide a minimum 5-foot-wide landscaping buffer between the sidewalk edge and the building edge.

#### Standard 3.1.2.B: Maximum Width

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

Figure 5. Maximum Width of Parking Area within the Front Setback



# **Primary Frontage**

The primary frontage of a residential project is the edge of the closest building to the street bordering the property. If there are two streets bordering the property, the street with the Main Entry Drive or Shared Entry Drive is the Primary Frontage. Buildings aligned along the Primary Frontage shall follow these standards:



Landscaping buffer between the sidewalk edge and the building edge along a primary street frontage.



Entry doors to townhouses facing onto the primary street frontage.

#### **Standard 3.1.2.C: Entry Doors**

At least one entry door to the residential project at ground level shall face the primary frontage. An exception shall be made for buildings with a courtyard facing the street, where a door may face onto the courtyard.

# Standard 3.1.2.D: Surface Parking Siting

Along the Primary Frontage, surface parking shall be located behind the building or to the side. An exception shall be made for accessible parking.

# Standard 3.1.2.E: Carports and Tuck-under Parking

Carports and tuck-under parking shall not be visible from the street.

# Standard 3.1.2.F: Fencing

No fencing above 36 inches in height shall be placed closer than the building wall nearest to the street.

# **Secondary Frontage**

The secondary frontage of a residential project is the edge of the closest building to any street bordering the property that is not the Primary Frontage. Buildings aligned along the Secondary Frontage shall follow these standards:

# Standard 3.1.2.G: Parking Siting

No more than one aisle of parking (66 feet) is allowed between the secondary frontage and the street.

#### Standard 3.1.2.H: Fencing

Fencing may be placed along the property line at the secondary frontage if it allows transparency through the use of decorative metal and does not create a sight distance obstruction. No chain link fencing is allowed. No solid fencing shall be placed closer to the street than the closest building wall. An exception shall be made for service areas such as trash, utilities, or loading areas.

# 3.1.3 Context Sensitivity

The following standards provide context sensitivity when projects are adjacent to residential or commercial development. This will ensure that new residential development is harmonious with neighboring residential development, and that new residential development is not negatively affected by existing commercial development.

# Intent

For projects adjacent to existing residential properties of no more than two stories, apply design measures that preserve privacy and daylight for residents of those properties, and minimize additional vehicle circulation and parking on existing residential streets.

For projects adjacent to commercial development, apply design measures that promote attractive residential frontages and adequate visual separation for new residential development adjacent to existing and/or future commercial development.

# Adjacent to Existing Residential Development

#### Standard 3.1.3.A: Windows

Windows facing residences within 15 feet of the property line, shall be arranged, or designed to not create views into adjacent residences. Examples of privacy options include using translucent or louvered windows, creating offset window patterns, and locating windows 5 feet above the floor level. Alternatively, views into adjacent residential shall be screened with dense landscaping between the new development and existing residential property (i.e., Callistemon citrinus (lemon bottlebrush), Rhamnus alaternus (Italian buckthorn), or Pittosporum tenuifolium (kohuhu)) at a minimum mature height of 8 feet.



Multifamily residential building height stepped down near adjacent single-family residence.

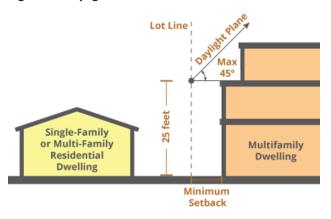
# Standard 3.1.3.B: Daylight Plane

No portion of the building volume shall encroach into a daylight plane starting at a point that is 25 feet above the property line abutting any adjacent lot with an existing single-family or multifamily residential dwelling of two stories or less and sloping upward at a 45-degree angle toward the interior of the lot.

# Standard 3.1.3.C: Parking

Parking for residents, visitors, and/or employees shall be accommodated onsite in garages, parking areas, or along internal streets to minimize spillover to adjacent residential neighborhoods. Parking and loading/unloading areas shall not create stacking/queuing issues at ingress/egress points.

Figure 6. Daylight Plane Encroachment



# Adjacent to Commercial Development

# Standard 3.1.3.D: Separation Buffer

At the edge of residential development immediately abutting commercial development and parking areas, one or both of the following shall be provided as separation:

- » A driveway or private street with curb, gutter, and landscape on both sides.
- » A minimum 5-foot-wide continuous landscape barrier with fencing a minimum of six feet high. No chain link fencing is allowed.

# Standard 3.1.3.E: Fencing

At the edge of residential development immediately abutting commercial development and parking areas, fencing provided shall have at least one passageway for pedestrians to access the commercial development directly. This passageway may be locked and accessible to residents and safety providers only.

#### Standard 3.1.3.F: Gate

At the edge of residential development immediately abutting commercial development and parking areas, a gate providing emergency vehicle access may be provided where required by emergency providers. The gate shall be visually permeable to allow views in and out from the access way. No chain link is allowed for the gate.

# 3.1.4 Access and Parking

#### Intent

Provide convenient and well-connected access for vehicles into and through the development, and safe and pleasant pedestrian connections into and throughout the development. Minimize the public view of parking and enhance the appearance of parking facilities.

# **Vehicle Access**

Projects shall meet the design standards for Site Entries in Section 3.1.1 as well as the following standards:

# Standard 3.1.4.A: Multifamily Complex Internal Circulation

In residential rental apartment and condominium developments with multiple buildings, parking areas shall be accessed through a network of internal streets.

# Standard 3.1.4.B: Townhouse Internal Circulation

In townhouse developments, internal circulation shall be via one or more internal streets connecting to alleys where garages are located.



Internal street within a townhouse development leading to an alley with access to garages.

# **Standard 3.1.4.C: Podium Project Parking Access**

In podium projects where parking is underneath residential development, access for parking shall provide visibility or other safety features (e.g., mirrors, cameras, or audible signals) to minimize pedestrian/vehicle conflicts.

# **Parking Design**

# Standard 3.1.4.D: Siting

Parking areas shall be located within the development and not along primary frontages. An exception may be made for accessible parking and visitor parking.

# Standard 3.1.4.E: Visitor Parking

Where internal street networks are provided, visitor parking shall be permitted as on-street parking on the internal street.



Internal street within residential project with on-street parking.

# Standard 3.1.4.F: Screening

Parking along other frontages visible from public streets are allowed if screened from view up to 42 inches from ground plane by landscaping, rolling earth berms (2:1 slope), screen walls, landscaped fencing, or changes in elevation.

# Standard 3.1.4.G: Parking Courts

Parking areas shall be divided into a series of connected smaller parking courts separated by landscaping.

# Pedestrian and Bicycle Access and Parking

#### Standard 3.1.4.H: Pedestrian Walkway

A pedestrian walkway shall be provided connecting surface parking areas to main entrances of buildings and the public sidewalk. The walkway shall be clearly marked (e.g., special paving or coloring).

#### Standard 3.1.4.I: Pedestrian Connections

Pedestrian connections shall be incorporated to connect between adjoining residential and commercial projects.

# Standard 3.1.4.J: Landscape Buffer

Walkways shall not be sited directly against a building façade but buffered with a landscaped planting area to provide privacy of nearby residences or private open space.

# Standard 3.1.4.K: Bicycle Parking

Secure, covered bicycle parking in all residential projects shall be provided.



Landscape buffer between residential entries and pedestrian walkways.



Pedestrian walkway connecting the public sidewalk to residences with bicycle parking.

# **Standard 3.1.4.L:** Bicycle Parking for Podium Projects

For podium projects with commercial ground floors, bicycle racks shall be provided in public view, within 50 feet of building entrances, not blocked by other street furniture or landscaping, and lit by external light sources.

# 3.1.5 Service Access, Trash, and Storage Facilities

# Intent

Provide convenient service access to residential developments. Design and locate trash and storage facilities so that they are not visually obtrusive.

# Access

# Standard 3.1.5.A: Loading and Service Areas

Loading and service areas shall be concealed from view or shall be located at the rear of the site.

# Standard 3.1.5.B: Trash Enclosure Siting

Trash enclosure locations shall not block circulation or driveways.

# **Design of Trash and Storage Facilities**

## Standard 3.1.5.C: Screening

When trash enclosures, loading docks, utility equipment, and similar uses are visible from a side street, adjacent commercial development or a neighboring property, they shall be screened using matching materials and/or landscaping with the primary building and surrounding landscaping.



Trash area screened from public view with fencing and gate of matching material and color.

# Standard 3.1.5.D: Gates

Gates shall be a solid material. Any openings should be no more than 4 inches apart.

# Standard 3.1.5.E: Sizing

Trash enclosures shall be sized to accommodate trash, recycling, and organics containers.

## Standard 3.1.5.F: Roof

Trash storage areas shall be covered with a roof or overhang to reduce unsightly views.

#### Standard 3.1.5.G: Drainage

The trash enclosure pad shall be designed to drain to a pervious surface through indirect soil infiltration in accordance with the Municipal Code and other applicable regulating agencies.

# 3.1.6 Open Space Areas

### Intent

Provide well-designed communal open space areas that are centrally located and designed as "outdoor rooms" with opportunities to relax, socialize, and play.

# General

# Standard 3.1.6.A: Minimum and Type of Open Space

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

#### Standard 3.1.6.B: Siting

Open space areas shall not be located directly next to arterial streets, service areas, or adjacent commercial development to ensure they are sheltered from the noise and traffic of adjacent streets or other incompatible uses. Alternatively, a minimum of 10 feet of dense landscaping shall be provided as screening between the open space area and arterial street, service area, or commercial development.

# Standard 3.1.6.C: Usability

Open space surfaces shall include a combination of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free surfacing. The slope shall not exceed 10%.

# **Common Open Space**

# Standard 3.1.6.D: Minimum Dimensions

Common usable open space located on the ground level shall have no horizontal dimension less than 15 feet. Common upper-story decks shall have no dimension less than ten feet. Roof decks shall have no horizontal dimension less than 15 feet, and no more than 20% of the total area counted as common open space may be provided on a roof.

# Standard 3.1.6.E: Visibility

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

# Standard 3.1.6.F: Pedestrian Walkways

Pedestrian walkways shall connect the common open space to a public right-of-way or building entrance.

# Standard 3.1.6.G: Seating

All common open spaces shall include seating. Site furniture shall use graffiti-resistant material and/or coating and skateboard deterrents to retain the site furniture's attractiveness.

# **Standard 3.1.6.H: Amenity Features**

At least one amenity feature such as a play structure, plaza, sitting area, water feature, gas fireplace, or community garden shall be included in each open space area.

# Standard 3.1.6.I: Play Areas

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









Various multifamily residential developments facing onto common open spaces with seating.

#### Standard 3.1.6.J: Openness and Buildings

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

# **Private Open Space**

# Standard 3.1.6.K: Accessibility

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

# Standard 3.1.6.L: Minimum Dimensions

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

#### Standard 3.1.6.M: Openness

Above ground-level space shall have at least one exterior side open and unobstructed for at least eight feet above floor level, except for incidental railings and balustrades.

# 3.2 Building Design Standards

# 3.2.1 Building Massing and Articulation

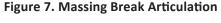
# Intent

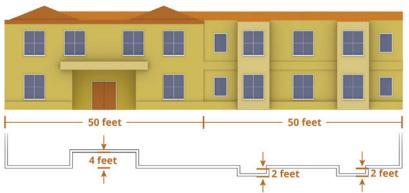
Design buildings to have various points of visual interest through architectural detailing, especially at the pedestrian level, and avoid creating a building with a bulky or monolithic appearance.

# **General Standards**

# Standard 3.2.1.A: Massing Breaks

Large building massing shall be articulated to reduce apparent bulk and size. All street-facing facades must include at least one change in plane (projection or recess) at least four feet in depth, or two changes in plane at least two feet in depth, for every 50 linear feet of wall. Such features shall extend the full height of the respective façade of single-story buildings, at least half of the height of two-story buildings, and at least two-thirds of the height of buildings that are three or more stories in height.





# **Standard 3.2.1.B: Horizontal Stepback**

Buildings over three stories tall shall be designed with a horizontal stepback, at a minimum of 6 feet deep, from the front façade above the third floor. The stepback area may be used for residential terraces. Towers or other similar vertical architectural features do not require a stepback but shall not occupy more than 20% of the front façade.



Mixed-use development with bracket details at the cornice and roof eaves; ground floor height of at least 15 feet high; and distinct top, middle, and base.

# Standard 3.2.1.C: Architectural Detail

Building walls along the street frontage shall have architectural detail (e.g., brackets, rafter tails, or dentils) at the cornice or roof eave.

# **Standard 3.2.1.D:** Architectural Design Features

Architectural design features such as window treatments, awnings, moldings, projecting eaves, dormers, and balconies, shall be continued or repeated upon all elevations of a building facing a primary or secondary street, or a common open space.

# Standard 3.2.1.E: Façade Articulation

Buildings of three stories or more shall have a clearly defined base and roof edge so that the façade has a distinct base, middle, and top. Elements to articulate a building's façade shall include:

» The top of the building shall have one or more of the following: a cornice line with minimum 6-inch overhang; a parapet with minimum 6-inch cap;

Figure 8. Distinct Base, Middle, and Top Façade Articulation



eaves with brackets or other detailing; upper floor setbacks; and/or sloped roof forms.

- » The middle or body of the building shall have a façade made up of regular components including one or more of the following: consistent window pattern; repeating bay windows; regularly spaced pilasters; recesses; or other vertical elements.
- » The base of the building shall have one or more of the following: recessed ground floor; a continuous horizonal element at the top of the ground floor; and enhanced window or entry elements such as awnings or canopies. Where pedestrians have access to the base of the building, high quality, durable, and easy to clean materials and finishes shall be used, such as stone, brick, cementitious board, glass, metal panels, and troweled plaster finishes.
- » The elements comprising the base, middle, and top to the building may be interrupted by a protruding vertical element such as a tower, or a recessed vertical element such as a massing break, an entry, or a courtyard.

# Standard 3.2.1.F: Rooflines

Rooflines shall be segmented and varied within an overall horizontal context. Roofline ridges and parapets shall not run unbroken for more than 100 feet. Variation may be accomplished by changing the roof height, offsets, direction of slope, and by including elements such as dormers.



Mixed-use building with varied rooflines to create separate building forms.



# Standard 3.2.1.G: Ground Floor Height

For residential buildings with ground floor commercial uses, the floor to floor height of the ground floor shall be at least 15 feet to ensure appropriate scale of the base of the building in relation to the upper floors.

### Standard 3.2.1.H: Pedestrian-Oriented Features

For residential buildings with ground floor commercial uses, a minimum of 30 percent of the building frontage facing a public street shall be devoted to pedestrian-oriented features, including storefronts, pedestrian entrances to nonresidential uses, transparent display windows, and landscaping.

# **Townhouses**

## Standard 3.2.1.I: Attached Units Limit

For townhouses that face onto a street, the maximum number of attached units per building shall be eight.

#### Standard 3.2.1.J: Roof Form

No more than four side-by-side units may be covered by one unarticulated roof. Variation may be accomplished by changing the direction of slope, and by including elements such as dormers.



Articulated roof line of a townhouse development.

# 3.2.2 Entryways

# Intent

Design entryways to be visually prominent as well as provide weather protection to pedestrians.

# General

#### **Standard 3.2.2.A: Primary Building Entries**

Primary building entries, including courtyard doors or gates used at multifamily buildings or residential lobbies for mixed use buildings, shall be recessed into entry bays and accented with treatments that add three-dimensional interest to the façades and enhance the sense of entry into the building through one or more of the following treatments:

- » Marked by a taller mass above, such as a modest tower or within a volume that protrudes from the rest of the building surface.
- » Accented by special architectural elements which may include canopies, overhanging roofs, awnings, and trellises.
- » Indicated by a recessed entry or recessed bay in the façade.

# **Townhouses**

# Standard 3.2.2.B: Entry Details

Each entry to a dwelling unit shall be emphasized and differentiated through architectural elements such as porches, stoops, roof canopies, and detailing that provides ground level space. The space next to the porch shall be used for landscaping.

# **Standard 3.2.2.C: Entry Connections**

The space in front of the porch shall lead directly to the sidewalk if facing a street, or lead to common landscaping and pedestrian paths if facing communal space.





Street-facing townhouse developments with porches leading directly to a sidewalk. Each entry also has landscaping and architectural details such as a porch, stoop, and/or roof canopy.

# **Vertical or Horizontal Mixed Use**

# Standard 3.2.2.D: Ground Floor Elevation

At street-fronting entrances, the elevation of the retail or commercial ground floor shall be at the grade of the adjacent sidewalk.

# Standard 3.2.2.E: Entry Design

Where development includes ground floor commercial uses, ground-floor façades shall be designed to give individual identity to each separate establishment through the use of signage and/or individual awnings.



Entries to ground-floor commercial uses with separate awnings to differentiate separate establishments.

# 3.2.3 Building Materials and Finishes

# Intent

Accentuate building design through quality building materials and attractive finishes.

# **Standard 3.2.3.A: Appropriate Building Materials**

Finish materials shall be materials that are high quality and durable. Appropriate building materials include:

- » Brick, rock, and stone or veneer of these materials
- » Smooth troweled stucco
- » Poured in place concrete
- » Concrete block
- » Cementitious board
- » Wrought iron (in storefronts)
- » Plaster or stucco
- » Ceramic tiles (as a secondary material)
- » Finished and painted wood trim
- » Metal sheet
- » Wood, aluminum, copper, steel, and vinyl clad frames for windows and doors

# Standard 3.2.3.B: Brick and Stone Veneer

If used, brick and stone veneer shall be mortared and wrap around corners to give the appearance that they have a structural function and minimize a veneer appearance.

# **Standard 3.2.3.C: Inappropriate Building Materials**

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

- » Mirrored glass, reflective glass, or heavily tinted glass
- » Vinyl siding
- » Vertical wood sheathing such as T-III
- » Plywood or similar wood
- » Hardboard



Residential development with a mix of building materials, including brick veneer.



Mixed-use building with a stone veneer at the ground floor.

# 3.2.4 Windows/Glazing

# Intent

Design and locate windows so that they provide well-proportioned articulation to building façades. In order to impart a human scale, openings should be in a vertical proportion which relates to the human body.

# Standard 3.2.4.A: Street Frontage

Building walls along all street frontages shall have windows at all floors above ground level.

# Standard 3.2.4.B: Orientation and Proportion

Buildings shall include vertically oriented and proportioned façade openings with windows that have a greater height than width (an appropriate vertical/horizontal ratio ranges from 1.5:1 to 2:1). Where glazed horizontal openings are used, they shall be divided with multiple groups of vertical windows. Smaller windows in utility areas or bathrooms may be horizontally proportioned.

#### Standard 3.2.4.C: Recess

Along primary and secondary street frontages, window frames shall be recessed and not flush against the walls. In these locations, shaped frames and sills, detailed with architectural elements such as projecting sills, molded surrounds, or lintels, shall be used to enhance window openings and add additional relief.



Vertically oriented and proportioned facade openings/windows with divisions.



Recessed, vertically oriented and proportioned windows with true divided lite divisions on a street-facing facade.

# Standard 3.2.4.D: Glazing

Glass shall be clear with a minimum of 88 percent light transmission. Mirrored and deeply tinted glass or applied films that create mirrored windows and curtain walls are prohibited. To add privacy and aesthetic variety to glass, fritted glass, spandrel glass, and other decorative treatments are appropriate.

# Standard 3.2.4.E: Subdivision and Mullions

Snap-in muntins shall not be used.

# 3.2.5 Projecting Elements

# Intent

Design projecting elements so that they provide visual interest and articulation of building façades.

# **Awnings**

# Standard 3.2.5.A: Frequency

For buildings with ground floor commercial uses, awnings shall be provided over each storefront, located within the individual structural bays.



Awnings differentiate separate commercial establishments on the ground floor.

# Standard 3.2.5.B: Projection

Awnings and canopies shall not project more than 6 feet from the façade.

# Standard 3.2.5.C: Height

The height of all awnings above the sidewalk shall be consistent, with a minimum clearance of 8 feet provided between the bottom of the valance and the sidewalk. Valances shall not exceed 18 inches in height.

# **Standard 3.2.5.D: Lighting**

If used, lighting for awnings shall be from fixtures located above the awnings. Backlighting of transparent or translucent awnings are not allowed.

# **Balconies, Decks, and Trellises**

# Standard 3.2.5.E: Projection

Balconies and decks shall not project more than 6 feet from the façade.

# Standard 3.2.5.F: Proportion

The distance between supporting columns, piers, or posts on trellises or balconies shall not exceed their height.



Townhouse balconies projected over garage doors.

# **Bay Windows**

# Standard 3.2.5.G: Projection

Bay windows shall not project more than 3 feet from the façade nor exceed 8 feet in length.

# Standard 3.2.5.H: Horizontal Separation

If more than one bay window is provided on a façade, there shall be at least 4 feet of horizontal separation between the two bay windows.

# Standard 3.2.5.I: Design

Windows shall be provided on all sides of the bay window and consist of a vertical orientation and proportion.

# **3.2.6 Roofs**

#### Intent

Design rooflines to have visual interest, use roof materials are durable, and ensure that roofing materials/colors and equipment do not become a visual detriment to surrounding properties.

# **Standard 3.2.6.A:** Appropriate Roof Materials

Appropriate types of roof materials include:

- » Slate or fiber cement shingles
- » Clay or concrete tile roofs

- » Coated metal
- » Composite roofing materials made of recycled natural fiber and recycled plastic
- » Tar, gravel, composition, or elastomeric materials (concealed by a parapet/cornice)

# **Standard 3.2.6.B: Inappropriate Roof Materials**

Reflective roofing materials shall not be used on roof surfaces that are visible from either ground level or elevated viewpoints.

# **Standard 3.2.6.C: Equipment Screening**

All roof-mounted mechanical, electrical, and external communication equipment, such as satellite dishes and microwave towers, shall be screened from public view and architecturally integrated into the building design, and consolidated to a minimal number of locations.

# **Standard 3.2.6.D: Vent Pipes**

Vent pipes that are visible from streets, sidewalks, plazas, courtyards, and pedestrian walkways shall be painted to match the color of the roof to make them less conspicuous.

# Standard 3.2.6.E: Gutters/Downspouts

All roofs shall include gutters/downspouts that:

- » Drain directly into a cistern, landscaped area, or storm drain system.
- » Match the trim or body color of the façade.
- » Are inconspicuously located, unless consistent with the design of the building's architectural style (e.g., Spanish Revival).

# **Standard 3.2.6.F: Roof Overhangs**

Roof overhangs shall not extend over a neighboring parcel or more than 3 feet over a public sidewalk (unless it covers a balcony that projects more than 3 feet over the sidewalk).

# 3.3 Landscaping Standards

The following landscaping standards are applicable to residential development. Landscaping standards for commercial development shall also adhere to the Landscaping and Irrigation requirements in the City of Antioch Zoning Ordinance and the Water-Efficient Landscape Ordinance.

# 3.3.1 Plantings

# Intent

Provide well-maintained landscape and plantings that enhance residential buildings and outdoor private and public spaces.

# Standard 3.3.1.A: Minimum Landscaped Area

A minimum of 15% of any building site shall be landscaped.

# Standard 3.3.1.B: Landscaping of Front Yards

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



Landscaping of private front yards and common open space in a residential development.

#### Standard 3.3.1.C: Materials

Landscaped areas shall incorporate plantings utilizing a three-tier system: (1) grasses and ground covers, (2) shrubs and vines, and (3) trees.



Landscaping using the three-tier system with ground cover, shrubs, and trees.

# Standard 3.3.1.D: Design

Landscaping designs shall include one or more of the following planting design concepts:

- » Specimen trees (48-inch box or more) in informal groupings or rows at major focal points.
- » Use of planting to create shadow and patterns against walls.
- » Use of planting to soften building lines and emphasize the positive features of the sit.
- » Use of flowering vines on walls, arbors, or trellises.
- » Trees to create canopy and shade, especially in parking areas and passive open space areas.
- » Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.

#### Standard 3.3.1.E: Ground Cover Materials

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

# Standard 3.3.1.F: Size and Spacing

Plants shall be of the following size and spacing at the time of installation:

- » Ground cover plants other than grasses must be at least four-inch pot size. Areas planted in ground cover plants other than grass seed or sod must be planted at a rate of at least one per 12 inches on center.
- » Shrubs shall be a minimum size of one gallon.
- » Trees shall be a minimum of 15 gallons in size with a one-inch diameter at breast height (dbh). At least one specimen tree with a 24-inch or larger box size shall be planted in the landscaped area of the front setback.

# Standard 3.3.1.G: Protection from Encroachment

Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces and the use of curbs. Concrete step areas shall be provided in landscape planters adjacent to parking spaces.

#### Standard 3.3.1.H: Interference with Utilities

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

- » A minimum of 6 feet between the center of trees and the edge of a driveway, a water meter, gas meter, and sewer laterals.
- » A minimum of 20 feet between the center of trees and the beginning of curb returns at intersections to keep trees out of the line-of-sight triangle at intersections.
- » A minimum of 15 feet between the center of trees and large shrubs to utility poles and streetlights.
- » A minimum of 8 feet between the center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.

# Standard 3.3.1.I: Staking and Root Barriers

All young trees shall be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed within 10 feet of pavement or other situations where roots could disrupt adjacent paving/curb surfaces.

# **Standard 3.3.1.J:** Automatic Sprinkler Controllers

Automatic sprinkler controllers shall be installed to ensure that landscaped areas will be watered properly. Backflow preventors and anti-siphon valves shall be provided in accordance with current codes.

#### **Standard 3.3.1.K: Sprinkler Heads**

Sprinkler heads and risers shall be protected from car bumpers. "Pop-up" heads shall be used near curbs and sidewalks. The landscape irrigation system shall be designed to prevent run-off and overspray.

## Standard 3.3.1.L: Enclosures

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

# 3.3.2 Wall and Fences

### Intent

Design walls and fences to include durable materials, be aesthetically appealing, and not create a monolithic barrier along street frontages. The design of walls and fences, as well as the materials used, should be consistent with the overall development's design.

# **Standard 3.3.2.A: Inappropriate Fencing**

Chain link fencing for fences and gates are not permitted.

# Standard 3.3.2.B: High Activity Areas and Street Frontages

Visually penetrable materials (e.g., wrought iron or tubular steel) shall be used in areas of high activity (i.e., pools, playgrounds) and areas adjacent to street frontage.

# Standard 3.3.2.C: Material Durability

Wall design and selection of materials shall consider maintenance issues, especially graffiti removal and long-term maintenance. Decorative capstones on stucco walls are required to help prevent water damage from rainfall and moisture.

#### Standard 3.3.2.D: Visual Interest

Perimeter walls shall incorporate various textures, staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of perimeter walls. Perimeter walls shall incorporate wall inserts and or decorative columns or pilasters to provide relief. The maximum unbroken length of a perimeter wall shall be 50 feet.

#### **Standard 3.3.2.E:** Screening and Noise Mitigation

Screen walls, sound walls, and retaining walls shall be used to mitigate noise generators and provide privacy for residents.



Perimeter wall with decorative columns and landscaping to break up and soften its appearance.

# 3.4 Lighting Standards

# 3.4.1 Pedestrian Lighting

# Intent

Provide lighting that helps create visibility and a safe environment for pedestrians while minimizing visual nuisance like glare. Lighting fixtures should be architecturally compatible with the buildings and from the same "family" with respect to design, materials, color, style, and color of light.

# Standard 3.4.1.A: Pedestrian Safety

Areas used by pedestrians shall be illuminated at night to ensure safety. Such areas include:

- » Surface parking lots and parking structures (entrances, elevators, and stairwells)
- » Sidewalks, walkways, and plazas
- » Building entrances (including rear and service entrances)
- » Garbage disposal areas
- » Alleys
- » Automated Teller Machines (ATMs)





Pedestrian-scaled light fixtures to illuminate on-street parking and pedestrian walkways.

# Standard 3.4.1.B: Height

The height of luminaries shall not exceed 16 feet in height from grade.

# Standard 3.4.1.C: Inappropriate Lighting

No outdoor lights shall be permitted that blink, revolve, flash, or change intensity.

# Standard 3.4.1.D: Illumination Level

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

# Standard 3.4.1.E: Street Lighting

Street lighting shall be installed inside the project along the network of internal streets.

#### Standard 3.4.1.F: Glare

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

# Standard 3.4.1.G: Concealment

Light sources for wall washing and tree lighting shall be hidden.

# 3.4.2 Parking Lot Lighting

# Intent

Provide lighting that helps create visibility and a safe environment for pedestrians and vehicles while minimizing visual nuisance like glare.



Lighting fixture for residential parking lot.

# Standard 3.4.2.A: Height

Surface parking lot lighting fixtures shall not be on poles over 20 feet high.

#### Standard 3.4.2.B: Illumination Level

Energy-efficient, full-cutoff pole fixtures shall be utilized to provide adequate light levels for safety at parking lots.

# Standard 3.4.2.C: Energy Efficiency

High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption of parking lot lighting.

## Standard 3.4.2.D: Glare

Parking lot lighting shall be directed away from surrounding buildings and properties using fixtures that minimize light trespass and glare.

# 3.5 Signage Standards

Signage standards shall be consistent with the City of Antioch Sign Code.

# 3.5.1 General

## Intent

Situate and design signs so that they do not become a visual nuisance nor project onto the public sidewalk.

# Standard 3.5.1.A: Appropriate Signage

The following signs shall be permitted:

- » Residential sign, including monument signs
- » Freestanding sign (for residential directional signs only)
- » Awning sign (for retail spaces in mixed use development only)
- » Window sign (for retail spaces in mixed use development only)

# 3.5.2 Monument Signs

# Intent

Provide non-obtrusive signs that are harmonious with the landscape and architectural style of the project.

# Standard 3.5.2.A: Location

Monument signs shall be located within a landscaped planter or other landscaped area.





Monument signs located within landscaped areas for residential development.

# **Standard 3.5.2.B: Sight Obstructions at Intersections**

No monument sign greater than 3 feet in height shall be permitted within a clear vision zone at an intersection. Clear vision zones at uncontrolled, non-signalized intersections shall be located within a triangular area bounded by the curb lines and a diagonal line joining points on the curblines located 50 feet back from what would be the point of these curblines' intersection. At controlled signalized intersections, a triangle having 25-foot tangents at the curblines shall apply. For driveways, a similar clear vision triangle shall be utilized featuring 25-foot tangents at the outside line of the driveway and the curbline.

# Standard 3.5.2.C: Frequency

There shall be no more than one monument sign for 600 linear feet of street frontage. For street frontages of more than 600 feet, monument signs shall be no closer than 300 feet from one another.

# Standard 3.5.2.D: Base

Monument signs shall include a solid base at least eighteen (18) inches in height.

**Table 3. Monument Sign Face Area Standards** 

Length of Primary Frontage (linear feet)	Maximum Sign Face Area (square feet)	Maximum Height (feet), including base	Maximum Width (feet), including any frame or support structure		
<100	<100 25		10		
100-299	55	8	10		
>300	65	8	10		

# 4. Definitions

- » Residential Only: Development project where the entire area of the parcel has a residential use, such as townhouses and garden apartments.
- » Horizontal Mixed Use: Development project where the parcel has both commercial and residential uses on the ground floor on different parts of the site. The commercial use may be a planned building(s) or an existing commercial building(s) on the same site.
- » Vertical Mixed Use/Residential Podium Projects: Development project that has commercial uses on the ground floor with residential uses above.
- » Residential Podium: Development project that has parking in an enclosed ground floor parking garage.
- » Townhouses: Attached units side-by-side that generally have front doors on one side and garages on the back side. Most townhouses have two-car garages, either two spaces wide or two tandem spaces (end to end). The front doors look onto a public street, private drive, or common open space, while the garages are usually lined up along an alley with garage doors on both sides. This development type typically includes tuck-under garage parking and additional surface parking spaces for visitors.
- » Multifamily Complex: Residential rental apartments and/or condominiums with two or three stories and arranged around a common landscaped courtyard. Parking is in the form of surface parking for residents and guests – residents often have covered car ports. Garden apartments also typically have amenities such as a common room or exercise room.
- » Primary Street: Street where the highest level of vehicle, pedestrian, and/or bicycle circulation is anticipated for a development project.
- » Secondary Street: Non-primary street adjacent to a development project.

- » Internal Street: Smaller street or network of streets within a development project that provides internal circulation.
- » Main Entry Drive: Drive that provides a single entry into a project site.
- » Shared Entry Drive: Drive that provides a single main entry point for commercial and residential uses in a horizontal mixed-use project.
- » Separate Entry Drive: Drive that provides a separate main entry point for commercial and residential uses in a horizontal mixed-use project.
- » Secondary Entry Drive: Drive that provides an additional entry drive, in addition to the Main Entry Drive or Shared Entry Drive, along a secondary street.
- » Primary Frontage: Edge of the closest building to the street bordering the property. If there are two streets bordering the property, the street with the Main Entry Drive or Shared Entry Drive is the Primary Frontage.
- » Secondary Frontage: Edge of the closest building to any street bordering the property that is not the primary frontage.
- » Carport: Covered structure with open sides, supported by posts, that provides shelter for a single or multiple cars for nearby residential development. Carports are typically used for apartment development.
- » Tuck-Under Parking: Ground floor parking spaces that are open but covered by the upper floor of a residential building.
- » Valance: The part of an awning that hangs down a short distance from the edge of the awning.
- » Monument Sign: A free-standing sign that is mounted to the ground that is often placed at entries to a building or development.

# **Appendix**

# **Commercial Infill Housing Overlay District Objective Design Standards Checklist**

Name of Applicant:							
Date:							
Project Address:							
Project Application # (City staff to fill out):							
Development Type (check all that apply):							
	.i.a.a.t.a.l 1	Missadil	laa				
	izontal I						
	tical Mix	ked Use					
Multifamily Complex Res	idential	Podium	ı				
Project Site Context (check all that apply):							
Situated adjacent to existing residential developr	ment						
Situated adjacent to existing or planned commer	rcial devi	elonme	nt				
Strateg dajacent to existing of planned commen	ciai acv	Стортте					
	Applic	ant Eva	luation	Staff E	valuatio	n By: _	
Objective Design Standards Checklist Items	Yes	No	N/A	Yes	No	N/A	Drawing Reference
3.1 Site Design Standards							
3.1.1 Site Entries (fill in all entry drive types that a	pply)						
Main Entry Drive							
A: Curb and Gutter							
B: Sidewalk							
C: Streetlights							
C: Streetlights D: Landscaping and Street Trees							
D: Landscaping and Street Trees							
D: Landscaping and Street Trees E: Gates							
D: Landscaping and Street Trees E: Gates F: Curb Ramps							
D: Landscaping and Street Trees  E: Gates  F: Curb Ramps  G: Bicycle Facilities							
D: Landscaping and Street Trees  E: Gates  F: Curb Ramps  G: Bicycle Facilities  New Shared Entry Drive							
D: Landscaping and Street Trees  E: Gates  F: Curb Ramps  G: Bicycle Facilities  New Shared Entry Drive  H: Independent Roadway							
D: Landscaping and Street Trees  E: Gates  F: Curb Ramps  G: Bicycle Facilities  New Shared Entry Drive  H: Independent Roadway  I: Curb and Gutter							
D: Landscaping and Street Trees  E: Gates  F: Curb Ramps  G: Bicycle Facilities  New Shared Entry Drive  H: Independent Roadway  I: Curb and Gutter  J: Sidewalk							

Objective Design Standards Checklist Items		ant Eval	luation	Staff Evaluation By:			
		No	N/A	Yes	No	N/A	Drawing Reference
Enhanced Shared Entry Drive							
N: Sidewalk							
O: Street Lighting							
P: Landscaping and Street Trees							
Separate Entry Drives							
Q: Main Entry Drive Compliance							
R: Driveway Widths and Clearances Compliance							
S: Signage and Landscaping							
Vertical Mixed Use/Residential Podium Entry Drive							
T: ADA Compliance							
U: Driveway Widths and Clearances Compliance							
V: Pedestrian Entries							
Secondary Entry Drives							
W: Gates							
3.1.2 Street Frontage							
General							
A: Landscaping Buffer							
B: Maximum Width							
Primary Frontage							
C: Entry Doors							
D: Surface Parking Siting							
E: Carports and Tuck-under Parking							
F: Fencing							
Secondary Frontage							
G: Parking Siting							
H: Fencing							
3.1.3 Context Sensitivity							
Adjacent to Existing Residential Development							
A: Windows							
B: Daylight Plane							
C: Parking							

Objective Design Standards Charlist Have		ant Eval	uation	Staff Evaluation By:				
Objective Design Standards Checklist Items	Yes	No	N/A	Yes	No	N/A	Drawing Reference	
Adjacent to Commercial Development								
D: Separation Buffer								
E: Fencing								
F: Gate								
3.1.4 Access and Parking								
Vehicle Access								
A: Multifamily Complex Internal Circulation								
B: Townhouse Internal Circulation								
C: Podium Project Parking Access								
Parking Design								
D: Siting								
E: Visitor Parking								
F: Screening								
G: Parking Courts								
Pedestrian and Bicycle Access and Parking								
H: Pedestrian Walkway								
I: Pedestrian Connections								
J: Landscape Buffer								
K: Bicycle Parking								
L: Bicycle Parking for Podium Projects								
3.1.5 Service Access, Trash, and Storage Facilities								
Access								
A: Loading and Service Areas								
B: Trash Enclosure Siting								
Design of Trash and Storage Facilities								
C: Screening								
D: Gates								
E: Sizing								
F: Roof								
G: Drainage								

**E43** 

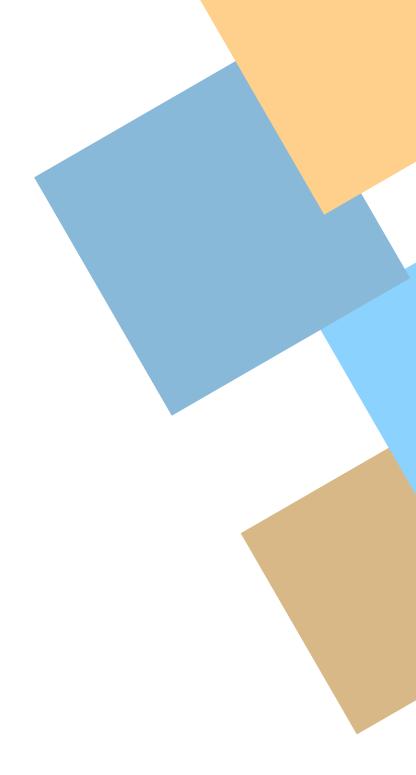
Objective Design Standards Checklist Items		ant Eva	luation	Staff Evaluation By:			
		No	N/A	Yes	No	N/A	Drawing Reference
3.1.6 Open Space Areas			'	'	'		•
General							
A: Minimun and Type of Open Space							
B: Siting							
C: Usability							
Common Open Space							
D: Minimum Dimensions							
E: Visibility							
F: Pedestrian Walkways							
G: Seating							
H: Amenity Features							
I: Play Areas							
J: Openness and Buildings							
Private Open Space			'	'	'		
K: Accessibility							
L: Minimum Dimensions							
M: Openness							
3.2 Building Design Standards							
3.2.1 Building Massing and Articulation							
General Standards							
A: Massing Breaks							
B: Horizontal Stepback							
C: Architectural Detail							
D: Architectural Design Features							
E: Façade Articulation							
F: Rooflines							
Vertical Mixed Use							
G: Ground Floor Height							
H: Pedestrian-Oriented Features							
Townhouses							
I: Attached Units Limit							
J: Roof Form							

Objective Design Standards Checklist Items		ant Eva	luation	Staff Evaluation By:			
		No	N/A	Yes	No	N/A	Drawing Reference
3.2.2 Entryways			_				
General							
A: Primary Building Entries							
Townhouses							
B: Entry Details							
C: Entry Connections							
Vertical or Horizontal Mixed Use							
D: Ground Floor Elevation							
E: Entry Design							
3.2.3 Building Materials and Finishes							
A: Appropriate Building Materials							
B: Brick and Stone Veneer							
C: Inappropriate Building Materials							
3.2.4 Windows/Glazing							
A: Street Frontage							
B: Orientation and Proportion							
C: Recess							
D: Glazing							
E: Subdivision and Mullions							
3.2.5 Projecting Elements							
Awnings							
A: Frequency							
B: Projection							
C: Height							
D: Lighting							
Balconies, Decks, and Trellises							
E: Projection							
F: Proportion							
Bay Windows							
G: Projection							
H: Horizontal Separation							
I: Design							

V

Objective Design Standards Checklist Items		Applicant Evaluation			Staff Evaluation By:			
		No	N/A	Yes	No	N/A	Drawing Reference	
3.2.6 Roofs								
A: Appropriate Roof Materials								
B: Inappropriate Roof Materials								
C: Equipment Screening								
D: Vent Pipes								
E: Gutters/Downspouts								
F: Roof Overhangs								
3.3 Landscaping Standards								
3.3.1 Plantings								
A: Minimum Landscaped Area								
B: Landscaping of Front Yards								
C: Materials								
D: Design								
E: Ground Cover Materials								
F: Size and Spacing								
G: Protection from Encroachment								
H: Interference with Utilities								
I: Staking and Root Barriers								
J: Automatic Sprinkler Controllers								
K: Sprinkler Heads								
L: Enclosures								
3.3.2 Wall and Fences								
A: Inappropriate Fencing								
B: High Activity Areas and Street Frontages								
C: Material Durability								
D: Visual Interest								
E: Screening and Noise Mitigation								

Objective Design Standards Checklist Items		Applicant Evaluation			Staff Evaluation By:			
		No	N/A	Yes	No	N/A	Drawing Reference	
3.4 Lighting Standards								
3.4.1 Pedestrian Lighting								
A: Pedestrian Safety								
B: Height								
C: Inappropriate Lighting								
D: Illumination Level								
E: Street Lighting								
F: Glare								
G: Concealment								
3.4.2 Parking Lot Lighting								
A: Height								
B: Illumination Level								
C: Energy Efficiency								
D: Glare								
3.5 Signage Standards								
3.5.1 General								
A: Appropriate Signage								
3.5.2 Monument Signs								
A: Location								
B: Illumination								
C: Sight Obstructions at Intersections								
D: Frequency								
E: Base								





# bae urban economics

# Memorandum

To: Bruce Brubaker, Principal, PlaceWorks

Cliff Lau, Associate II, PlaceWorks

From: Matt Kowta, Managing Principal

Matt Fairris, Senior Associate

**Date:** July 9, 2021

Re: Antioch Infill Housing Financial Feasibility Analysis

# INTRODUCTION

This memorandum provides an evaluation of the financial feasibility of residential development in Antioch based on three development prototypes. With Antioch considering allowing 'infill' residential development on certain lots currently zoned for commercial development, BAE tested the feasibility of developing townhomes, garden-style stacked apartments, and a higher-density multifamily project with podium parking on the ground floor. BAE Urban Economics (BAE) defined these development prototypes in consultation with PlaceWorks and City staff, based on recent comparable projects in the region that would be appropriate for the local commercial centers under consideration for potential infill housing development.

In this memorandum, feasibility testing is conducted in two steps. First, a pro forma analysis compares the construction and development costs of each project type to the potential market value of the project based on average cost and revenue assumptions for the City of Antioch overall. Second, the results of the pro forma analysis for each prototype are considered in the specific context of ten different commercial centers in Antioch, to assess how the different sites may affect the cost and revenue assumptions from the pro forma analysis. For example, development at a specific commercial center may require less site work to prepare for construction compared to the average raw site upon which apartments or townhomes are built, which would suggest such a site may be a good candidate for rezoning to encourage development. These two steps will help the City understand what it takes to build townhomes or apartment complexes in Antioch, identify any local barriers to development, and determine the sites best suited for the three prototypes considered.

# FINANCIAL FEASIBILITY ANALYSIS

# Methodology

The three development prototypes were chosen in consultation with PlaceWorks and City staff, based on discussions of similar and nearby areas and recent development there to understand what has been feasible and would suit Antioch in terms of scale and character. After establishing the prototypes, BAE interviewed developers with local experience to ascertain development costs for similar and recent projects in Antioch and neighboring cities and to confirm revenue assumptions (i.e. sale prices, asking rents, cap rates). Cost assumptions include sitework, site acquisition, soft and hard constructions costs, fees and permits, and financing costs. This 'baseline' is then adjusted to account for potential shifts in policy (i.e. reducing fees, increasing density), market shifts (i.e. increases in sale prices), and developer adjustments (i.e. accepting lower profit margins, constructing more cheaply than assumed). Finally, each prototype and the sensitivity testing for each one is considered in the context of ten specific commercial centers in Antioch, evaluated with respect to the site's impact on the feasibility of a prototype.

# **Residential Prototypes**

As mentioned previously, the three residential prototypes studied in this memo were for-sale townhomes, stacked garden-style flats, and high-density apartments with podium parking. A summary of the prototypes is provided in Exhibit 1 on the following page, followed by descriptions of each prototype.

**Exhibit 1: Residential Prototype Summaries** 

<u>Summary</u>	TOW	NHOMES	STAC	KED UNITS	PODIU	M PROJECT
Site Size - Acres / Sq Ft	7.5	326,700	5	217,800	3	130,680
Residential Units						
1 Bedroom (units / sf)	0	n.a.	98	700	127	700
2 Bedroom (units / sf)	0	n.a.	37	1,000	49	1,000
3 Bedroom (units / sf)	120	2,200	15	1,250	19	1,250
Net Residential (units / sf)	120	264,000	150	124,350	195	161,650
Res Circulation (% / sf)	0%	0	20%	24,870	25%	40,413
Total Residential Sq Ft		264,000		149,220		202,063
Number of Stories		3		3		4
Residential Lot Coverage		88,000		49,740		50,516
Parking	Number	Sq Ft/Space	Number	Sq Ft/Space	Number	Sq Ft/Space
Total Tuck-Under Parking (a)	240	400	0	300	0	300
Total Surface Parking (b) (c)	24	400	240	400	168	400
Total Podium Parking (b) (c)	0	n.a.	0	n.a.	144	350
Total Parking	264	105,600	240	96,000	312	117,600
Parking Coverage (Surface Only)	)	9,600		96,000		67,200
Total Lot Coverage (Res + parkir	ng)	97,600		145,740		117,716
Hardscape/Landscaping/Other S	ite Usage	229,100		72,060		12,964

Notes

Sources: City of Antioch; PlaceWorks; BAE, 2021.

### Prototype #1: For-Sale Townhomes

The prototype for the for-sale townhomes is based on a 7.5-acre site with 16 dwelling units (du) per acre, which is consistent with the existing R-20 Medium Density Residential District in the Antioch Zoning Code. The prototype includes 120 three-bedroom units of 2,200 square feet each, including a two-car 400 square foot tuck-under garage within each unit. There are an additional 24 surface parking spaces, or one space for every five units, with each space occupying 400 square feet, including circulation and drive aisles. for total surface parking coverage of 9,600 square feet. Most higher-density developments account for some percentage of circulation space for features like hallways, stairs, entrances, and elevators, though townhome developments rarely contain any of these features. As such, the townhome pro forma analysis assumes zero additional circulation space. The total lot coverage totals 97,600 square feet of residential development and surface parking, leaving the remainder of the site for hardscape, landscaping, and other uses such as road access.

<sup>(</sup>a) the 300 square feet per tuck-under parking space is included in the 2,400 square foot unit size.

<sup>(</sup>b) The total parking provision for multifamily projects is 1.5 spaces per dwelling unit, and an additional space for every ten units, based on industry standards rather than specific City of Antioch requirements.

<sup>(</sup>c) For the multifamily podium project, the total parking provision amounts to 312 spaces. The maximum number of podium spaces is equal to the residential lot coverage (i.e. building footprint) divided by the size of each podium space, 350 square feet. This equals 144 podium parking spaces, leaving a total of 168 surface parking spaces.

### Prototype #2: Stacked Flats

The stacked, garden-style prototype assumes a 150-unit development on a five-acre site, which equals 30 du per acre and is consistent with the city's existing R-35 High Density Residential District. The unit mix includes 98 one-bedroom units of 700 square feet each, 37 two-bedroom units of 1,000 square feet, and 15 three-bedroom units of 1,250 square feet. After accounting for 20 percent of space occupied by circulation features, the gross building size is 149,220, and represents 49,470 square feet of lot coverage. Based on industry standards and comparable projects, this prototype also includes 240 surface parking spaces, or 1.5 spaces per unit and one additional space for every ten units. The total lot coverage, including residential and parking, amounts to 145,740 square feet, resulting in 72,060 square feet of hardscape, landscaping, and other uses such as road access.

### Prototype #3: High-Density Podium

The podium prototype is based on a density of 65 du per acre, which does not comply with the City's highest allowed residential density of 35 du per acre in the R-35 High Density Residential District. However, this prototype, which includes podium parking and elevators, typically requires a higher density to build given the increased costs associated with the construction type and is therefore two stories taller than the stacked flats prototype to accommodate a higher unit yield. To test this type of development for feasibility in Antioch, the pro forma analysis uses the hypothetical 65 du/acre density. This prototype assumes a three-acre site totaling 195 units (127 one-bedroom units, 49 two-bedroom units, and 19 three-bedroom units) that are the same size as units with the same bedroom counts in the stacked flats prototype. Given the elevators and fire exits required for a building of this size, the prototype assumes 25 percent circulation for a total of 202,063 square feet of gross residential development.

The total residential lot coverage is just over 50,000 square feet, accounting for the building's four stories of residential development and one story of parking podium. Assuming the podium parking is on the ground floor of the building, and each space occupies 350 square feet, the maximum number of podium parking spaces is 144. The project is expected to deliver 312 parking spaces, based on comparable projects, leaving 168 surface parking spaces of 400 square feet each requiring a total surface area of 67,200 square feet. In total, this leaves just under 13,000 square feet of the 130,680 square feet of site area for hardscape, landscaping, and other uses such as road access.

### **Baseline Cost and Revenue Assumptions**

The following section outlines the development cost and revenue assumptions that inform the baseline feasibility analysis. These cost and revenue assumptions are based on interviews with local developers with recent experience in Antioch; an analysis of recent land sales, home sales, and rental rates that BAE conducted as part of this study; and a review of development applications for recently completed projects. These assumptions are reflected in the proforma financial feasibility models that are included in Appendix A to this memo.

### **Development Cost Assumptions**

**Site Acquisition Cost** – The estimated site acquisition cost is the same for all three prototypes at \$15 per site square foot, as all prototypes would be located on similar vacant sites within the local market area.

**Site Work** – Similar to site acquisition, the amount of required sitework for any of the commercial centers is assumed to be the same for all prototypes, at \$20 per site square foot. Sitework includes grading, excavation, and preparing the site for construction.

Residential Hard Costs – Townhomes have the lowest assumed residential hard construction costs per gross building square foot, at \$170. Residential hard costs are higher for stacked, garden-style flats due primarily to the increased engineering and equipment needs, which are even higher for high-density podium projects. The assumed residential hard costs per gross building square foot for stacked flats is \$200, and \$215 for the podium prototype.

**Parking Costs** – There are three types of parking assumed in the three prototypes: tuck-under parking, surface parking, and podium parking. All three prototypes include some surface parking, while townhomes also include tuck-under garage parking, and the podium prototype includes first-floor covered podium parking. Surface parking costs per space are the cheapest at \$10,000 per space, while podium parking costs per space are the highest at \$60,000 per space. The tuck-under parking is assumed to be included in the per square foot residential hard construction cost and therefore not included as a separate cost assumption.

City Impact and Permitting Fees – City impact and permitting fees are based on the City's master fee schedule, and also include the regional East Contra Costa Regional Fee and Financing Authority (ECCRFA) fees applied to development projects in Antioch. As is typical for most city fees, and particularly impact fees, per unit rates charged for single-family development (townhomes) are higher than for multifamily units. The ECCRFA fee for the townhomes is \$24,337 per unit, and the fee is \$14,940 for both multifamily rental apartment prototypes. Inclusive of all city and regional fees, the total fee and permitting costs per unit for the townhomes prototype is approximately \$54,000 per unit, and \$36,000 per unit for both multifamily rental prototypes.

**Soft Costs** – Softs costs, which are typically estimated as a percentage of hard construction costs, include the costs associated with engineering, legal, and accounting services. Soft costs of 12 percent of hard costs are assumed for the townhomes and stacked flats prototypes, and 14 percent for the podium prototype. The increase for the latter is due to the increased engineering costs associated with a more complex construction type.

**Developer Profit** – In order to attract developers and investors, real estate projects must generate sufficient levels of profit. Based on conversations with local developers, BAE assumes a developer profit equal to 15 percent of hard and soft costs, would be sufficient to attract developers to build these residential prototypes in Antioch.

**Financing Costs** – Assumptions regarding the financing of construction loans is almost the same for all prototypes. Developers are assumed to take out a loan valued at 70 percent of construction costs and be charged a loan fee of one percent of the loan amount. The construction period interest is estimated based on an annual interest rate of five percent and a drawdown factor of 65 percent. However, whereas the loan period is assumed to be 18 months for townhomes, it is 24 months for the multifamily prototypes given the typical construction timeline of larger projects.

### Operating Cost and Revenue Assumptions

**Residential For-Sale Prices** – The residential sale price assumed for townhomes, \$575,000 per unit or \$319 per square foot, is the same for all units, and is based on the sale price for newly constructed townhome developments in Antioch and nearby areas such as Brentwood.

**Townhome Marketing Costs** – The pro-forma analysis assumes that developers of for sale projects also incur marketing costs of two percent of gross sales revenue.

**Residential Rental Rates** – Although rental rates per square foot by bedroom size vary throughout Antioch, the following rents are assumed for both multifamily prototypes:

- 1-bedroom unit \$2,275 (\$3.25 per square foot) per month
- 2-bedroom unit \$2,750 (\$2.75 per square foot) per month
- 3-bedroom unit \$2,938 (\$2.35 per square foot) per month

Residential Rental Operating Expenses – In order to calculate the Net Operating Income (NOI) of the rental prototypes, BAE assumes operating costs are equal to roughly 33 percent of the prototype's rental income. This includes property taxes, on site property management, and on-site amenities. BAE also assumes a five percent vacancy rate to account for standard apartment turnover and loss of rental income.

Residential Capitalization Rate – The residential capitalization rate (cap rate) represents the rate of return on a real estate investment property with a net operating income, like a multifamily rental project, and is used to estimate project value. Net operating income divided by the cap rate provides an estimated project value, so lower cap rates correspond with higher project values. Investors assign a cap rate to a project based perceived project risk, assigning lower cap rates to safer projects, and higher cap rates to riskier projects. Developers and brokerage reports suggest that a cap rate of five percent is generally representative of valuations of rental products in the Antioch area.

### **Baseline Financial Feasibility**

The following summarizes the financial feasibility of the baseline prototypes. For the complete pro forma feasibility models, please see Appendix A. Appendix A-1 is the pro forma financial feasibility model for the For-Sale Townhome Project Prototype, Appendix A-2 is the Stacked Flats Project Prototype, and Appendix A-3 is the High-Density Podium Project Prototype.

### Prototype #1: For-Sale Townhomes

None of the baseline prototypes are financially feasible based on the description of the project and cost and revenue assumptions discussed above, although among the three prototypes, the townhomes are closest to feasibility. The total baseline prototype townhome project costs are approximately \$70.5 million, including hard costs (\$36.7 million), developer profit (\$8.2 million), site work (\$6.5 million), fees and permits (\$6.5 million), soft costs (\$5.2 million) and site acquisition (\$4.9 million). Spread over the 120 townhomes in the prototype project, the cost per unit is \$587,866, while the cost per Gross Square Foot is \$267, and the cost per Net Square Foot is \$327.

These costs outweigh the total expected gross sales revenue (\$67.6 million) by \$2.9 million, called the feasibility gap. This feasibility gap is roughly \$24,500 per unit, suggesting that reducing project costs per unit by this amount or more would allow the project to be feasible. The order of magnitude of this feasibility gap (four percent of project costs) is not necessarily a significant barrier to feasibility, as this difference may actually fall within the range of error for this type of conceptual analysis. Given this, BAE tested several project feasibility sensitivities in the Financial Feasibility Sensitivity Adjustments section, below, to identify mechanisms to improve the feasibility of the residential development prototypes.

### Prototype #2: Stacked Flats

The baseline stacked flats prototype is not currently feasible, with a feasibility gap of \$5.8 million. The capitalized project value of \$53.4 million is outweighed by \$59.2 million in project costs that is comprised in part by residential hard costs (\$29.8 million), developer profit (\$7.0 million), site work (\$4.4 million), fees and permits (\$5.4 million), soft costs (\$4.4 million) and site acquisition (\$3.3 million). The total project costs per unit is \$394,717, while the cost per Gross Square Foot is \$397, and cost per Net Square Foot is \$476.

The feasibility gap is roughly \$38,640 per unit (ten percent total costs), which is somewhat higher than the per unit feasibility gap for the baseline townhomes prototype, highlighting the relative infeasibility of this rental prototype compared to for-sale townhomes. Even though the total project costs are approximately \$10 million lower than for the 120-unit townhome project, the assumed rents are too low for the capitalized value of the project's income to match the development costs. Based on the various sensitivities tested for this prototype, and discussed below in more detail, residential rental rates have the most significant impact on feasibility, with modest rent increases required to render this project feasible.

### Prototype #3: High-Density Podium

The high-density podium prototype has the highest overall development costs at \$87.9 million. This includes \$43.4 million in hard costs, \$10.7 million in developer profit, \$7.8 million in soft costs, \$7.1 million in fees and permits, \$2.6 million in site work, and just under \$2.0 million in site acquisition. However, the capitalized value of the project, which is based on the same rents as in the stacked flats prototype, is just \$73.2 million, for a feasibility gap of \$14.7 million, or 17 percent of total costs.

On a per unit basis, the cost of the podium prototype is \$450,697. This equates to \$435 on a gross square foot basis, and \$544 on a net square foot basis. The per unit feasibility gap is \$75,074. The difference in per unit feasibility gap between the stacked flats and podium prototypes is driven entirely by the increased residential hard costs for the podium project, including an additional \$8.6 million in podium parking costs alone. Podium parking costs are equivalent to \$44,300 per unit, or 59 percent of the feasibility gap per unit.

### Financial Feasibility Sensitivity Adjustments

In addition to the baseline pro forma analyses reflected in the model printouts included in Appendix A, BAE conducted sensitivity testing that assesses the impact on feasibility from potential changes in three key categories: development costs, city fees and policies, and shifts in the market. The baseline prototype feasibility analyses assume existing City policies regarding density, fees, and permit costs. The City may be able to influence the feasibility of prototypes by adjusting these policies to support development. Similarly, some developers may be able to construct the prototypes for lower costs than our research has suggested, such as through reductions in building or material costs. Developers may also choose to accept lower profit margins for less risky projects. Finally, demand for housing in Antioch may change, potentially raising or lowering the assumed sale and rent prices.

In addition, each prototype is tested for feasibility by removing the costs of site acquisition and lowering assumed site work costs. Some developers may have acquired their sites long ago at costs much lower than those assumed for the pro forma analysis or may be able to obtain sites at a discount, such as through foreclosure or other mechanisms. Moreover, as many of the commercial centers are already developed, some may not require extensive site work to prepare for new residential construction.

The results of each sensitivity tested below assumes all other costs and revenues are equal to those in the baseline prototypes and are therefore not representative of cumulative feasibility impacts. These high-level project sensitivities provide the basis for the following section that discusses general feasibility of the residential prototypes when considered in the specific context of each of the ten commercial center sites.

### **Development Cost Adjustments**

Following is a range of key development cost components that BAE tested for sensitivity.

### Reduced Hard Costs

While developers may not be able to adjust residential hard construction costs, interviews with developers generated a range of hard costs estimates. Larger developers can often achieve economies of scale for both material procurement and construction costs, and smaller developers may have their own efficiencies. Additionally, material costs may rise and fall with market forces, like the recent rise and fall in the price of lumber in 2021.

Reducing hard costs by ten percent in the baseline pro forma analysis has the largest impact of any sensitivity tested (although it is roughly equal to the impact of zero cost land in the case of the townhomes prototype, which has the highest site acquisition costs). For the townhomes prototype, reducing hard costs by ten percent improves the economics of the project by \$4.9 million, resulting in a feasible project. Reducing hard costs in the stacked flats prototype increases the project value by \$4.4 million, though the project still has a feasibility gap of \$1.5 million. This prototype would require some additional reduction in cost, such as reduced impact fees, or a small increase in rents in order to be feasible. Finally, for the podium prototype, reducing hard costs by ten percent is worth \$7.8 million, although this would still leave a feasibility gap of \$8.6 million.

### Reduced Land Acquisition Cost

Some developers mentioned that they obtained property at rates below the current market price for a range of reasons, including having obtained the property years ago, or having obtained it through foreclosure proceedings or at an auction. This is a major advantage for developers, particularly for the townhome prototype, which is based on a larger site than the stacked flats prototype, which is itself on a larger site than the podium prototype. Eliminating land acquisition costs would increase the townhomes prototype project value by over \$5 million, providing for a net development gain of \$2.2 million. The overall impact of eliminating land acquisition costs is lower for the stacked flats prototype (\$3.4 million) and offsets a smaller percentage of the prototype's feasibility gap, thus not making the project feasible by reducing this cost alone. Similarly, the podium prototype feasibility improves by just \$2 million for a reduced, but still significant, feasibility gap of \$12.6 million.

### Reduced Site Preparation Costs

Site preparation costs could reasonably be reduced if the site is already graded or prepared to accommodate residential development, which may be the case for some of the sites assessed in this study. As the site for the townhome prototype is the largest, the impact of reduced site preparation costs is not only largest for townhomes but represents a larger portion of the feasibility gap compared to the stacked flats or podium prototypes. The value of reducing site preparation costs by 20 percent is \$1.3 million for the townhomes prototype, compared to \$870,000 for the stacked flats prototype, and \$550,000 for the podium prototype.

### Reduced Developer Profit

The baseline pro forma analysis assumes 15 percent developer profit, which is consistent with estimates from developers interviewed for this study. Some developers may be willing to accept lower profit margins if they expect projects to run relatively smoothly, which can be impacted by the cooperation and coordination between the developers and the City. Developers accepting 12 percent profit (a 20 percent reduction from the baseline profit assumption) improves the feasibility of all prototypes, but alone does not render any feasible. The feasibility gap for the townhomes prototype improves by \$1.6 million, but still leads to a feasibility gap of \$1.3 million. However, combining this adjustment with any of the other sensitivities tested would likely render the townhome prototype feasible.

The value of reduced developer profit in the stacked flats prototype narrows the project feasibility gap by \$1.4 million, but a gap of \$4.5 million would still remain. It would be necessary to combine the reduced profit margin with other cost savings, such as elimination of land acquisition costs and reduction of impact fees, in order to achieve feasibility. Finally, reducing developer profit does not significantly improve the feasibility of the podium prototype, which would still have a feasibility gap of \$12.5 million. Combining the reduced profit margin with elimination of land costs and reducing fees to \$30,000 per units would still not lead to project feasibility, highlighting the significant feasibility gap of the podium project.

### City Fees and Policies

Following are cost components relating to City fees and policies that BAE tested for sensitivity.

### Impact Fees

City impact and permitting fees account for nearly ten percent of the baseline total project costs for townhomes and stacked flats, and eight percent of the podium prototype. While impact fees and permits are generally dedicated to providing services to new development and paying for City services, the City may be able to subsidize or lower fees in order to encourage development. For example, as all the prototypes would be infill development, the City may be able to adjust water and sewer fees or roads fees as the development may not generate net new demand for these facilities/systems, or may generate reduced demand as compared to similar projects that could be built in "greenfield" locations on the City's periphery where infrastructure does not yet exist.

The baseline townhomes prototype is just \$24,532 per unit short of feasibility, while the total fees and permits per unit is more than double that at \$54,279. Approximately \$30,000 of this per unit total is City fees (the rest are ECCRFA fees), so subsidizing these fees would render the baseline townhome prototype feasible. More conservatively, if the \$54,000 total fees and permits were reduced to \$40,000, the project feasibility gap narrows by \$2 million, from a loss of \$2.9 million, to a gap of just \$900,000, which is within the margin of error for this type of conceptual analysis. Further, the remaining \$900,000 gap would be eliminated with a few minor adjustments to other cost assumptions, such as hard costs and site work.

Using a similarly conservative approach, reducing City fees and permits from \$36,000 for the multifamily prototypes to \$30,000 clearly has a smaller overall impact on the feasibility of both multifamily prototypes. Reducing fees to \$30,000 improves feasibility by \$1.1 million from a loss of \$5.9 million to a loss of \$4.7 million for the stacked flat, and by \$1.5 million for a total loss of \$13.1 million for the podium prototype. Reducing fees does not significantly improve the feasibility of the podium prototype, but for the stacked flats, the combination of reducing fees to \$30,000 and either a ten percent reduction in hard costs or no land acquisition costs could make a project feasible.

### **Project Densities**

The City can also potentially allow higher densities on the infill sites than currently allowable by zoning, such as by approving a 40 du per acre density for the stacked flats prototype or approving 20 du per acre for townhomes. By allowing more units to be built on a given site, site acquisition and site work costs are spread over more units, reducing the project costs per unit.

This is particularly valuable for the baseline townhome prototype, where the land acquisition costs are the highest due to the fact that it is the lowest density prototype and requires the largest site. By permitting 20 du per acre for the townhomes (150 total units), the project feasibility gap decreases by \$2.7 million to just \$225,000, which is essentially feasible for a project of this size. By increasing the stacked flats density to 40 du per acre (200 total units), project feasibility improves by \$1.1 million but the development gap of \$4.8 million indicates the project would still be infeasible. BAE did not test increased densities for the podium prototype, which is already based on hypothetical 65 du per acre density.

### Parking Spaces

The City can also support projects with lower parking ratios, although only stacked flats are significantly impacted based on our assumptions. Townhomes will still come with two parking spaces, as they are garage spaces built into the residential hard costs. The limited surface parking associated with the townhome prototype only costs \$24,000 in total, or 0.04 percent of construction costs. Similarly, for the podium prototype, the relatively expensive podium spaces are calculated based on the building footprint, as they occupy the ground floor. Thus, if there is a reduction in the parking spaces provided onsite, they would most likely only translate to reductions in the amount of surface parking, which accounts for just two percent of the baseline construction costs for the prototype.

However, for the stacked flat prototype, which has only surface parking, reducing the number of parking spaces to one space per unit, instead of 1.5 spaces, and maintaining the additional one space per ten units, the feasibility of the prototype improves by \$966,000, or 16 percent. Alone, this change would not make the baseline prototype feasible, although the prototype would be feasible if the number of parking spaces is reduced along with a reduction in impact fees and no land acquisition costs. For example, the City may be able to justify reducing

transportation impact fees and requiring fewer parking spaces for a site near the BART station, and if a developer already owns such a site with a relatively low cost basis for the land, the stacked flats prototype could be feasible.

### Market Shifts

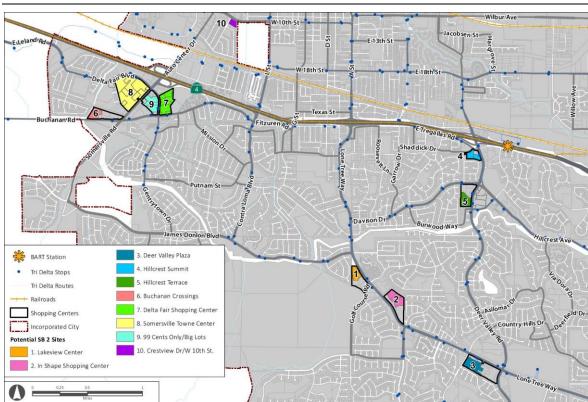
One of the key factors behind feasibility of the prototypes is the sale or rent price of the units, which are based on market assumptions from May 2021. For both the townhome and the stacked flat prototypes, increasing sales and rent prices by just five percent can drastically improve feasibility and is the third most valuable sensitivity tested after eliminating land acquisition costs and reducing hard costs. For the townhome prototype, a five percent sale price increase would generate an additional \$3.4 million in sales, rending the project feasible. Sale price increases of less than five percent, combined with other adjustments could also make this prototype feasible.

Increasing rents by five percent for the stacked flats prototype reduces the feasibility gap by \$2.7 million for a development loss of \$3.2 million, which would be more than made up by the reduced hard costs or elimination of land acquisition costs tested in this sensitivity analysis. Similarly, a five percent increase in rents, a reduction in impact fees to \$30,000 per unit, and reduced developer profit would also render a stacked flats prototype feasible.

Increasing rents by five percent reduces the feasibility gap for the podium prototype by \$3.7 million, though it still leaves a feasibility gap of roughly \$11 million. This indicates that a rent increase alone will not lead to feasibility – a developer would need to also find some significant cost reductions in order to put together a feasible podium prototype project.

### **COMMERCIAL CENTER FEASIBILITY ASSESSMENT**

The following section uses the baseline prototypes, combined with the above sensitivity analysis findings, to qualitatively discuss site-specific factors that drive potential feasibility of the prototypes at the each of the ten commercial center sites. The discussion covers site-specific factors that drive potential reductions in development cost or increases in project value assumptions for each of the ten commercial centers shown below in Exhibit 2, along with the likely overall effects on prototype feasibility.



**Exhibit 2: Antioch Infill Commercial Centers** 

Source: PlaceWorks, 2021.

### Site #1: Lakeview Center

**Development Cost Adjustments** – The vacant 5.3-acre development site may require additional site preparation costs due to the site topography that requires additional excavation and removal of dirt. The site does have an existing internal right-of-way to access the remainder of the shopping center, likely reducing the cost by a minor amount. On the whole, this site does not pose any significantly better or worse conditions relative to what was assumed in the baseline model. As such, BAE estimates the total development costs from the baseline model are generally representative of this site.

**Project Value Adjustments** – As was found in the commercial center economic profiles, this area of Antioch has a relatively strong for-sale housing market, with a high percentage of single-family homes in the surrounding neighborhood selling at prices that are above average for the city. Due to these strong for-sale market conditions, sale prices for new townhomes in this market area may be a few percentage points higher than the baseline pro forma assumptions. As noted above, this project prototype would be feasible with a five percent sale price increase, reaching roughly \$600,000 per unit in sale price. Given the high for-sale prices in this area, townhomes development at those sale prices may be feasible.

Conversely, this area has limited rental housing stock and therefore is not tested for rental market demand. Thus, it would be risky to assume rents in this area would extend beyond the rents assumed in the baseline pro forma model, which were insufficient to generate a feasible rental project.

**Feasibility Conclusions** – The for-sale Townhome Prototype likely represents the most feasible project at this commercial center in today's market conditions. This is primarily driven by the relatively high home sale prices in this area of Antioch, which likely increases the potential sale price of townhomes in this area. That said, prices would need to reach above \$600,000 per unit, which is well above any comparable townhome in eastern Contra Costa County, suggesting increases in sale prices may not be the sole mechanism that should be considered to render a townhome project on this site feasible.

### Site #2: In-Shape Shopping Center

Development Cost Adjustments – The 8.9-acres of vacant land within the broader In-Shape shopping center has exceptional characteristics that could reduce development costs. First, the site is vacant and flat, leading to less need for site grading or any demolition of existing buildings. Secondly, the site has existing entrance and egress, leading to fewer roadway-related costs. Lastly, the site appears to have some existing utility connections already to the potential development site, therefore reducing the cost to extend and upgrade the utilities to the site. The larger site size of nearly nine acres also improves the potential economies of scale of a development project on the site, potentially reducing the per unit development costs.

**Project Value Adjustments** – Like the Lakeview Center site, this site is located in a rather strong for-sale market, with high sale prices relative to the rest of Antioch. This could potentially indicate higher sale prices for townhomes on this site compared to baseline assumptions.

Despite the limited amount of existing rental product in this area, the site is in close proximity to amenities that may cater to a renter population, including a gym, coffee shop, dining locations, pedestrian trail, and future planned on-site commercial development. Considering these factors, rental rates for a new multifamily housing product on this site may be able to achieve slightly higher rates than assumed in the baseline model. In addition, the remaining retail buildout potential of the site may increase the owner's incentive to use the portion of the site for residential development. The owner can sell this portion of the site for residential while holding on to the retail component to see if market conditions improve to render the retail component feasible.

**Feasibility Conclusions** – Based on site characteristics and market conditions, this site is best suited for the multifamily stacked prototype or for-sale townhomes. Of the commercial center sites along Lone Tree Way, this site likely represents the best option for a larger-scale multifamily rental project given the nearby amenities and large site size to capture economies of scale on the development costs. Considering this site's strengths as a potential multifamily housing site, the City may wish to prioritize this site for a multifamily rental project and allow townhomes to develop on more single-family oriented sites, such as the Lakeview Center.

### Site #3: Deer Valley Plaza

Development Cost Adjustments – The most significant component of the Deer Valley Plaza is the former 60,000 square foot AMC Theatre which will almost certainly require demolition. That said, given the site's existing use, the site likely has a large portion of the necessary backbone infrastructure which could reduce overall project costs. The remainder of the site is parking lot, which typically offers relatively easy redevelopment opportunities by requiring limited site grading and preparation. Given any new development will replace the existing AMC Theatre, the City may wish to consider impact fee reductions/credits, which will decrease the total cost of redeveloping the site. This potential impact fee credit would apply to any commercial center redevelopment requiring demolition of an existing development.

**Project Value Adjustments** – Similar to the above centers, this site along Lone Tree Way is located in a fairly strong market area for for-sale homes, with above-average sale prices. Townhomes in this area may be able to command slightly above-average sales prices that would be sufficient to render a feasible project. By contrast, given the general lack of amenities and the auto-oriented feel of the area surrounding this site, rental rates for multifamily units are unlikely to exceed those assumed in the baseline feasibility model.

**Feasibility Conclusions** – Similar to other Lone Tree Way sites, the Deer Valley Plaza site is positioned in a primarily single-family neighborhood, suggesting the townhome prototype is likely the best option for this site. Given the required demolition and associated heightened risk of this project, this may be a longer-term redevelopment effort after development on the nearby vacant sites.

### Site #4: Hillcrest Summit

**Development Cost Adjustments** – The vacant 4.9-acre site is generally representative of the baseline generic site conditions assumed in the prototype development projects defined for the baseline feasibility analysis. This includes moderate site grading and infrastructure upgrade costs. The irregular shape of the site may impede the densities assumed in the baseline models, leading to a less efficient development.

**Project Value Adjustments** – This parcel represents the closest commercial site to the Antioch BART station, a likely draw for rental apartment tenants and home buyers. As such, it is possible that both sale prices and rental rates for new residential development at this site could reasonably exceed those projected in the baseline feasibility model.

**Feasibility Conclusions** – Given the limited commercial center sites with expected rental residential demand, the City may wish to identify this site for a rental housing product. Although the site is relatively small, the site could likely accommodate a smaller gardenstyle apartment complex with surface parking instead of the more expensive podium parking project which is most useful on higher value urban sites.

### Site #5: Hillcrest Terrace

Development Cost Adjustments – The 6.3-acre Hillcrest Terrace infill site conditions are well-suited to reduce the overall residential development costs. The site is vacant and relatively flat, leading to lower site preparation costs. The site has an access point off Deer Valley Road and likely has some of the necessary utility connections that may further reduce site preparation costs. The site is regularly shaped, allowing for efficient site utilization. The neighboring parcel has an existing multifamily development, which could signal that public opposition to higher-density housing would be less than at other sites where single-family housing is more prevalent. To the extent that reduced opposition leads to a smoother entitlement process, this could translate to lower development costs and/or reduced development risk. Either of these factors would enhance project feasibility by increasing profit potential or reducing the required developer profit threshold, respectively.

One critical component of this site is the ownership. The site is currently owned by Antioch Unified School District (AUSD) which has discretion over the future use of the site. If the AUSD does not have education-related needs for the site, they could utilize this site for future housing development, possibly to support AUSD staff. If the AUSD is interested in teacher or staff housing, this site could be donated to a project to further reduce

development costs. With a reduced or zero land cost, the Townhome Prototype project would be feasible, assuming sale prices stay the same at roughly \$575,000 per unit. The multifamily rental projects still require additional subsidies or cost savings to achieve financial feasibility, such as reduced impact fees or reduced hard costs.

Project Value Adjustments – Market conditions in the Hillcrest Terrace area are likely improving due to the recent delivery of the higher-density WildFlower Station project across the street from the Hillcrest Terrace shopping center. This project includes for-sale condominium units that have been in relatively high demand, with increasing sale prices and a limited number of days on market. This project was originally planned as rental residential, though the developer identified a stronger for-sale market and ultimately opted to sell the units rather than rent them. This finding aligns with BAE's baseline pro forma models in that the economics of the for-sale prototype are better than for the two rental products. One main reason for this is that the City of Antioch has a relatively limited supply of new rental multifamily residential developments, especially in the Hillcrest area, to prove the market for newer rental apartments. Given this, the current market conditions may continue to promote for-sale product, which suggests that slightly more aggressive sale price assumptions are probably less risky than more aggressive rental rate assumptions at this time.

**Feasibility Conclusions** – The ultimate use of this site will be dictated by the AUSD, given its current site ownership. There may be an opportunity for this public agency to subsidize the development of more affordable homes by providing the land at reduced cost or no cost. The site size is ideal for a moderately-sized multifamily rental project, similar to the residential project on the north end of the commercial center. That said, the nearby WildFlower Station project indicates strong demand for ownership units, suggesting townhomes would likely be feasible with above-average sale prices.

### Site #6: Buchanan Crossing

**Development Cost Adjustments** – The 5.4-acre Buchanan Crossing site generally aligns with the assumptions made in the baseline feasibility models. The site is vacant with a few large mounds of land that will require some increased site preparation costs. Conversely, the site also has an existing entrance point and some existing utilities to the site that could help to reduce costs. All of this likely balances out to be comparable with the overall development costs estimated in the baseline models.

**Project Value Adjustments** – This site is located in a fairly diverse market area in terms of residential unit types and nearby amenities. Sales prices and rents are somewhat lower in this part of Antioch, suggesting that new development at this site may not experience the same escalated rent or sale prices that are possible elsewhere in the city. Therefore, the project value is unlikely to be substantially higher than the baseline modeling assumptions that generally apply to other commercial center sites.

**Feasibility Conclusions** – Given the limited adjustments to development costs or project value estimates, residential development at Buchanan Crossing will likely require some form of subsidy or significant value engineering of the development. The neighborhood characteristics indicate this site could reasonably accommodate for-sale townhomes or a rental multifamily development, though the economics of either project do not currently render a feasible project. This suggests that the city may wish to prioritize development on other commercial centers in more desirable locations.

### Site #7: Delta Fair Shopping Center

Development Cost Adjustments – The 14.7-acre Delta Fair Shopping Center is fully built out with underperforming retail spaces. Any future residential development would require demolition of existing buildings, thus increasing the total development cost. Conversely, the site is flat and likely has the necessary utilities serving the existing retail buildings which may reduce other site preparation costs for redevelopment with housing. Owners of property that includes income producing structures typically expect their properties to command sale prices higher than the sale price for bare lots that was utilized in the baseline feasibility analysis; however, considering that the site is currently underperforming as a retail center and existing buildings may be fully-depreciated and/or nearing obsolescence, the existing owner may be more motivated to sell or redevelop the site. This could reduce the land sale price, knowing that the future of this parcel will require significant additional investment in the form of demolition and several years of limited income generation. Further, considering that new development at this site would replace existing retail uses, this may justify some reductions/credits for impact fees, further reducing the total development cost.

Project Value Adjustments – The site is located in a modest rental and for-sale housing market area, but based on further examination, rents and for-sale prices for newly developed residential units may have the potential to exceed those assumed in the baseline models. In terms of sale prices, the trade area has notably smaller units than all units sold throughout the city, leading to a lower median sale price but higher sale price per square foot. This may suggest increasing demand for smaller for-sale units like townhomes and condominiums in this area and therefore a slightly higher sale price for the townhome prototype. From a rental perspective, the property is surrounded by older multifamily rental developments. Although rents at these existing properties are relatively low, due to the age of the developments, it may indicate a higher demand for rental product in this area relative to other parts of the city that are primarily larger-lot single-family units. A new rental product could tap into an under-served market for newer apartments at higher rental rates.

**Feasibility Conclusions** – Although the site will require substantial demolition, the underperformance of the site suggests redevelopment is the most likely mechanism for investing in this property. As a result, the existing owner may be more motivated to undertake a redevelopment effort or sell the property at a reduced-rate, leading to a reduced overall

development cost. The large site size does suggest this parcel could accommodate a range of residential prototypes in multiple phases or a single development phase. In the nearterm, the economics of a townhome project may be more attractive than building a large multifamily rental project, though this site may also be positioned as a longer-team project that can capitalize on expected rent increases in outer Bay Area cities.

### Site #8: Somersville Towne Center

**Development Cost Adjustments** – Representing the largest development opportunity among the sites analyzed, the 40.9-acre Somersville Towne Center will require substantial costs beyond those envisioned in the smaller baseline prototype feasibility models, though it also presents a more significant opportunity to achieve efficiencies of scale. First, the site will require substantial costs to aggregate the parcels together given that the entire site is owned by several entities. Secondly, the existing owners may demand a higher land sale price for the parcels, as the properties have a modest amount of revenue generated by the existing tenants. Lastly, the development will require demolition of the existing shopping center, which will increase costs beyond those assumed in the baseline feasibility model. Offsetting the factors just mentioned, the City may wish to offer some impact fee credits given the development will replace a large amount of existing retail. In addition, the size of the site may allow for some potential cost savings. For example, the redevelopment team could entitle the entire project at one time, which would be significantly more efficient than entitling the smaller individually-owned parcels. This would set up the development to deliver in several stages over a long timeline. By doing a multi-phase development, the project could develop multiple residential prototypes depending on market conditions. While the townhome prototype is currently the closest prototype to financial feasibility, those dynamics may change and this site can capitalize on longer-term opportunities for forsale and rental multifamily products that might become more attractive in the future, expanding the potential pool of households who could provide market support for the redevelopment of this large site.

**Project Value Adjustments** – The Somersville Towne Center is in a somewhat desirable part of Antioch, suggesting rents and sale prices may slightly exceed those assumed in the baseline prototypes. Currently, however, the necessary rent increase to garner a feasible project is likely too high for this neighborhood and a rental project would therefore require additional subsidy in order to be financially feasible. Given that the project would require substantial pre-development analyses and demolition prior to construction, development of this site would not likely start for several years. Over this time, market conditions may improve in Antioch to render one or more of the residential prototypes feasible.

**Feasibility Conclusions** – The size of this redevelopment opportunity represents both the most significant challenge and opportunity for this site. It will likely require several years of work to secure full entitlements, but has the potential to deliver hundreds if not thousands of units in the long-term. The City may wish to prioritize the near-term development of other

vacant sites throughout Antioch, but could also help incentivize the redevelopment of the shopping center by reaching out to the existing owners and helping usher the project through the entitlement process. Ultimately, this site would likely appeal to both for-sale townhome and multifamily rental developers. A podium project is unlikely, given the large site size and ability to provide surface parking, though these economics may change over time if land prices increase and market conditions improve to incentivize the increased density enabled by a podium project. A phasing strategy could start with lower density projects and reserve parcels for higher density development for the later phases, by which time market conditions may better support the more expensive development types.

### Site #9: 99 Cents Only/Big Lots

Development Cost Adjustments – Similar to the other commercial sites in this area, including the Delta Fair Shopping Center and the Somersville Towne Center, the 99 Cents Only/Big Lots shopping center will require substantial demolition of existing structures, though it still represents a modest redevelopment opportunity. The property does have existing retail tenants that generate a modest amount of income to the owner, which may result in a higher land sale price relative to other existing sites. The existing commercial buildings suggest the property has utility access and therefore may not require substantial additional site preparation prior to building the residential development. Similar to other larger sites, the size of the site may allow for some economies of scale to reduce the cost of development, though most of these cost adjustments will be rather minor. Redevelopment at this site could also benefit from impact fee adjustments related to removal of existing development to make space for new development.

**Project Value Adjustments** – As with other nearby commercial sites considered for housing development, the rental and for-sale market is similar to, if not slightly stronger than, citywide conditions. This suggests that rents and for-sale prices may exceed those included in the baseline feasibility analysis. With that said, the baseline rent assumptions are still well above the rents of neighboring apartment buildings and new development is unlikely to command the rent premiums needed to be financially feasible in today's market.

Feasibility Conclusions – This site is less complicated than Somersville Shopping Center and has more existing retail activity relative to the Delta Fair Mall. This positions the site as a medium-term redevelopment opportunity as market conditions improve. Currently, development cost reductions and project value increases are still likely insufficient to create a feasible project in today's market. Nevertheless, this part of Antioch contains several redevelopment opportunities and may produce a concentration of new developments which will bring more investment and improved market conditions to help enhance the financial feasibility of the residential prototypes that could be developed in this area. Given that the for-sale prototype is nearly financially feasible, this site may attract near-term development interest for townhome development, though the City may wish to prioritize higher-density development as a longer-term use for this site.

### Site #10: Crestview Drive/West 10th Street

**Development Cost Adjustments** – The 2.3-acre Crestview Drive/West 10<sup>th</sup> Street site conditions are quite favorable for development, as the site is vacant, flat, and has some existing infrastructure such as sidewalks, curbs, and gutters, all of which may reduce site preparation costs by a small margin. The relatively small site size does mean that projects will be unable to achieve any significant economies of scale. This suggests that the baseline prototypes are generally representative of the likely development cost on this site. In fact, due to the small site size relative to the prototypes, development on this site may actually be more expensive on a per-unit or per-square foot basis due to the reduced economies of scale compared to the modest-sized prototypes.

**Project Value Adjustments** – The site is located on the outskirts of downtown Antioch which is planned for some growth in the future. This may increase demand for sites just outside of downtown, like this Crestview Drive/West 10<sup>th</sup> Street site. However, the nearby uses include a mix of industrial uses, limited retail uses, and some vacant sites, suggesting the property has limited nearby amenities that might drive slightly higher residential rents or sale prices. The project valuation assumptions included in the baseline models are likely representative of the best-case assumptions for this site in today's market.

Feasibility Conclusions – Due to the site size, this parcel would be best utilized as a high-density multifamily podium project. However, as discussed above, this prototype has a significant feasibility gap driven by the significant cost increases to build the parking podium and the relatively low multifamily rents in the City of Antioch in today's market. Rents would have to increase substantially above the existing market rents in order to render a feasible project, which is unlikely in the short-term. This site may be able to accommodate a for-sale townhome project, though this site is still unlikely to support sale prices well above the baseline feasibility assumptions. As a result, this site is unlikely to attract market rate residential development in the short-term barring a significant reduction in development costs, such as site acquisition costs, impact fees, or reduced parking ratios. Given the proximity to downtown, however, this site may benefit from any longer-term spillover demand generated by the increased focus on downtown Antioch.

# APPENDIX A: BASELINE PRO FORMA FEASIBILITY MODELS

# Appendix A-1: For-Sale Townhome Pro Forma Feasibility Model

	\$69,000,000	<u></u>		(\$24,366)																	
Feasibility Analysis	Gross Sales Revenue	Less Total Project Costs	Feasibility Surplus / (Gap)	Feasibility per Unit																	
	\$4,900,500			\$6,534,000	\$36,720,000	\$6,496,757	\$5,190,480	\$54,941,237	\$457,844		\$8,241,186			\$2,042,099	\$418,892	\$2,460,991		\$70,543,914	\$587,866	\$267	\$327
Development Cost Analysis	Site Acquisition Cost	Construction	Construction Hard Costs	Site Work	Residential (Wood Frame)	\$54,140 (a) Impact & Permitting Fees	Soft Costs	Subtotal Construction Costs	Cost Per Unit		Developer Profit		Financing	Interest on Construction Loan	Points on Construction Loan	Subtotal Financing Costs		Total Project Costs,	Cost Per Unit	Cost Per Gross Sq. Ft.	Cost Per Net Sq. Ft.
	\$15			\$20	\$170	\$54,140 (a)	12.0%	15.0%		Per Unit	\$575,000	2.0%			%0.02	1.0%	2.0%	18	%0.59	\$41,889,216	
ons	t. ft.)				q. Ft.	±:		d Soft Costs)		Per Sq. Ft. / Per Unit	\$319	(e)									
Cost and Income Assumptions	Site Acquisition (per site sq. ft.)	Construction	Construction Hard Costs	Site Work Per Site Sq. Ft.	Residential Per Gross Bldg. Sq. Ft.	Impact & Permitting Fees Per Unit	Soft Costs (% of Hard Costs)	Developer Profit (% of Hard and Soft Costs)		Operations	Residential Sale Price	Marketing Costs (% of Sale Price)		Financing	Loan-to-Cost Ratio	Loan Fee (Points)	Interest Rate	Loan Period (Months)	Draw dow n Factor	Total Loan Amount	
su	7 50 / 326 700	16	264,000	က	26.9%	0.27		Type 5 - Wood		120 / 1,800		400									
Development Program Assumptions	Development Intensity  Site Size (Acres / Scr Et.)	s/Acre)	Gross Building Size (Sq. Ft.)	Building Height (Stories)	Site Utilization Factor	Floor Area Ratio (Floor Area/Site Size)		Construction Type		Uhit Mix (Count / Net Sq. Ft.)		Garage Space (Sq. Ft. Per Unit)									

Note:
(a) Based on impact fee data provided by the City of Antioch

Sources: City of Antioch; PlaceWorks; BAE, 2021.

Appendix A-2: Multifamily Stacked Flats Pro Forma Feasibility Model

Development Program Assumptions	us		Cost and Income Assumptions		Development Cost Analysis		Feasibility Analysis	
Development Intensity			Site Acquisition Cost (per site sq. ft.)	\$15	Site Acquisition Cost	\$3,267,000	Gross Scheduled Rents	\$4,425,150
Site Size (Acres / Sq. Ft.)	2.0 /	217,800					Less Vacancy	(\$221,258)
Net Density (Dw elling Units/Acre)		30	Construction		Construction		Less Operating Expenses	(\$1,533,314)
Gross Building Size (Sq. Ft.)		149,220	Construction Hard Costs		Construction Hard Costs		Net Operating Income (NOI)	\$2,670,578
Building Height (Stories)		3.0	Site Work Per Site Sq. Ft.	\$20	Site Work	\$4,356,000		
Site Utilization Factor		23%	Residential, Per Gross Sq. Ft.	\$200	Residential (Wood Frame)	\$29,844,000	Capitalized Project Value	\$53,411,561
Floor Area Ratio (Floor Area/Site Size)		0.2	Podium Parking Per Space	\$40,000	Podium Parking	\$0	Total Development Cost	(\$59,207,555)
			Tuck Under Parking	\$25,000	Stacked Parking	\$0	Feasibility Surplus / (Gap)	(\$5,795,995)
Construction Type	Typ	Type 5 - Wood	Surface Parking Per Space	\$10,000	Surface Parking	\$2,400,000	Feasibility per Unit	(\$38,640)
			City Impact & Permitting Fees Per Unit	\$35,904 (a)	) City Impact & Permitting Fees	\$5,385,578		
Unit Mix (Count / Net Sq. Ft.)	150 /	124,350	Soft Costs (% of Hard Costs)	12%	Soft Costs (% of Hard Costs)	\$4,392,000		
Studio (Count / Avg. Sq. Ft.)	/ 0	0	Developer Profit (% of Hard and Soft Costs)	15%	Subtotal Construction Costs	\$46,377,578		
1 BR (Count / Avg. Sq. Ft.)	/ 86	200			Cost Per Unit	\$309,184		
2 BR (Count / Avg. Sq. Ft.).	37 /	1,000	Operations					
3 BR (Count / Avg. Sq. Ft.)	15 /	1,250	Apartment Rental Rates (b) Per Sq. Ft. /	Per Unit	Developer Profit	\$6,956,637		
			t)	n.a.				
Circulation (% / (Count / Avg. Sq. Ft.))	7 %02	24,870	1 BR (Per Sq. Ft. / Per Unit) \$3.25 /	\$2,275	Financing			
				\$2,750	Interest on Construction Loan	\$2,258,828		
Number of Parking Spaces		240	3 BR (Per Sq. Ft. / Per Unit) \$2.35 /	\$2,938	Points on Construction Loan	\$347,512		
Podium Parking		0			Subtotal Financing Costs	\$2,606,340		
Tuck Under Parking		0	Annual Operating Cost (% of rental revenue)	33%				
Surface Parking		240	Average Vacancy Rate	2.0%	Total Project Costs	\$59,207,555		
			Capitalization Rate	2.0%	Cost Per Unit	\$394,717		
Sq. Ft. Per Parking Space		400			Cost Per Gross Sq. Ft.	\$397		
Total Sq. Ft. of Parking		000'96	Financing		Cost Per Net Sq. Ft.	\$476		
			Loan-to-Cost Ratio	%02				
Parking Ratio (Spaces Per Unit)		1.6	Loan Fee (Points)	1%				
			Interest Rate	2%				
			Period of Initial Loan (Months)	24				
			Draw dow n Factor	%59				
			Total Loan Amount	\$34,751,205				

Note:
(a) Based on impact fee data provided by the City of Antioch

Sources: City of Antioch; PlaceWorks; BAE, 2021.

Appendix A-3: Multifamily Podium Pro Forma Feasibility Model

	\$5,753,850	(\$1,803,832) (\$3,662,326		\$73,246,511	(\$87,885,917)	(\$14,639,406)	(\$75,074)																							
Feasibility Analysis	Gross Scheduled Rents Less Vacancy	Less Operating Expenses Net Operating Income (NOI)	(i)	Capitalized Project Value	Total Development Cost	Feasibility Surplus / (Gap)	Feasibility per Unit																							
	\$1,960,200		\$2,613,600	\$43,443,438	\$8,640,000	\$1,680,000	\$7,100,494	\$7,892,785	\$0	\$71,370,317	\$366,002		\$10,705,548			\$3,336,539	\$513,314	\$3,849,852		\$87,885,917	\$450,697	\$435	\$544							
Development Cost Analysis	Site Acquisition Cost	Construction Construction Hard Costs	Site Work	Residential Hard	Podium Parking	Surface Parking	City Impact & Permitting Fees	Soft Costs (% of Hard Costs)	Developer Fee (% of Hard and Soft Costs)	Subtotal Construction Costs	Cost Per Unit		Developer Fee/Profit		Financing	Interest on Construction Loan	Points on Construction Loan	Subtotal Financing Costs		Total Project Costs, Excl. Land	Cost Per Unit	Cost Per Gross Sq. Ft.	Cost Per Net Sq. Ft.							
	\$15		\$20	\$215	\$60,000	\$25,000	\$10,000	\$36,413 (a)	14%	%0	15%			Per Unit	n.a.	\$2,275	\$2,750	\$2,938	33%	2.0%	2.0%				%02	1%	2%	24	%59	\$51,331,362
and Income Assumptions	Acquisition Cost (per site sq. ft.)	osts.	Sq. Ft	oss Sq. Ft.	r Space	er 2 Spaces	er Space	City Impact & Permitting Fees Per Residential Unit	ird Costs)	Developer Fee (% of Hard and Soft Costs)	Developer Profit (% of Hard and Soft Costs)			ates (b) Per Sq. /				/ Per Unit) \$2.35 /	ing Cost	ncy Rate	kate							(Months)		38
Cost and Income	Site Acquisition C	Construction Construction Hard Costs	Site Work Per Site Sq. Ft.	Residential, Per Gr	Podium Parking Per Space	Stacked Parking Per 2 Spaces	Surface Parking Per Space	City Impact & Permitt	Soft Costs (% of Hard Costs)	Developer Fee (% o	Developer Profit (%		Operations	Apartment Rental Rates (b)	Studio (Per Sq. Ft. / Per Unit)	1 BR (Per Sq. Ft. / Per Unit)	2 BR (Per Sq. Ft. / Per Unit)	3 BR (Per Sq. Ft. / Per Unit)	Res. Annual Operating Cost	Res. Average Vacancy Rate	Res. Capitalization Rate			Financing	Loan-to-Cost Ratio	Loan Fee (Points)	Interest Rate	Period of Initial Loan (Months)	Draw down Factor	Total Loan Amount
I	130 680	65	4.0	48%	1.5		Type 5 - Wood		161,650	n.a.	200	1,000	1,250		40,413		312	144	168			50,400	67,200	117,600		1.6				
suo	30 /				÷		ТуГ		195 /	/ 0	127 /	/ 64	/ 61		7 25% /															
Development Program Assumptions	Development Intensity Site Size (Acres / Sq. Ft.)	Net Density (Dw elling Units/Acre)	Building Height (Stories)	Site Utilization Factor	Floor Area Ratio (Floor Area/Site Size)		Construction Type		Unit Mix (Count / Net Sq. Ft.)	Studio (Count / Avg. Sq. Ft.)	1 BR (Count / Avg. Sq. Ft.)	2 BR (Count / Avg. Sq. Ft.).	3 BR (Count / Avg. Sq. Ft.)		Grculation (% / (Count / Avg. Sq. Ft.)) 25% /		Number of Parking Spaces	Podium Parking	Surface Parking		Sq. Ft. Per Parking Space	Podium Parking (350 sf)	Surface Parking (400 sf)	Total Sq. Ft. of Parking		Parking Ratio (Spaces Per Unit)				

Notes:

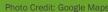
(a) Based on impact fee data provided by the City of Antioch.

Sources: City of Antioch; PlaceWorks; BAE, 2021.

### bae urban economics

# DRAFT Commercial Center Market Assessment Profiles Prepared for the City of Antioch

March 24, 2021















# bae urban economics

March 24, 2021

**Bruce Brubaker PlaceWorks** 1625 Shattuck Ave # 300 Berkeley, CA 94709

Dear Bruce:

BAE is pleased to present the Draft Commercial Profiles for the Antioch Infill Housing Study. The profiles of targeted commercial centers provide information regarding their desirability of each site for future retail development and/or sites for residential development. Please do not hesitate to reach out if you have any questions regarding the contents - we would be happy to set up a call to discuss our research and findings.

We would also like to thank Cliff Lau for assisting with gathering background data that went into this report.

Sincerely,

Matt Kowta, MCP

Mattheuta Matte

Managing Principal

Matt Fairris, MCP Senior Associate

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### **INTRODUCTION**

This report summarizes key findings from an economic and market assessment prepared by BAE Urban Economics (BAE) for the ten commercial sites selected by the City of Antioch to inform development of mixed-use policy and objective development standards for infill development at shopping center sites as part of the utilization of the City's SB2 Planning Program grant.

BAE's work started with background research on the current economic and real estate market conditions in Antioch and Contra Costa County. For each of the ten identified commercial sites, BAE then prepared high-level economic profiles that analyze the current function and vitality of the centers and their potential to support residential infill redevelopment. This analysis also includes demographic as well as residential and retail trend data for the areas within a one-mile radius of each of the sites, to evaluate characteristics of the immediate neighborhoods surrounding the commercial sites.

### CITYWIDE MARKET CONDITIONS

The following section provides an overview of key demographic and economic metrics that illustrate the current residential market conditions within the City and their implications for infill housing development.

### **Demographic Trends**

### Population and Household Growth Trends

As shown in Table 1, Antioch's recent growth in population and households has slowed considerably from earlier decades. Between 1980 and 1990, when Antioch was on the urban fringe of the greater Bay Area, the City's population grew by almost 46 percent. This rate of growth continued between 1990 and 2000, with Antioch's population more than doubling between 1980 and 2000, from 42,683 to 90,532. Growth slowed to only 13 percent between 2000 and 2010 and, as of 2020, Antioch's population was approximately 110,000. This was an increase of 7.0 percent from 2010. The number of households has grown at slightly slower rates and household size has gradually increased since 1980. Antioch had 14,955 households in 1980, reaching an estimated 34,390 households by 2020. The more rapid growth in population in comparison to the number of households led to a modest increase in the City's average household size, from 3.15 persons in 2010 to 3.18 households in 2020.

The earlier rapid population growth supported the City's retail development, much of which clustered in and around the Somersville Towne Center regional mall, which opened in the 1960s. More recently, new retail development has shifted to the east in Antioch (e.g., Slatten Ranch) and beyond into Brentwood (e.g., the Streets of Brentwood and Sand Creek Crossing). This shift has been driven in part by recent residential development in eastern Antioch as well as in Brentwood, which grew from a small city with a population of only 4,434 persons in 1980 to over 65,000 residents in 2020. During the same time period, established retail centers in slower-growing Antioch were aging and becoming functionally obsolete as consumer shopping preferences have changed over the decades.

Table 1: Population and Household Trends, 2010 to 2020

1980	1990	2000	2010	2020
42,683	62,195	90,532	102,745	109,973
14,955	21,401	29,338	32,384	34,390
2.84	2.89	3.07	3.15	3.18
	% Change	% Change	% Change	% Change
	1980-1990	1990-2000	2000-2010	2010-2020
	46%	46%	13%	7%
	43%	37%	10%	6%
	42,683 14,955	42,683 62,195 14,955 21,401 2.84 2.89 % Change 1980-1990 46%	42,683         62,195         90,532           14,955         21,401         29,338           2.84         2.89         3.07           % Change 1980-1990         % Change 1990-2000           46%         46%	42,683         62,195         90,532         102,745           14,955         21,401         29,338         32,384           2.84         2.89         3.07         3.15           % Change         % Change         % Change         2000-2010           46%         46%         13%

Sources: US Decennial Census; CA Dept. of Finance; Esri Business Analyst, 2020; BAE, 2021.

As shown in Table 2, the Association of Bay Area Governments (ABAG), anticipates continued population growth for Antioch, with the number of residents and the number of households projected to reach 130,725 and 40,280, respectively, by 2040. Average household size is projected to increase modestly. Antioch's projected rate of increase for population and households is slightly below the overall rate for Contra Costa County.

The anticipated household growth will translate to demand for new housing and will likely also increase local consumer demand for goods and services.

**Table 2: Population and Household Projections** 

			Growth (2	020-2040)	Avg. Ann. % Change
Characteristic	2020 (a)	2040 (b)	Number	Percent	2020-2040
City of Antioch					
Population	109,973	130,725	20,752	18.9%	0.9%
Households	34,390	40,280	5,890	17.1%	0.8%
Persons per Household	3.18	3.22			
<b>Contra Costa County</b>					
Population	1,134,866	1,387,295	252,429	22.2%	1.0%
Households	403,349	475,390	72,041	17.9%	0.8%
Persons per Household	2.79	2.89			

### Notes:

Sources: Association of Bay Area Governments; Esri Business Analyst, 2020; BAE, 2021.

### Household Characteristics

Antioch and Contra Costa County are characterized by high rates of home ownership relative to the State of California as a whole (see Table 3). In the city and the county, approximately two-thirds of households own their homes, whereas statewide only 55 percent of households are owners.

Table 3: Household Tenure, 2020

	Owner-	Renter-
	Occupied	Occupied
Antioch	65.5%	34.5%
Contra Costa County	68.0%	32.0%
California	55.1%	44.9%

Sources: Esri Business Analyst, 2020; BAE, 2021.

<sup>(</sup>a) 2020 baseline estimates are based on Esri data and are higher than ABAG estimates for that year.

<sup>(</sup>b) 2040 projections from most recently published ABAG Projections.

Antioch has a high proportion of family households, which are households with two or more related persons living in the household. Non-family households are households without any related individuals, including single-person households. Over three-fourths of the City's households are families, compared to 71 percent for Contra Costa County and 69 percent for California. This is linked to the city's housing stock, which is strongly oriented toward single-family homes rather than the multifamily units that are more likely to be occupied by smaller households (see discussion of housing unit mix below).

Table 4: Household Type, 2020

Antioch	Family Households 77.4%	Non-Family Households 22.6%
Contra Costa County	70.6%	29.4%
California	68.6%	31.4%

Sources: Esri Business Analyst, 2020; BAE, 2021.

In comparison to the county, Antioch has relatively low estimated income levels. In 2020, the median annual household income in Antioch was slightly more than \$80,000, well below the County's \$105,000 median. Per capita income in Antioch was approximately \$34,000 annually, compared to over \$51,000 countywide. The city's income levels are much closer to state levels.

Table 5: Household and Personal Income, 2020

	City of Antioch	Contra Costa County	California
Median HH Income	\$81,499	\$104,682	\$77,500
Per Capita Income	\$33,613	\$51,140	\$37,302

Sources: Esri Business Analyst, 2020; BAE, 2021.

### **Housing Market Conditions**

### Housing Units by Units in Structure

As shown in Table 6, Antioch's housing stock is dominated by single-family detached homes, which account for over three-fourths of the city's housing. In contrast, single family detached units make up only two-thirds of the county's housing and less than 60 percent of California's. Units in multifamily structures of five or more units constitute only 12 percent of Antioch's housing units, compared to 17 percent countywide.

Table 6: Units in Structure, 2020

	City of A	Antioch	Contra Co	sta County	Califo	rnia
Units in Structure	Number	Percent	Number	Percent	Number	Percent
1 Unit, Detached	28,100	77.7%	278,918	66.7%	8,231,436	57.9%
1 Unit, Attached	1,707	4.7%	32,069	7.7%	996,865	7.0%
2-4 Units	1,471	4.1%	28,897	6.9%	1,143,284	5.5%
5+ Units	4,469	12.4%	71,243	17.0%	3,397,461	7.1%
Mobile Home/Boat/RV/Van/etc.	402	1.1%	7,282	1.7%	560,817	3.8%
Total, Housing Units	36,149	100%	418,409	100%	14,084,824	100%

Sources: California Department of Finance, 2020; BAE, 2021.

Over the decade between 2010 and 2020, the additions to Antioch's housing stock skewed further toward single-family houses. While the total Antioch housing stock at the beginning of 2020 was slightly above 75 percent single-family detached units, the additions between 2010 and 2020 were well over 90 percent single-family detached houses. Only 87 multifamily units in buildings of five or more units were adde the City's housing inventory over the decade.¹ This in sharp contrast to Contra Costa County overall, where over one-fourth of the additional units were in these larger multifamily structures.

Table 7: Changes in the Housing Stock by Unit Type, 2010-2020

	City of Antioch		Contra Costa County		California	
Units in Structure	Number	Percent	Number	Percent	Number	Percent
1 Unit, Detached	1,216	93.5%	12,225	67.4%	272,358	57.9%
1 Unit, Attached	0	0.0%	475	2.6%	30,425	7.0%
2-4 Units	-3	-0.2%	415	2.3%	32,664	5.5%
5+ Units	87	6.7%	5,123	28.2%	320,942	7.1%
Mobile Home/Boat/RV/Van/etc.	0	0.0%	-92	-0.5%	3,170	3.8%
Total, Housing Units	1,300	100%	18,146	100%	659,559	100%

Sources: California Department of Finance, 2020; BAE, 2021.

### For-Sale Residential Market Conditions

Recent sales of homes in Antioch reflect the high proportion of single-family units, with almost all reported sales from December 2019 through 2020 being single-family homes, with very limited sales of condominiums, townhomes, and multifamily residences (see Table 8).

Over half of the single-family sales were houses of four or more bedrooms, with three-bedroom units making up over 40 percent of the total. The median single-family home sale price was \$502,000, and the average house size was 1,950 square feet.

<sup>&</sup>lt;sup>1</sup> It should be noted that approximately 200 units were added to the Antioch housing stick due to annexations rather than new construction.

The limited sales of condominium, townhome, and multifamily residences were relatively evenly distributed between two-, three-, and four-bedroom units, with a median sale price of \$324,500 and a size of 1,350 square feet.

Table 8: Characteristics of Home Sales by Type and Number of Bedrooms, City of Antioch, December 2019 to December 2020

Single-Family Residences						
Sale Price Range	1 BD	2 BD	3 BD	4+ BD	Total	% Total
Less than \$300,000	1	8	8	4	21	1.6%
\$300,000 to \$399,999	0	36	83	17	136	10.3%
\$400,000 to \$499,999	0	15	314	143	472	35.9%
\$500,000 to \$599,999	0	2	135	322	459	34.9%
\$600,000 to \$699,999	0	0	13	152	165	12.5%
\$700,000 to \$799,999	0	0	2	41	43	3.3%
\$800,000 to \$899,999	0	0	0	15	15	1.1%
\$900,000 or more	0	0	1	4	5	0.4%
Total, SFR Sales	1	61	556	698	1,316	100%
% of Total	0.1%	4.6%	42.2%	53.0%	100%	
Median Sale Price	\$275,000	\$360,000	\$455,000	\$552,000	\$502,000	
Average Sale Price	\$275,000	\$363,097	\$459,891	\$562,559	\$509,635	
Minimum Living Area (sq. ft.)	576	480	720	1135	480	
Maximum Living Area (sq. ft.)	576	2,241	3,527	5,588	5,588	
Average Living Area (sq. ft.)	576	1,056	1,513	2,378	1,950	
Average Lot Size (sq. ft.)	4,500	6,427	6,952	8,124	7,543	
Average Price per Living sq. ft.	\$477	\$368	\$314	\$246	\$280	
${\bf Condominium, Townhouse, and}$	Multifamily l	Residences				
Sale Price Range	1 BD	2 BD	3 BD	4+ BD	Total	% Total
Less than \$300,000	0	6	2	1	9	25.0%
\$300,000 to \$399,999	0	5	10	4	19	52.8%
\$400,000 to \$499,999	0	0	1	3	4	11.1%
\$500,000 to \$599,999	0	0	0	3	3	8.3%
\$600,000 to \$699,999	0	0	0	1	1	2.8%
\$700,000 to \$799,999	0	0	0	0	0	0.0%
\$800,000 to \$899,999	0	0	0	0	0	0.0%
\$900,000 or more	0	0	0	0	0	0.0%
Total, SFR Sales	0	11	13	12	36	100%
% of Total	0.0%	30.6%	36.1%	33.3%	100%	
Median Sale Price	n.a.	\$299,000	\$306,000	\$400,000	\$320,000	
Average Sale Price	n.a.	\$309,727	\$320,485	\$437,350	\$358,824	
Minimum Living Area (sq. ft.)	n.a.	832	1056	1342	832	
Maximum Living Area (sq. ft.)	n.a.	1,608	1,528	2,280	2,280	
Average Living Area (sq. ft.)	n.a.	1,072	1,189	1,752	1,362	
Average Lot Size (sq. ft.)	n.a.	1,949	1,439	4,618	2,753	
Average Price per Living sq. ft.	n.a.	\$294	\$270	\$246	\$268	

### Rental Residential Market Conditions

While the housing market in Antioch is dominated by owner occupancy and single-family homes, there are several thousand multifamily rental units in the city. Even in the face of the pandemic, which has impacted the rental market in more urban parts of the Bay Area, the average reported rent for an apartment in Antioch increased slightly between the end of 2019 and the end of 2020, to over \$1,700 per month. The estimated vacancy rate of 4.6 percent is lower than the countywide figure and indicates a firm but not overly tight market for multifamily rental housing in Antioch. It should be noted, however, that single-family detached units make up a substantial portion of the local residential rental market and are excluded from this analysis. Over 40 percent of occupied rental units in Antioch are single-family detached houses, and only 26 percent of the occupied rental units are in multifamily buildings of five or more units. Over twenty percent of occupied single-family detached houses in Antioch are rental units.<sup>2</sup> New multifamily construction would provide expanded options for those seeking rental housing in the city, particularly those who would prefer smaller units, such as studios, one-, and two-bedroom units.

Table 9: Multifamily Residential Summary, Q4 2020 (a)

	City of	Contra Costa
Multifamily Residential Summary	Antioch	County
Inventory, Q4 2020 (units)	3,565	46,812
% of County's Units	7.6%	n.a.
Average Unit Size (sq. ft.)	806	810
Vacant Units	165	2,799
Vacancy Rate	4.6%	6.0%
Average Rents, Q4 2019 - Q4 2020 (per uni	it) (c)	
Average Rent, Q4 2019	\$1,629	\$2,012
Average Rent, Q4 2020	\$1,706	\$2,010
% Change Q4 2019 - Q4 2020	4.7%	-0.1%
Net Absorption		
One-Year Net Absorption (units), Q4 2019 - 0	89	438
Ten-Year Net Absorption (units), Q4 2010 - C	136	1,718
New Deliveries (units), Q4 2019 - Q4 2020	58	699
Under Construction (units), Q4 2020	0	933

Note:

(a) Market-rate units only.

Sources: CoStar, 2020; BAE, 2020.

<sup>&</sup>lt;sup>2</sup> U.S. Census Bureau, 2019 American Community Survey 1-Year Estimates.

### Retail Market Conditions

CoStar reports a total of 5.9 million square feet of retail space in Antioch as of the end of 2020, of which approximately 460,000 square feet were vacant, for a vacancy rate of 7.9 percent (see Table 10). Antioch's retail space makes up 12.4 percent of the county total. In comparison, the city only holds 9.7 percent of the County population. All other things being equal, this might indicate an oversupply of retail space in Antioch. The city's retail vacancy rate is above the overall county rate of 5.4 percent, and average retail rents are well below the county average, indicating the retail market in Antioch is weaker than for the county overall. Of particular note are the closures in 2019 and 2020 of Sears and Macy's, the last remaining national chain department stores in the Somersville Towne Center. Additionally, the Kmart near the eastern border of the city closed in late 2018.<sup>3</sup>

Table 10: Retail Market Overview, Q4 2020

	City of	Contra Costa
Retail Summary	Antioch	County
Total Inventory (sq. ft.), Q4 2020	5,885,805	47,503,650
Vacant Stock (sq. ft.)	462,635	2,549,635
Vacancy Rate	7.9%	5.4%
Avg. Asking NNN Rents		
Avg. Asking NNN Rent per sq. ft., Q4 2019	\$1.40	\$2.22
Avg. Asking NNN Rent per sq. ft., Q4 2020	\$1.42	\$2.10
% Change, Q4 2019 - Q4 2020	1.4%	-5.4%
Net Absorption		
Net Absorption (sq. ft.), Q4 2010 - Q4 2020	182,068	1,649,520
Net Absorption (sq. ft.), Q4 2019 - Q4 2020	(65,360)	(652,886)
New Deliveries (sq. ft.), Q4 2019 - Q4 2020	0	160,958
Under Construction (sq. ft.), Q4 2020	0	143,835

Sources: CoStar, 2021; BAE, 2021.

Table 11 shows trends in Antioch's taxable retail sales from 2010 through late 2020. Overall inflation-adjusted sales levels grew as the economy recovered after the Great Recession, increasing every year, from about \$950 million in 2010 to \$1.045 billion in 2014. Sales plateaued at approximately that level through 2017, at which time sales began to decline prior to the pandemic, dropping to \$1.000 billion in 2019 and \$943 million for the Q4 2019 through Q3 2020 period (most recent data reported). These total taxable sales represent only seven percent of countywide sales, even though the City reportedly contains more than 12 percent of the county's retail space (see Table 10 above). This is another indicator that the City has an excess supply of retail space.

<sup>3</sup> These closures occurred, or were announced, before the pandemic was a factor impacting retail.

The decrease in taxable sales occurred even as the city's population grew. On a per capita basis, inflation-adjusted taxable retail sales increased from \$9,323 in 2010 to a peak of \$9,899 in 2012 and have decreased to \$8,385 in the Q4 2019 through Q3 2020 period. The decrease began well before the COVID-19 pandemic. In contrast, inflation-adjusted taxable retail sales statewide, while lower than at their peak, are still above 2010 levels and are consistently higher on a per capita basis than for Antioch. This is noteworthy because while per capita income in Antioch is 90 percent of statewide levels (and median household income is higher than for the state), taxable sales per capita are less than 70 percent of statewide levels, indicating that the city is facing strong competition from nearby retail centers, especially in Brentwood and Pittsburg. This competition likely constrains re-tenanting of vacant, aging retail space in Antioch as well as development of new retail space on available properties in the City.

Table 11: Taxable Retail Sales Trends (Inflation-Adjusted)

Taxable	Retail	and Food	Services	Sales	(a)	١
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	Antioc	h	California
Year	Total	Per Capita	Per Capita
2010	\$954,409,043	\$9,323	\$11,010
2011	\$1,015,948,725	\$9,816	\$11,591
2012	\$1,037,583,161	\$9,899	\$12,064
2013	\$1,044,164,900	\$9,810	\$12,452
2014	\$1,045,165,474	\$9,672	\$12,571
2015	\$1,041,714,036	\$9,487	\$12,702
2016	\$1,036,697,603	\$9,304	\$12,653
2017	\$1,042,210,427	\$9,300	\$12,710
2018	\$1,027,504,713	\$9,166	\$12,827
2019	\$999,793,616	\$8,893	\$12,804
4Q19-3Q20 (b)	\$943,458,531	\$8,385	\$12,143

### Note:

Sources: US Bureau of Labor Statistics; CA Dept. of Industrial Relations; CA Dept. of Tax and Fee Administration; CA Dept. of Finance; BAE, 2021

### Implications for Infill Housing Study

Antioch's long-term population growth slowed considerably after 2000, as the city had built out much of its land designated for development. Declining availability of vacant land, combined with the softening retail market has likely in part led to developer interest in building housing on underutilized or vacant infill parcels currently designated for commercial use.

Historically, single-family detached houses have been the preferred form of residential development in the city; more so than countywide or statewide. In the last ten years, the new additions to Antioch's housing stock have been even more focused on single-family detached units. Of the 1,300 units added between 2010 and 2020, fewer than 90 were multifamily units any of the available underutilized or vacant infill parcels may be better suited for

<sup>(</sup>a) All dollar amounts shown are in 2020 inflation-adjusted dollars.

<sup>(</sup>b) Most recent four quarters of available data at time of analysis.

multifamily development than single-family detached homes. If developed as multifamily structures, this could lead to a shift in the mix of new housing units in Antioch to provide a more diverse selection of housing options.

The apartment rental market appears strong in the face of the current pandemic, with average reported rents increasing during 2020, and vacancy rates reflecting a stable market. Production of additional multifamily units could increase the supply of housing that is more affordable than the single-family detached housing prevalent in Antioch, allowing singles and other small households to find suitable housing in the city.

While Antioch's multifamily housing market remains stable and is constrained by limited development, Antioch's retail market has stagnated and even declined in recent years, with aging shopping centers facing increasing competition with newer commercial developments in Antioch, Pittsburg, and especially Brentwood. The city's share of the county's retail space inventory appears to show a potential oversupply of space when compared with the city's share of countywide population and retail sales. Resulting impacts include the closure of all the national chain anchor department stores from Somersville Towne Center and high building vacancies and remaining unbuilt commercial sites due to lack of interest. This has left empty parcels in partially developed centers. Functionally obsolete older retail centers, and these vacant parcels, represent potential sites for redevelopment or infill development incorporating multifamily housing. The following section considers specific existing retail centers in Antioch as potential candidates for residential development.

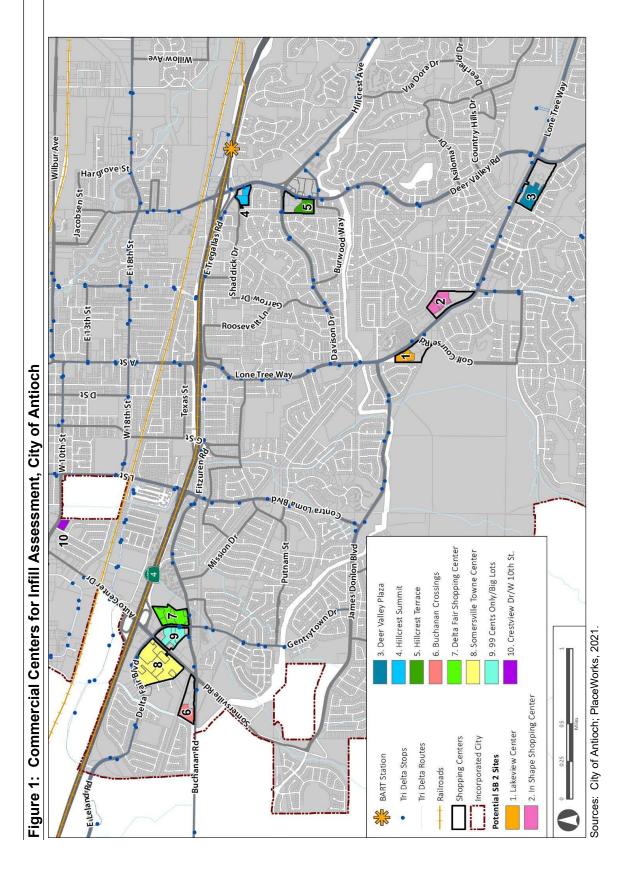
### **COMMERCIAL CENTER PROFILES**

The following section summarizes key demographic, economic, and real estate market conditions around the ten commercial centers identified by City of Antioch staff for potential infill housing development. As part of this assessment, BAE created the following scoring system to assess the opportunity for each site to a) continue meeting Antioch's retail demand and b) the likely opportunity for future residential development: 1 (minimal opportunity); 2 (low opportunity); 3 (modest opportunity); 4 (good opportunity); 5 (great opportunity).

The following pages provide profiles of each of the selected commercial centers, including:

- 1. Lakeview Center
- 2. In-Shape Shopping Center
- 3. Deer Valley Plaza
- 4. Hillcrest Summit
- 5. Hillcrest Terrace
- 6. Buchanan Crossings
- 7. Delta Fair Shopping Center
- 8. Somm le Towne Center
- 9. 99 Cents/Big Lots
- 10. Crestview Dr. / W. 10th Street

Figure 1, on the following page, maps the locations of the centers within the city, with the numbers next to each center above corresponding with the numbers shown on the map.



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# Lakeview Center

4036 Lone Tree Way Antioch, CA 94531 Photo Credit: Google N

# Site Characteristics:

- 12.7 Total Acres
- 5.3 Acres for Infill Dev
- Vacant Site
- Single Owner

## Opportunities:

- Vacant Site
- Strong For-Sale Residential Market
- High Incomes
- Sufficient retail offerings nearby for residents

### Challenges:

- Site Topography (slope)
- Neighboring Residential
- Primarily Single-Family
   Neighborhood

Retail Score: 3 (modest) Residential Score: 3 (modest)

### **Lakeview Center**

The Lakeview Center is a 12.7-acre shopping center with three existing tenants including CVS, AutoZone Auto Parts, and DaVita Dialysis. These tenants occupy roughly 7.4 acres of the site, with the remaining 5.3 vacant acres identified as a potential infill housing site. The infill sites are owned by the same entity, though the entire shopping center has been subdivided and has multiple owners. This could result in some challenges with future development, as existing tenants and adjacent property owners may have some input on future uses or configurations of development on the infill sites.

### One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 15,000 residents (13.7% of Antioch residents)
- 4,700 households (13.7% of Antioch households)
- Average household size (3.17) is similar to the Antioch average household size (3.18)
- Slower growth over past decade (2.4 percent) relative to Antioch as a whole (7.0 percent)
- Relatively high annual median household incomes (\$104,000) compared to Antioch (\$81,500)

### Residential Market Conditions

- Trade area is primarily single-family housing, accounting for 94 percent of all homes within a one-mile radius, compared to 81 percent of all Antioch homes.
- 2020 median sale price of homes within a one-mile radius was \$506,000, comparable to citywide median over the same time period.
- The limited number of multifamily rental units have lower average asking rents (\$1,111 per month) relative to the citywide average of \$1,706. This could signal limited demand for multifamily units in this area, or that the small number of existing multifamily properties within the one-mile Trade Area are older and not yielding the same rents as newer properties throughout the city.

### Retail Market Conditions

- Despite having roughly 13.7 percent of Antioch's population, the one-mile Trade Area
  only contains 5.8 percent of the retail inventory. This is likely driven by the autooriented nature of the area where residents are able to easily access retail facilities
  located elsewhere within the city. It may, however, signal opportunities for this area to
  increase its retail inventory commensurate with the current population and household
  concentration.
- The retail vacancy rate within the Trade Area is roughly 10.5 percent, above the citywide rate of 7.9 percent. This indicates a somewhat more limited demand for retail in the Trade Area, and also suggests there is some existing vacant space that can be absorbed before building new retail space.

- Similar to citywide trends, the Lakeview Center Trade Area experienced a negative net absorption of retail space between 2018 and 2020. This leads to an increasing vacancy rate and may suggest declining retail demand in this Trade Area.
- Retail rents in the Trade Area (\$1.76 per square foot) are somewhat higher than the citywide rate (\$1.42 per square foot), likely driven by the relative age of the retail supply in this Trade Area, which tends to be newer than the citywide inventory.

**Table 12: Lakeview Center Trade Area Characteristics** 

	Lakeview	City of
Trade Area Characteristics	Center	Antioch
Demographic Characteristics		
Population	15,033	109,973
Households	4,699	34,390
Avg. Household Size	3.2	3.18
Population Growth 2010-2020	2.4%	7.0%
Median Age	40.0	34.9
Median Household Income	\$103,925	\$81,499
Residential Market Conditions		
Total Housing Units, 2020	4,992	36,431
% Vacant	6%	6%
Total Housing Units, 2018	5,107	35,758
% Single-Family	94%	81%
% Multifamily	4%	18%
Median Home Sale Price, 2020	\$506,000	\$502,000
Median Home Size (sq. ft.)	1,969	1,818
Median Home Sale Price psf	\$273	\$275
Multifamily Average Asking Rent, Q4 2020	\$1,111	\$1,706
MFR Vacancy Rate	3.3%	4.6%
Retail Market Conditions		
Total Inventory, Q4 2020	342,534	5,885,805
% of Citywide Inventory	6%	n.a.
Vacancy Rate, Q4 2020	10.5%	7.9%
Net Absorption, 2010-2020	23,326	182,068
Net Absorption, 2018-2020	-11,114	-122,363
Recent Deliveries (sq. ft.), 2010-2020	38,430	178,768
Average NNN Rent, Q4 2020	\$1.76	\$1.42

### Site Opportunities

- Infill sites are vacant, thus not requiring any demolition, reducing cost and time associated with any new development.
- Large site size could allow various residential unit types (e.g. attached single-family, medium-density apartments, etc.).

- Infill parcels have a single owner, leading to easier land sale or development.
- New development could leverage existing entrance and egress to shopping center
- Located along a major transportation corridor with transit access.
- Recent development within the Lakeview Center and nearby suggests likely utility capacity without need for major upgrades.

### Site Constraints

- Site topography would require modest cost to grade the site.
- Entrance to site from the south (traveling north on Lone Tree Way) is impeded by median, leading to challenges accessing the site from the south.
- Neighboring single-family residential may have some opposition to development of specific residential unit types on the infill site.

### Housing Opportunity Assessment

The 5.3 acres of remaining buildout potential at the Lakeview Center poses a modest opportunity for residential development. The parcel size allows a diverse mix of development options, ranging from townhomes to medium density multifamily construction. The existing neighborhood is primarily owner-occupied single-family homes, which may be impacted during construction of new residential units. This area of Antioch typically attracts higher income households, likely associated with the larger homes and lack of diversified housing options in the area, but may indicate higher potential sale prices or rental rates for new development. Although sale prices in the Trade Area are higher on a gross sale price basis, however, it is also worth noting that these sale prices are lower on a price per square foot basis than Antioch home sales overall, potentially suggesting lower willingness to pay for smaller units. The Trade Area has a modest amount of existing retail offerings, with remaining buildout potential at nearby sites with more attractive anchor tenants, better visibility, and better access relative to the Lakeview Center. Given historic development trends and nearby amenities, the site may not necessarily be attractive to residents seeking more urban lifestyles, which may lead to demand for significant on-site parking and larger unit sizes.

Retail Potential Score: 3 (modest opportunity)
Residential Potential Score: 3 (modest opportunity)





# Nn-Shape Shopping Center

4099 Lone Tree Way

Antioch, CA 94531

Photo Credit: Google

# Site Characteristics:

- 17.5 Total Acres
- 8.9 Acres for Infill Dev
- Vacant Site
- Single Owner

# Opportunities:

- Vacant Site
- Strong For-Sale Residential Market
- High Incomes
- Sufficient retail offerings nearby for residents

### Challenges:

- Neighboring Commercial
- Primarily Single-FamilyNeighborhood

Retail Score: 2 (low)

Residential Score: 4 (good)

### In-Shape Shopping Center

The In-Shape Shopping Center is a 17.5-acre commercial center, with the In-Shape Health Club occupying the only built commercial building onsite. As seen in the map above, the infill parcels identified do not include the street-fronting commercial spaces, suggesting this center may still accommodate future retail opportunities along Lone Tree Way. Despite the existing development and reserved sites for future commercial, the infill opportunity sites still amount to approximately 8.9 acres. This site size is sufficient to accommodate various residential development types, ranging from medium-density townhomes to higher-density multifamily developments.

### One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 17,100 residents (15.6% of Antioch residents)
- 5,200 households (15.1% of Antioch households)
- Larger average household sizes (3.28) within Trade Area, relative to the Antioch average household size (3.18)
- Slower growth over past decade (3.3 percent) relative to Antioch as a whole (7.0 percent)
- High annual median household incomes (\$112,000) compared to Antioch (\$81,500) Second highest median income among infill sites

### Residential Market Conditions

- Trade area is primarily single-family housing, accounting for 95 percent of all homes within a one-mile radius, compared to 81 percent of all Antioch homes.
- 2020 median sale price of homes within a one-mile radius was \$525,000, roughly five percent above the Citywide median over the same time period. Sale prices per square foot, however, are lower than Citywide sale prices per square foot, driven by the larger homes within the Trade Area.
- Due to the limited multifamily inventory within the one-mile Trade Area, average asking rental rate information is unavailable, though data for the Trade Areas of nearby commercial centers suggest rents are relatively low in this part of Antioch, likely due to the older age of existing multifamily complexes in those Trade Areas.

### Retail Market Conditions

- Despite having roughly 15.6 percent of Antioch's population, the one-mile Trade Area
  only contains 8.3 percent of the retail inventory. This is likely driven by the autooriented nature of the area where residents are able to easily access retail elsewhere
  within the city. It may, however, signal opportunities for this area to increase the retail
  offerings commensurate with the current population and household concentration.
- The retail vacancy rate within the Trade Area is roughly 16.1 percent, well above the citywide rate of 7.9 percent. This appears to be driven by a few larger vacant spaces, including the nearby AMC at Dear Valley (discussed below). Prior to the AMC closing in

- 2019, the Trade Area had a 2.3 percent vacancy rate, suggesting relatively stable demand for the existing retail. That said, approximately 9,000 square feet of additional space has been vacated in the Trade Area since 2019, suggesting the vacancy rate, excluding AMC, is now closer to five percent.
- Similar to citywide trends, the Lakeview Center Trade Area experienced significant negative net absorption of retail space between 2018 and 2020, including the loss of the ~60,000 square foot AMC at Deer Valley. This leads to an increasing vacancy rate and may suggest declining retail demand in this Trade Area.
- Retail rents in the Trade Area (\$1.77 per square foot) are somewhat higher than the citywide rate (\$1.42 per square foot), likely driven by the relative age of the retail supply in this Trade Area, which tends to be newer than the citywide inventory.

**Table 13: In-Shape Shopping Center Trade Area Characteristics** 

Trade Area Characteristics (One-Mile)         In-Shape Shopping Center         City of Antioch           Dem ographic Characteristics         7000         17,101         109,973           Households         5,177         34,390         34,390           Avg. Household Size         3.28         3.18           Population Grow th 2010-2020         3.3%         7.0%           Median Age         38.6         34.9           Median Household Income         \$112,081         \$81,499           Residential Market Conditions         5,507         36,431           % Vacant         6%         6%           Total Housing Units, 2018         5,581         35,758           % Single-Family         95%         81%           % Multifamily         3%         18%           Median Home Sale Price, 2020         \$525,000         \$502,000           Median Home Sale Price psf         \$258         \$275           Multifamily Average Asking Rent, Q4 2020         n.a.         \$1,706           MFR Vacancy Rate         n.a.         4.6%           Retail Market Conditions         4.6%
Population         17,101         109,973           Households         5,177         34,390           Avg. Household Size         3.28         3.18           Population Grow th 2010-2020         3.3%         7.0%           Median Age         38.6         34.9           Median Household Income         \$112,081         \$81,499           Residential Market Conditions         5,507         36,431           % Vacant         6%         6%           Total Housing Units, 2018         5,581         35,758           % Single-Family         95%         81%           % Multifamily         3%         18%           Median Home Sale Price, 2020         \$525,000         \$502,000           Median Home Sale Price psf         \$258         \$275           Multifamily Average Asking Rent, Q4 2020         n.a.         \$1,706           MFR Vacancy Rate         n.a.         4.6%
Households       5,177       34,390         Avg. Household Size       3.28       3.18         Population Grow th 2010-2020       3.3%       7.0%         Median Age       38.6       34.9         Median Household Income       \$112,081       \$81,499         Residential Market Conditions       35,507       36,431         7 Vacant       6%       6%         Total Housing Units, 2018       5,581       35,758         8 Single-Family       95%       81%         8 Multifamily       3%       18%         Median Home Sale Price, 2020       \$525,000       \$502,000         Median Home Size (sq. ft.)       2,066       1,818         Median Home Sale Price psf       \$258       \$275         Multifamily Average Asking Rent, Q4 2020       n.a.       \$1,706         MFR Vacancy Rate       n.a.       4.6%
Avg. Household Size       3.28       3.18         Population Grow th 2010-2020       3.3%       7.0%         Median Age       38.6       34.9         Median Household Income       \$112,081       \$81,499         Residential Market Conditions       3.28       3.28         Total Housing Units, 2020       5,507       36,431         % Vacant       6%       6%         Total Housing Units, 2018       5,581       35,758         % Single-Family       95%       81%         % Multifamily       3%       18%         Median Home Sale Price, 2020       \$525,000       \$502,000         Median Home Sale Price psf       \$258       \$275         Multifamily Average Asking Rent, Q4 2020       n.a.       \$1,706         MFR Vacancy Rate       n.a.       4.6%
Population Grow th 2010-2020         3.3%         7.0%           Median Age         38.6         34.9           Median Household Income         \$112,081         \$81,499           Residential Market Conditions         Total Housing Units, 2020         5,507         36,431           % Vacant         6%         6%           Total Housing Units, 2018         5,581         35,758           % Single-Family         95%         81%           % Multifamily         3%         18%           Median Home Sale Price, 2020         \$525,000         \$502,000           Median Home Size (sq. ft.)         2,066         1,818           Median Home Sale Price psf         \$258         \$275           Multifamily Average Asking Rent, Q4 2020         n.a.         \$1,706           MFR Vacancy Rate         n.a.         4.6%
Median Age         38.6         34.9           Median Household Income         \$112,081         \$81,499           Residential Market Conditions           Total Housing Units, 2020         5,507         36,431           % Vacant         6%         6%           Total Housing Units, 2018         5,581         35,758           % Single-Family         95%         81%           % Multifamily         3%         18%           Median Home Sale Price, 2020         \$525,000         \$502,000           Median Home Size (sq. ft.)         2,066         1,818           Median Home Sale Price psf         \$258         \$275           Multifamily Average Asking Rent, Q4 2020         n.a.         \$1,706           MFR Vacancy Rate         n.a.         4.6%
Median Household Income         \$112,081         \$81,499           Residential Market Conditions           Total Housing Units, 2020         5,507         36,431           % Vacant         6%         6%           Total Housing Units, 2018         5,581         35,758           % Single-Family         95%         81%           % Multifamily         3%         18%           Median Home Sale Price, 2020         \$525,000         \$502,000           Median Home Size (sq. ft.)         2,066         1,818           Median Home Sale Price psf         \$258         \$275           Multifamily Average Asking Rent, Q4 2020         n.a.         \$1,706           MFR Vacancy Rate         n.a.         4.6%
Residential Market Conditions           Total Housing Units, 2020         5,507         36,431           % Vacant         6%         6%           Total Housing Units, 2018         5,581         35,758           % Single-Family         95%         81%           % Multifamily         3%         18%           Median Home Sale Price, 2020         \$525,000         \$502,000           Median Home Size (sq. ft.)         2,066         1,818           Median Home Sale Price psf         \$258         \$275           Multifamily Average Asking Rent, Q4 2020         n.a.         \$1,706           MFR Vacancy Rate         n.a.         4.6%
Total Housing Units, 2020       5,507       36,431         % Vacant       6%       6%         Total Housing Units, 2018       5,581       35,758         % Single-Family       95%       81%         % Multifamily       3%       18%         Median Home Sale Price, 2020       \$525,000       \$502,000         Median Home Size (sq. ft.)       2,066       1,818         Median Home Sale Price psf       \$258       \$275         Multifamily Average Asking Rent, Q4 2020       n.a.       \$1,706         MFR Vacancy Rate       n.a.       4.6%
% Vacant       6%       6%         Total Housing Units, 2018       5,581       35,758         % Single-Family       95%       81%         % Multifamily       3%       18%         Median Home Sale Price, 2020       \$525,000       \$502,000         Median Home Size (sq. ft.)       2,066       1,818         Median Home Sale Price psf       \$258       \$275         Multifamily Average Asking Rent, Q4 2020       n.a.       \$1,706         MFR Vacancy Rate       n.a.       4.6%
Total Housing Units, 2018       5,581       35,758         % Single-Family       95%       81%         % Multifamily       3%       18%         Median Home Sale Price, 2020       \$525,000       \$502,000         Median Home Size (sq. ft.)       2,066       1,818         Median Home Sale Price psf       \$258       \$275         Multifamily Average Asking Rent, Q4 2020       n.a.       \$1,706         MFR Vacancy Rate       n.a.       4.6%
% Single-Family       95%       81%         % Multifamily       3%       18%         Median Home Sale Price, 2020       \$525,000       \$502,000         Median Home Size (sq. ft.)       2,066       1,818         Median Home Sale Price psf       \$258       \$275         Multifamily Average Asking Rent, Q4 2020       n.a.       \$1,706         MFR Vacancy Rate       n.a.       4.6%
% Multifamily       3%       18%         Median Home Sale Price, 2020       \$525,000       \$502,000         Median Home Size (sq. ft.)       2,066       1,818         Median Home Sale Price psf       \$258       \$275         Multifamily Average Asking Rent, Q4 2020       n.a.       \$1,706         MFR Vacancy Rate       n.a.       4.6%
Median Home Sale Price, 2020       \$525,000       \$502,000         Median Home Size (sq. ft.)       2,066       1,818         Median Home Sale Price psf       \$258       \$275         Multifamily Average Asking Rent, Q4 2020       n.a.       \$1,706         MFR Vacancy Rate       n.a.       4.6%
Median Home Size (sq. ft.) 2,066 1,818 Median Home Sale Price psf \$258 \$275  Multifamily Average Asking Rent, Q4 2020 n.a. \$1,706 MFR Vacancy Rate n.a. 4.6%
Median Home Sale Price psf \$258 \$275  Multifamily Average Asking Rent, Q4 2020 n.a. \$1,706  MFR Vacancy Rate n.a. 4.6%
Multifamily Average Asking Rent, Q4 2020 n.a. \$1,706 MFR Vacancy Rate n.a. 4.6%
MFR Vacancy Rate n.a. 4.6%
•
Retail Market Conditions
Total Inventory, Q4 2020 488,073 5,885,805
% of Citywide Inventory 8% n.a.
Vacancy Rate, Q4 2020 16.1% 7.9%
Net Absorption, 2010-2020 -13,040 182,068
Net Absorption, 2018-2020 -67,164 -122,363
Recent Deliveries (sq. ft.), 2010-2020 38,430 178,768
Average NNN Rent, Q4 2020 \$1.77 \$1.42

### Site Opportunities

 Infill sites are vacant, thus not requiring any demolition, reducing cost and time associated with any new development

- Large parcel size could allow various residential unit types (e.g., attached single-family, garden style apartments with surface parking, or higher density multifamily).
- Infill parcels have a single owner, leading to easier land sale or development.
- Site topography is well suited for development (relatively flat)
- Street-fronting sites reserved for future retail development, will likely be best
  positioned to capture most of the future demand for retail development at this
  commercial center. This would allow the 8.9 acres of space identified for this study to
  develop as housing without adversely impacting the ability for this center to capture
  additional retail demand in the future.
- Proximity to schools (i.e. John Muir Elementary, Dallas Ranch Middle School)
- New development can leverage existing entrance and egress to shopping center, which includes a stoplight to efficiently manage traffic flows.
- Located along a major transportation corridor with transit access.
- Sites are adjacent to the existing Mokelumne Trail, providing a valuable recreational amenity for potential residents.

### Site Constraints

• Commercial Center to northwest of property is owned by a different entity, suggesting any development on the identified infill sites would likely have to collaborate with those property owners to identify other points of entrance and egress.

### Housing Opportunity Assessment

The 8.9 acres of parcels identified within the In-Shape Shopping Center pose a strong opportunity for residential development. The relatively large parcel size allows a diverse mix of development options, ranging from townhomes to higher density multifamily construction. The existing neighborhood is primarily owner-occupied single-family homes, which may be impacted during construction of new residential units. This area of Antioch typically attracts higher income households, likely associated with the larger homes and lack of diversified housing options in the area. The lower average sale price per square foot of homes in the area is primarily driven by the larger unit sizes, which typically yield lower sale prices per square foot. The higher relative household incomes may indicate a higher ability to pay for residential units. The Trade Area has a modest amount of existing retail offerings, with remaining buildout potential within this shopping center and at nearby sites that have more attractive anchor tenants. Given historic development trends and nearby amenities, the site may not necessarily be attractive to residents seeking more urban lifestyles, which may lead to demand for significant on-site parking and larger unit sizes.

Retail Potential Score: 2 (low opportunity)

**Residential Potential Score:** 4 (good opportunity)





# Deer Valley Plaza

4204 Lone Tree Way

Antioch, CA 94531

Photo Credit: Google

# Site Characteristics:

- 25.4 Total Acres
- 9.8 Acres for Infill Dev
- Former AMC Theatre (~60,000 sq ft)
- Single Owner

## Opportunities:

- Strong For-Sale Residential Market
- High Incomes
- Sufficient retail offerings nearby for residents

### Challenges:

- Reuse as retail limited
- Requires redevelopment
- Primarily Single-Family
   Neighborhood

Retail Score: 3 (modest)
Residential Score: 3 (modest)

### **Deer Valley Plaza**

Deer Valley Plaza is a fully developed 25.4-acre commercial center, with tenants ranging from larger retailers, including FoodMaxx and dd's Discounts, to national fast-food establishments including Taco Bell, McDonald's, and Starbucks. The site identified for infill development is the former AMC Theatre and surrounding parking lot on the western portion of the commercial center, occupying roughly 9.8 acres of the site. The infill site has a single owner, though the entire Deer Valley Plaza is owned by three entities. While this may not necessarily pose any constraints to future development, it may suggest multiple entities would need to approve any redevelopment of the site. The larger site size would support a range of residential unit types.

### One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 19,800 residents (18.0% of Antioch residents) Highest concentration among infill sites
- 5,600 households (16.2% of Antioch households)
- Larger average household sizes (3.53) within Trade Area, relative to the Antioch average household size (3.18)
- Slower growth over past decade (4.7 percent) relative to Antioch as a whole (7.0 percent) Second most significant percent growth among infill sites
- High annual median household incomes (\$114,000) compared to Antioch (\$81,500) Highest median income among infill sites

### Residential Market Conditions

- The Trade Area is primarily single-family housing, accounting for 96 percent of all homes within a one-mile radius, compared to 81 percent of all Antioch homes.
- 2020 median sale price of homes within a one-mile radius was \$550,000, roughly ten percent above the citywide median over the same time period. Sale prices per square foot, however, are lower than citywide sale prices per square foot.
- Due to the limited multifamily inventory within the one-mile Trade Area, average asking
  rental rate information is unavailable, though data for the Trade Areas of nearby
  commercial centers, assessed above, suggest multifamily rents are relatively low in
  this part of Antioch, likely due to the older age of existing multifamily complexes in
  those Trade Areas rather than limited demand.

### Retail Market Conditions

- Despite having roughly 18.0 percent of Antioch's population, the one-mile Trade Area only contains 7.2 percent of the retail inventory. This relative under-supply of retail space may suggest an opportunity to increase the amount of convenience-oriented retail within the area to serve nearby residents.
- Just outside of the one-mile trade area, however, is a significant concentration of retailers on both the east and west sides of Highway 4. This includes major retail offerings like Lowe's, Home Depot, Target, Trader Joe's, Best Buy, PetSmart, Kohl's, and Michaels, among many others. This competitive retail supply at a prominent

- intersection and entry point to Antioch likely captures a significant amount of the retail spending of residents who live further west along Lone Tree Way.
- The retail vacancy rate within the Trade Area is roughly 13.8 percent, well above the citywide rate of 7.9 percent. This, however, includes the AMC space identified for potential infill development. Prior to the AMC closing in 2019, the Trade Area had a 0.9 percent vacancy rate, suggesting strong demand for retail space. In fact, approximately 3,800 square feet of retail space has been absorbed in the Trade Area since the closing of AMC in 2019.
- Retail rents in the Trade Area (\$2.50 per square foot) are well above the average citywide rate (\$1.42 per square foot), likely driven by the relative age of the retail supply in this Trade Area, which tends to be newer than the citywide inventory.

**Table 14: Deer Valley Plaza Trade Area Characteristics** 

Trade Area Characteristics (One-Mile)	Deer Valley Plaza	City of Antioch
Demographic Characteristics		
Population	19,808	109,973
Households	5,583	34,390
Avg. Household Size	3.53	3.18
Population Growth 2010-2020	4.7%	7.0%
Median Age	35.6	34.9
Median Household Income	\$113,950	\$81,499
Residential Market Conditions		
Total Housing Units, 2020	5,879	36,431
% Vacant	5%	6%
Total Housing Units, 2018	5,888	35,758
% Single-Family	96%	81%
% Multifamily	4%	18%
Median Home Sale Price, 2020	\$550,000	\$502,000
Median Home Size (sq. ft.)	2,230	1,818
Median Home Sale Price psf	\$245	\$275
Multifamily Average Asking Rent, Q4 2020	n.a.	\$1,706
MFR Vacancy Rate	n.a.	4.6%
Retail Market Conditions	465 /	<b>5</b> 00 <b>-</b> 05-
Total Inventory, Q4 2020	422,731	5,885,805
% of Citywide Inventory	7%	n.a.
Vacancy Rate, Q4 2020	13.8%	7.9%
Net Absorption, 2010-2020	-14,550	182,068
Net Absorption, 2018-2020	-58,294	-122,363
Recent Deliveries (sq. ft.), 2010-2020	10,000	178,768
Average NNN Rent, Q4 2020	\$2.50	\$1.42

### Site Opportunities

- Site is flat, likely with necessary utility infrastructure to serve new development
- Multiple points of access, including access from Mokelumne Drive from the west which could allow development without affecting existing retail activity.
- Closest commercial center to the concentration of retail activity at intersection of
  Highway 4 and Lone Tree Way. This proximity could be seen as an amenity for
  potential residential tenants, as well as direct competition for any reuse of this site for
  future retail. Given this more prominent cluster of commercial space still has
  additional retail development capacity, it will likely capture any retail demand for space
  in southeast Antioch/northwest Brentwood.
- Large parcel size could allow various residential unit types (e.g., attached single-family, garden style apartments with surface parking, or higher density multifamily).
- Infill parcel has a single owner, leading to easier land sale or development.
- Located along a major transportation corridor with transit access.
- Proximity to key amenities and services (Deer Valley High School, Lone Tree Elementary School, Prewett Library, Antioch Water Park, etc.)

### Site Constraints

- Reuse of existing building for future retail tenant is likely limited due to demand and unique layout of space as a theatre.
- Redevelopment will require expensive demolition of existing property.
- Commercial Center has multiple owners, potentially complicating redevelopment.

### Housing Opportunity Assessment

The 9.8-acre parcel identified for potential infill development poses a modest opportunity for future residential development. The primary challenge with the site is the existing AMC theatre which will require demolition to make way for any residential development. While this is not insurmountable for a developer to incorporate into their development budget, there may be more ideal redevelopment opportunities at other sites (including other commercial centers) with existing vacant space. Redevelopment of sites with a modest amount of existing development typically require high sale prices or rental rates to offset the cost of demolition and redevelopment. Although this Trade Area has relatively high sale prices for large singlefamily residential units, the market is relatively unproven for the medium- to high-density residential projects envisioned as part of the infill housing study. This includes zero recent attached townhome sales and no multifamily rental complexes within one mile of the site. This site, similar to others in predominantly single-family neighborhoods, will have to pioneer the market for higher density projects, which is a somewhat risky investment decision, made especially challenging with the required demolition on the AMC site. However, it is also worth noting that the site is roughly 2.0 miles from two apartment complexes built since 2000 at the intersection of Lone Tree Way and Heidorn Ranch Road, near Highway 4. These are larger developments, occupying roughly 13 acres of land each, but may highlight potential demand

for higher density residential along this corridor in close proximity to Highway 4 and other nearby amenities.

**Retail Potential Score**: 3 (modest opportunity)

Residential Potential Score: 3 (modest opportunity)

# ite Characteristics:

- 5.9 Total Acres
- 4.9 Acres for Infill Dev
- Vacant Site
- Single Owner

# **Opportunities**:

- Proximity to BART
- Freeway Exit
- nearby to test market New residential/retail

### Challenges:

- Modest Site Size
- Surrounds existing gasoline station
- Competitive sites nearby
- Primarily Single-Family Neighborhood

Residential Score: 3 (modest) Retail Score: 2 (low)

# Hillcrest Summit

Hillcrest Ave. / E. Tregallas Rd. / Shaddick Dr.

Antioch, CA 94531

### Hillcrest Summit

The Hillcrest Summit Center is 5.9-acre commercial center, with one existing gasoline station located on the northeast corner of the site. Surrounding the 1.0-acre gasoline station is the vacant infill development site, totaling 4.9 acres. The center is located at the southwest intersection of Hillcrest Avenue and Larkspur Drive, immediately south of the Hillcrest Avenue exit from Highway 4. The recently-opened Bay Area Rapid Transit (BART) station is located roughly one-third of a mile from the site, as the crow flies, though travel from the potential infill site requires crossing a freeway overpass to access the station from the north side of Highway 4. The infill parcels are owned by the same entity; however, the gasoline station parcel is subdivided and is owned by a separate entity. Located just south of the infill sites, on the east side of Hillcrest Avenue, is a 23-acre Planned Development project called Wildflower Station. This project is envisioned as a modern mixed-use residential and retail center, including 98 condominiums, 22 single-family homes, and 10.45 acres of commercial sites. According to the City's Current Projects list, as of February 2021, the site is currently under construction. This nearby project will affect the potential of the Hillcrest Summit in several ways. First, it will create a more unique quasi-urban retail shopping experience, which can be an amenity for potential residents of the Hillcrest Summit infill sites. Second, it will give other developers an idea of potential sale prices for higher density for-sale housing units. Lastly, due to the larger site size, location on a more prominent intersection, and multiple points of access, it will likely capture a large share of the retail demand in this corridor, potentially decreasing the demand for retail on the smaller Hillcrest Summit infill site.

### One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 13,800 residents (12.6% of Antioch residents)
- 4,500 households (13.2% of Antioch households)
- Smaller average household sizes (3.04) within Trade Area, relative to the Antioch average household size (3.18)
- Slower growth over past decade (1.8 percent) relative to Antioch as a whole (7.0 percent)
- Annual median household incomes (\$84,730) are similar to the City median household income (\$81,500)

### Residential Market Conditions

- Trade area is primarily single-family housing, accounting for 92 percent of all homes within a one-mile radius, compared to 81 percent of all Antioch homes.
- 2020 median sale price of homes within a one-mile radius was \$485,000, somewhat
  lower than the citywide median sale price over the same time period. Sale prices per
  square foot, however, are above than citywide sale prices per square foot due to the
  smaller unit sizes in the Trade Area. This may signal demand for smaller residential
  types at moderate sale prices, ideal for the infill housing sites.

• The amount of multifamily residential within the Trade Area is somewhat limited, and the rents associated with the existing units (\$1,130 per month) is well below the citywide average asking rent (1,700). In addition, the reported multifamily vacancy rate is roughly 7.3 percent, which is above the citywide average of 4.6 percent.

### Retail Market Conditions

- Despite having roughly 12.6 percent of Antioch's population and proximity to a freeway exit, the one-mile Trade Area only contains 7.5 percent of the citywide retail inventory.
   This may signal opportunities for the area to increase the retail offerings commensurate with the current population and household concentration, though the nearby retail space planned at the Wildflower Station will dramatically increase the Trade Area's retail inventory.
- Although the Trade Area absorbed roughly 18,000 square feet of retail space since 2010, more recent trends indicate the area has seen negative absorption of roughly 30,000 square feet between 2018 and 2020, meaning the Trade Area vacancy rate has increased significantly over the past few years.
- Retail vacancy rate within the Trade Area is roughly 11.9 percent, somewhat above the citywide rate of 7.9 percent. This rate has steadily increased since the beginning of 2019, when vacancy rates were roughly 4.2 percent in the Trade Area. This either signals the loss of a few major retail tenants within the Trade Area, or a mismatch between the Trade Area's existing retail supply and the demand. This potential mismatch is likely the reason for the proposed Wildflower Station project, which aims to bring in an urban-style retail/residential area that appeals to the current demand for experiential retail.
- CoStar does not report an average asking retail rent in the Trade Area. In the first quarter of 2019, the last time CoStar reported average asking rents in the area, the Trade Area had a reported average asking rent of roughly \$1.25 per month, somewhat below the Citywide average of \$1.42 per month in that same quarter.

**Table 15: Hillcrest Summit Trade Area Characteristics** 

	Hillcrest	City of
Trade Area Characteristics (One-Mile)	Summit	Antioch
Demographic Characteristics		
Population	13,813	109,973
Households	4,531	34,390
Avg. Household Size	3.04	3.18
Population Grow th 2010-2020	1.8%	7.0%
Median Age	38.4	34.9
Median Household Income	\$84,732	\$81,499
Residential Market Conditions		
Total Housing Units, 2020	4,782	36,431
% Vacant	5%	6%
Total Housing Units, 2018	4,643	35,758
% Single-Family	92%	81%
% Multifamily	7%	18%
Median Home Sale Price, 2020	\$485,000	\$502,000
Median Home Size (sq. ft.)	1,793	1,818
Median Home Sale Price psf	\$286	\$275
Multifamily Average Asking Rent, Q4 2020	\$1,129	\$1,706
MFR Vacancy Rate	7.3%	4.6%
Retail Market Conditions		
Total Inventory, Q4 2020	443,999	5,885,805
% of Citywide Inventory	7.5%	n.a.
Vacancy Rate, Q4 2020	11.9%	7.9%
Net Absorption, 2010-2020	18,094	182,068
Net Absorption, 2018-2020	-30,276	-122,363
Recent Deliveries (sq. ft.), 2010-2020	3,180	178,768
Average NNN Rent, Q4 2020	-	\$1.42

### Site Opportunities

- Located in close proximity to BART station (though requires freeway overcrossing to access station)
- Located at a freeway exit intersection
- Located in close proximity to neighborhood-changing retail/residential project (Wildflower Station)
- Moderate parcel size
- Infill parcel has a single owner, leading to easier land sale or development
- Located along a major transportation corridor with transit access
- Portion of the site is flat

### Site Constraints

- Site surrounds an existing gasoline station, with different owner
- Portion of the site is sloped, reducing already modest-sized infill site
- Competitive retail/residential in the area is already under construction

### Housing Opportunity Assessment

The 4.9-acre parcel identified for potential infill development poses a modest opportunity for future residential development. One major driver of potential residential demand stems from the proximity to the BART station. That said, the City does have the Hillcrest Station Specific Plan, which will accommodate significant future office, retail, and high-density residential development on the north side of Highway 4 within closer proximity to the BART station. This likely affords the Specific Plan Area better retail and residential development opportunities compared to this infill site. The infill parcels may also benefit from the nearby development of the Wildflower Station project, which includes urban for-sale multifamily units and nearly 11 acres of planned retail space. Assuming the Wildflower Station project delivers as envisioned, the residential units will prove the depth of demand for urban residential unit types in the broader Trade Area, while also providing an experiential retail amenity to support potential residential development on the Hillcrest Summit infill sites. Also, the retail component of the Wildflower Station project will likely deliver before any potential retail on these infill sites, meaning residential is a more likely use for the Hillcrest Summit site. Despite the somewhat smaller site size, further reduced by the sloped topography on the southwest side of the parcel, the Hillcrest Summit site does offer a modest opportunity to accommodate future residential demand.

**Retail Potential Score**: 2 (low opportunity)

**Residential Potential Score**: 3 (modest opportunity)





# Hillcrest Terrace

Deer Valley Rd / Hillcrest Terrace Ct

Antioch, CA 94531

Credit: Google Maps

# Site Characteristics:

- 13.9 Total Acres
- 6.3 Acres for Infill Dev
- Vacant Site
- Single Owner

# Opportunities:

- Nearby high-density development
- Owned by Antioch USD
- High household incomes
  - Site topography (flat)
- New residential/retail nearby to test market

### Challenges:

- Nearby competitive sites
- Primarily Single-Family
   Neighborhood

Retail Score: 2 (low)

Residential Score: 4 (good)

### Hillcrest Terrace

The Hillcrest Terrace Commercial Center is a partially-developed 13.9-acre center, with existing tenants including Walgreens, O'Reilly Auto Parts, and McDonalds as well as an affordable senior housing apartment complex built in 1999, called the Antioch Hillcrest Terrace Apartments. Together, the retail and residential components occupy roughly 7.6 acres of the site. The remaining 6.3 acres are vacant and located to the south of the commercial center entrance point on Hillcrest Terrace Court. The site is located roughly 1.0 miles south of the recently-opened Bay Area Rapid Transit (BART) station, though reaching the station requires crossing a freeway overpass to access the station from the north side of Highway 4. The specific infill site is owned by the Antioch Unified School District (USD). Depending on the school district's interest in using the site for school district needs, this may present an opportunity or challenge for future retail or residential development. More specifically, the Antioch USD may want to reserve this site for a school to serve the growing population around the BART station, though the site size and location on a major thoroughfare may not be an ideal size or location for a school. Alternatively, the site may pose an opportunity to coordinate with the school district to identify the ideal use for the site. This could include a use that benefits both parties, such as targeted to the needs of district staff and teachers.

The remainder of the commercial center is owned by four different entities, which may pose some challenges with navigating development of the site. That said, the infill site only shares a border with the existing senior housing complex, with the retail component located across the small Hillcrest Terrace Court right-of-way. This suggests that development on the infill site would likely have a minimal effect on the existing center during construction. Located just north of the infill sites, on the east side of Hillcrest Avenue, is a 23-acre Planned Development project called Wildflower Station. This project is envisioned as a modern mixed-use residential and retail center, including 98 condominiums, 22 single-family homes, and 10.45 acres of commercial sites. According to the City's Current Projects list, as of February 2021, the site is currently under construction. This nearby project will affect the potential of the Hillcrest Terrace infill site by providing new retail shopping experiences and higher density for-sale housing units, which have the potential to change the historically single-family nature of the community. Given the site size, the Hillcrest Terrace infill sites would likely allow for a diverse range of unit types.

### One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 15,200 residents (13.8% of Antioch residents)
- 4,900 households (14.2% of Antioch households)
- Smaller average household sizes (3.10) within Trade Area, relative to the Antioch average household size (3.18)
- Slower growth over past decade (1.9 percent) relative to Antioch (7.0 percent)
- Higher annual median household incomes (\$100,100) than the City median household income (\$81,500), despite smaller household sizes

### Residential Market Conditions

- Trade area is primarily single-family housing, accounting for 93 percent of all homes within a one-mile radius, compared to 81 percent of all Antioch homes.
- 2020 median sale price of homes within a one-mile radius (\$505,000) was comparable to the citywide median price over the same time period (\$502,000). Due to moderately larger home sizes within the Trade Area, sale prices per square foot (\$273) were slightly below the median sale price per square foot over the same time period (\$275).
- The amount of multifamily residential within the Trade Area is somewhat limited, and the rents associated with the existing units (\$1,110 per month) is well below the citywide average asking rent (\$1,700). In addition, the reported multifamily vacancy rate is estimated at an alarmingly high 36 percent, though this appears to be driven by significant vacancies within one project in the Trade Area rather than low demand for rental units within the Trade Area.

### Retail Market Conditions

- Despite having roughly 13.8 percent of Antioch's population, the one-mile Trade Area
  only contains 6.4 percent of the Antioch retail inventory. This may signal opportunities
  for the area to increase the retail offerings commensurate with the current population
  and household concentration, though the nearby retail space planned at the
  Wildflower Station is planned to dramatically increase the amount of retail offerings in
  the Trade Area.
- Although the Trade Area absorbed roughly 20,200 square feet of retail space since 2010, more recent data indicate that the area has seen negative absorption of roughly 26,800 square feet between 2018 and 2020. As a result, the Trade Area vacancy rate has increased significantly over the past few years.
- The retail vacancy rate within the Trade Area is roughly 13.1 percent, above the citywide rate of 7.9 percent. This rate has steadily increased since the beginning of 2019, when vacancy rates were roughly 3.9 percent in the Trade Area. This appears to be driven by the vacancy in the roughly 30,000 square foot space across the street from the infill sites, previously occupied by Rite Aid.
- In addition to existing vacancy in the Trade Area, the proposed Wildflower Station project will increase the retail inventory in the general Trade Area, likely capturing a large portion of the future retail demand.
- Due to recent vacancies, combined with the fact that a large share of the existing
  retailers in the Trade Area own their spaces, CoStar data does not report an average
  asking retail rent in the Trade Area. In the first quarter of 2019, the last time CoStar
  reported average asking rents in the area, the Trade Area had a reported average
  asking rent of roughly \$1.35 per month, slightly below the Citywide average of \$1.42
  per month in that same quarter.

**Table 16: Hillcrest Summit Trade Area Characteristics** 

	Hillcrest	City of
Trade Area Characteristics	Terrace	Antioch
Demographic Characteristics		
Population	15,182	109,973
Households	4,874	34,390
Avg. Household Size	3.10	3.18
Population Growth 2010-2020	1.9%	7.0%
Median Age	38.9	34.9
Median Household Income	\$100,856	\$81,499
Residential Market Conditions		
Total Housing Units, 2020	5,132	36,431
% Vacant	5%	6%
Total Housing Units, 2018	5,148	35,758
% Single-Family	93%	81%
% Multifamily	6%	18%
Median Home Sale Price, 2020	\$505,000	\$502,000
Median Home Size (sq. ft.)	1,907	1,818
Median Home Sale Price psf	\$273	\$275
Multifamily Average Asking Rent, Q4 2020	\$1,109	\$1,706
MFR Vacancy Rate	35.7%	4.6%
Retail Market Conditions		
Total Inventory, Q4 2020	375,741	5,885,805
% of Citywide Inventory	6.4%	n.a.
Vacancy Rate, Q4 2020	13.1%	7.9%
Net Absorption, 2010-2020	20,194	182,068
Net Absorption, 2018-2020	-26,776	-122,363
Recent Deliveries (sq. ft.), 2010-2020	3,180	178,768
Average NNN Rent, Q4 2020	-	\$1.42

### Site Opportunities

- Infill site is vacant and relatively flat.
- Site is owned by a public agency, allowing more public control of development process.
- Parcel size will accommodate range of residential development types.
- Infill parcel has a single owner, leading to easier land sale or development; however, public ownership requires compliance with special rules for the site disposition process.
- Located in close proximity to neighborhood-changing retail/residential project (Wildflower Station).
- Located in close proximity to BART station (though requires freeway overcrossing to access station).
- Located along a major transportation corridor with transit access.
- Existing entrance/egress to site from Hillcrest Terrace, including stoplight at intersection with Deer Valley Road.

### Site Constraints

- Antioch USD vision for the property.
- Remainder of site has multiple owners.
- Competitive retail/residential in the area is already under construction.
- Neighboring single-family residential may have some opposition to development of specific residential unit types on the infill site.

### Housing Opportunity Assessment

The 6.3-acre parcel identified for potential infill development poses a good opportunity for future residential development. The site size and existing condition (i.e., flat, vacant, separated from neighboring commercial space, etc.) all suggest development would be relatively straightforward. Similarly, the neighboring multifamily complex indicates local acceptance for multifamily projects. The most critical component to future development of the site hinges on Antioch USD's interest in using the site for future school district needs. Assuming the school district is open to working collaboratively with the City and real estate development entities, the site could provide a unique public-private partnership opportunity that the other commercial centers do not offer.

The broader Trade Area is likely to experience some change in demand for both residential and retail amenities driven by the recently-completed BART station, within approximately one-mile of the site, as well as the Wildflower Station project, which includes urban for-sale multifamily units and nearly 11 acres of planned retail development. Assuming the project delivers as envisioned, the residential units in the Wildflower Station project will prove the depth of demand for urban residential unit types in the broader Trade Area will ealso providing an experiential retail amenity that would be supportive of potential residential development on the Hillcrest Terrace infill sites. Also, the retail component of the Wildflower Station project will likely deliver before any potential retail on these infill sites, meaning residential is a more likely use for the Hillcrest Terrace site. For the above reasons, the site presents a good opportunity for infill residential development.

**Retail Potential Score**: 2 (low opportunity)

**Residential Potential Score**: 4 (good opportunity)







Buchanan Crossing

3160 Buchanan Road

Antioch, CA 94509

# Site Characteristics:

- 12.9 Total Acres
- 5.4 Acres for Infill Dev
- Vacant Site
- Single Owner

### **Opportunities:**

- New retail onsite, including grocery
- residential unit types in Diverse mix of Trade Area

### Challenges:

- Site Topography (slope)
- **Neighboring Residential**
- Lower Incomes

Residential Score: 3 (modest) Retail Score: 3 (modest)

### **Buchanan Crossing**

Buchanan Crossing is a 12.9-acre shopping center with two existing tenants: Grocery Outlet and Subway. A third tenant, CVS Pharmacy, recently vacated the second anchor building of roughly 18,000 square feet. The existing buildings within the shopping center are relatively new (built in 2016) and they only occupy a portion of the site. More specifically, the existing buildings, plus remaining buildable retail pads, occupy about 7.5 acres of the total site, with the remaining 5.4 vacant acres identified as a potential infill housing site. Based on aerial images, the site has three remaining street-fronting vacant retail pads that are not identified as development sites for this infill analysis. These sites are likely to capture retail demand for this shopping center before the larger 5.4-acre site identified for potential infill residential development, which is positioned further back off of the street frontage. While the 5.4-acre site envisioned for potential infill is owned by one entity, the remaining commercial shopping center has been subdivided to include three other owners of existing retail space and future buildable space.

### One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 14,900 residents (13.5% of Antioch residents)
- 4,900 households (14.4% of Antioch households)
- Average household size (2.99) is smaller than the Antioch average household size (3.18)
- Faster population growth over past decade (5.5 percent) relative to Trade Areas around other commercial centers in this analysis, but slower than Antioch's growth as a whole (7.0 percent) Most significant percent growth among infill sites
- Relatively low annual median household incomes (\$54,500) compared to that of Antioch (\$81,500)

### Residential Market Conditions

- Trade Area contains a fairly even mix of single-family and multifamily housing, accounting for 53 percent and 42 percent, respectively. This proportion of multifamily housing is significantly higher than the city as a whole, where only 18 percent of units are multifamily.
- 2020 median sale price of homes within a one-mile radius of the commercial center was \$450,000, slightly less than the Citywide median during the same time period. However, the median home size in the Trade Area is also smaller, translating to a higher median home sale price per square foot (\$317 per sq. ft.) compared to the citywide median (\$275 per sq. ft.)
- The multifamily rental units have average asking rents (\$1,646 per month) that are comparable to the citywide average of \$1,706, suggesting moderate to strong rental market conditions.
- A planned residential development adjacent to the site, the Tuscany Meadows project located in the neighboring City of Pittsburg, will build up to 917 new single-family

homes and 365 multifamily units. Until this neighboring development is fully built out, it may be difficult for comparatively smaller sites such as Buchanan Crossing to break ground with new residential product, especially given the more challenging site topography and less opportunity for economies of scale on the Buchannan Crossing site. Although the large supply of new Tuscany Meadows units may siphon residential demand, the new households will also create additional demand for retail within the area.

### Retail Market Conditions

- Despite only being home to roughly 13.5 percent of Antioch's population, the one-mile Trade Area includes 26.4 percent of the City's retail inventory.<sup>4</sup> This is likely driven by the retail cluster that includes Delta Fair Shopping Center, Somersville Towne Center, and 99 Cents/Big Lots center, all included below as potential redevelopment opportunities. This inventory also includes the Century Plaza Shopping Center, located just outside of the City of Antioch boundary in the neighboring City of Pittsburg. This relatively new shopping center and related in-line retail and fast food restaurants likely capture a portion of the demand that would otherwise translate to shopping at retail locations in the City of Antioch.
- The retail vacancy rate within the Trade Area is roughly 11.5 percent, above the citywide rate of 7.9 percent. This indicates a somewhat more limited demand for retail in the Trade Area, and also suggests there is some existing vacant space that can be absorbed before building new retail space.
- Despite the vacancy of the CVS space, the Buchanan Crossing Trade Area experienced
  a positive net absorption of retail space between 2018 and 2020, which is the largest
  positive absorption among the commercial sites analyzed, and contrary to the citywide
  trend of negative net absorption over the same time period. This reduces the retail
  vacancy rate in the Trade Area and may suggest increasing retail demand in this
  particular part of Antioch, though the existing retail vacancy rate is still above the
  citywide rate.
- Retail rents in the Trade Area (\$1.35 per square foot) are somewhat lower than the citywide rate (\$1.42 per square foot), even though Buchanan Crossing is newer than the majority of the citywide inventory.

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<sup>&</sup>lt;sup>4</sup> Note that a portion of the retail inventory in this Trade Area is located outside of the City of Antioch. As a result, the amount of retail within the City of Antioch portion of this Trade Area likely accounts for less than the reported 26.4 percent of the total citywide retail inventory.

**Table 17: Buchanan Crossing Trade Area Characteristics** 

	B	014
Trade Area Characteristics	Buchanan Crossing	City of Antioch
Demographic Characteristics		
Population	14,864	109,973
Households	4,936	34,390
Avg. Household Size	2.99	3.18
Population Growth 2010-2020	5.5%	7.0%
Median Age	32.6	34.9
Median Household Income	\$54,468	\$81,499
Residential Market Conditions		
Total Housing Units, 2020	5,255	36,431
% Vacant	6%	6%
Total Housing Units, 2018	5,342	35,758
% Single-Family	53%	81%
% Multifamily	42%	18%
Median Home Sale Price, 2020	\$450,000	\$502,000
Median Home Size (sq. ft.)	1,409	1,818
Median Home Sale Price psf	\$317	\$275
Multifamily Average Asking Rent, Q4 2020	\$1,646	\$1,706
MFR Vacancy Rate	3.9%	4.6%
Retail Market Conditions		
Total Inventory, Q4 2020	1,552,042	5,885,805
% of Citywide Inventory	26%	n.a.
Vacancy Rate, Q4 2020	11.5%	7.9%
Net Absorption, 2010-2020	107,156	182,068
Net Absorption, 2018-2020	37,692	-122,363
Recent Deliveries (sq. ft.), 2010-2020	55,880	178,768
Average NNN Rent, Q4 2020	\$1.35	\$1.42

### Site Opportunities

- Infill site is vacant, thus not requiring any demolition, reducing cost and time associated with any new development
- Large parcel size could allow various residential unit types (e.g., attached single-family, garden style apartments with surface parking, or higher density multifamily).
- Infill parcels have a single owner, leading to easier land sale or development.
- Remaining street-fronting retail development sites have potential to capture future retail demand
- New development could leverage existing entrance and egress to shopping center
- Located along a major transportation corridor with transit access
- Recent development within Buchanan Crossing suggests likely utility capacity without need for major upgrades.
- Nearby planned residential development, Tuscany Meadows, will increase population, households, and potential retail demand in the area.

### Site Constraints

- Site topography would incur modest to high cost to grade the site.
- Potential new residential construction nearby may compete for residential demand.
- Median household income (\$54,500) is lower than the median citywide household income (\$81,500), which may make new retail difficult to support.

### Housing Opportunity Assessment

The 5.4 acres of remaining buildout potential within Buchanan Crossing poses a modest opportunity for residential development, though it still also offers a modest opportunity for additional retail development on parcels not targeted for residential infill. The relatively large parcel size would allow a diverse mix of residential development options, ranging from singlefamily homes to higher density multifamily construction. The existing neighborhood has a higher proportion of multifamily units compared to other parts of the City with a low vacancy rate of 3.9 percent. This suggests there is local support and demand for multifamily product in this area. Likely associated with the larger rental apartment supply, the area within the onemile radius also has lower income households compared to the city overall. However, the median home sale price per square foot is higher than the citywide average, which indicates that this area may be able to support relatively higher sale prices for new development with smaller footprints, such as condominiums and townhomes. The Trade Area also has a large amount of existing retail offerings, though Buchanan Crossing remains well positioned as a retail center due to its strong grocery anchor and new relatively new construction and good transportation access. Although residential demand seems strong in the broader Trade Area, this neighborhood of Antioch will have to compete with the nearby Tuscany Meadows project, which is slated to deliver 917 new single-family homes and 365 multifamily units. This project is likely to capture a large share of the residential demand for this area and may also generate additional demand for retail space within the area.

Retail Potential Score: 3 (modest opportunity)
Residential Potential Score: 3 (modest opportunity)





# Delta Fair Shopping Center

2954 Delta Fair Blvd

Antioch, CA 94509

# ite Characteristics:

- 14.7 Acres
- Redevelopment Site
- Multiple Owners

# Opportunities:

- Strong Rental and For-Sale Residential Market
- Proximity to other retail
- Diverse mix of residential unit types in Trade Area
- Direct adjacency to several apartments

### Challenges:

- Requires redevelopment
- Better retail sites nearby
- Lower incomes

Retail Score: 1 (minimal)
Residential Score: 4 (good)

Photo Credit: Google M

### **Delta Fair Shopping Center**

Delta Fair Shopping Center is a fully developed 14.7-acre shopping center with multiple owners, though one owner owns the majority of the site. The center is relatively old and is underutilized, with two empty anchor buildings and several other vacant in-line retail spaces, following the departure of Food Maxx in 2009. The existing buildings and their designated parking lots occupy the entirety of the site. Current tenants include the ABC Dental Group, Home Designs Furniture, California Check Cashing Stores, as well as a spa, cigarette retailer, mobile phone repair shop, and several fast-casual restaurants such as Little Caesars Pizza and Kabul Restaurant & Market. Delta Fair is immediately surrounded by a large portion of Antioch's existing retail supply, including the 99 Cents Only/Big Lots Center, as well as several multifamily developments and medical office buildings. The recent postponement of planter renovate this center into a 210-unit apartment housing project demonstrates that the political and economic climate may make certain residential redevelopment efforts more challenging.

### One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 18,400 residents (16.8% of Antioch residents) Second highest concentration among infill sites
- 6,200 households (18.0% of Antioch households)
- Average household size (2.96) is smaller than the Antioch average household size (3.18).
- Slower population growth over past decade (3.9 percent) relative to Antioch's growth as a whole (7.0 percent)
- Relatively low annual median household incomes (\$49,600) compared to average incomes in Antioch (\$81,500)

### Residential Market Conditions

- The Trade Area contains an even mix of single-family and multifamily housing, accounting for 53 percent and 44 percent, respectively. This is higher than the proportion of multifamily housing in Antioch, which accounts for just 18 percent of the citywide housing stock.
- 2020 median sale price of homes within the one-mile Trade Area was \$440,000, slightly less than the Citywide median of \$502,000 during the same time period. However, the median home size in the Trade Area is also smaller, translating to a higher median home sale price per square foot (\$318 per sq. ft.) compared to the citywide median (\$275 per sq. ft.)
- The multifamily rental units have comparable average asking rents (\$1,608 per month) relative to the citywide average of \$1,706.
- There were previous plans to redevelop this site into a five-building residential project, but it was paused in 2020 due to several concerns including an overabundance of multifamily product in the area, need for more deeply affordable and/or senior units, and demand for more employment over homes.

### Retail Market Conditions

- Despite only being home to roughly 16.8 percent of Antioch's population, the one-mile Trade Area includes nearly 50 percent of the City's retail inventory.<sup>5</sup> This is likely driven by retail cluster that includes the Somersville Towne Center, Buchanan Crossings, and 99 Cents/Big Lots center, all included as potential infill redevelopment opportunities. This inventory also includes the Century Plaza Shopping Center, located just outside of the City of Antioch boundary in the neighboring City of Pittsburg. This relatively new shopping center and associated in-line retail and fast-food restaurants likely capture a portion of the retail demand that would otherwise support shopping at retail locations in the City of Antioch.
- The retail vacancy rate within the Trade Area is roughly 8.2 percent, similar to the citywide rate of 7.9 percent. This indicates some limited demand for retail in the Trade Area, and also suggests there is existing vacant space that can be absorbed before building new retail space. However, some of this vacant space may include space that needs major renovations or updates in order to be attractive, including vacant space within the Delta Fair Shopping Center as well as other commercial centers discussed in more detail below.
- Unlike citywide retail trends, the Delta Fair Shopping Center Trade Area experienced a
  positive net absorption of retail space between 2018 and 2020, though at a lesser
  magnitude than in the Buchanan Crossing Trade Area. This absorption trend produced
  a decreasing vacancy rate and may suggest increasing retail demand in this Trade
  Area.
- Retail rents in the Trade Area (\$1.35 per square foot) are somewhat lower than the citywide average (\$1.42 per square foot).

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<sup>&</sup>lt;sup>5</sup> Note that a portion of the retail inventory in this Trade Area is located outside of the City of Antioch. As a result, the amount of retail within the City of Antioch portion of this Trade Area likely accounts for less than the reported 50 percent of total citywide retail inventory.

**Table 18: Delta Fair Shopping Center Trade Area Characteristics** 

	Delta Fair	City of
Trade Area Characteristics	Shopping Center	Antioch
Demographic Characteristics		
Population	18,447	109,973
Households	6,201	34,390
Avg. Household Size	2.96	3.18
Population Growth 2010-2020	3.9%	7.0%
Median Age	32.0	34.9
Median Household Income	\$49,615	\$81,499
Residential Market Conditions		
Total Housing Units, 2020	6,730	36,431
% Vacant	8%	6%
Total Housing Units, 2018	6,778	35,758
% Single-Family	53%	81%
% Multifamily	44%	18%
Median Home Sale Price, 2020	\$440,000	\$502,000
Median Home Size (sq. ft.)	1,390	1,818
Median Home Sale Price psf	\$318	\$275
Multifamily Average Asking Rent, Q4 2020	\$1,608	\$1,706
MFR Vacancy Rate	5.0%	4.6%
Retail Market Conditions		
Total Inventory, Q4 2020	2,927,142	5,885,805
% of Citywide Inventory	50%	n.a.
Vacancy Rate, Q4 2020	8.2%	7.9%
Net Absorption, 2010-2020	80,692	182,068
Net Absorption, 2018-2020	20,737	-122,363
Recent Deliveries (sq. ft.), 2010-2020	89,752	178,768
Average NNN Rent, Q4 2020	\$1.35	\$1.42

### Site Opportunities

- Site topography is flat, leading to minimal challenges with site grading
- Large parcel size could allow various residential unit types (e.g., attached single-family, garden style apartments with surface parking, or higher density multifamily).
- New development could leverage existing entrance and egress to the shopping center
- Located along a somewhat minor transportation corridor, though does have some transit access.
- Planned residential development nearby at Tuscany Meadows will increase population, households, and potential retail demand in the Trade Area. Project may also further contribute to changing landscape of neighborhood towards demand for higher density residential units.

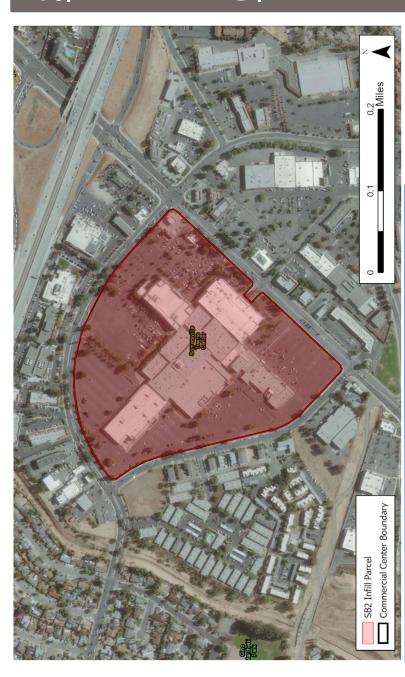
### Site Constraints

- Infill site is fully built out, thus requiring demolition and potential coordination between the multiple owners of the site.
- Recent redevelopment plan for this site was tabled, exemplifying potential political and economic barriers.
- Site is not located along major transportation corridor, with retailers likely to prefer other vacant or redevelopment sites in the Trade Area
- Median household income (\$49,600) is much lower than the median citywide household income (\$81,500), which may make new retail and residential development difficult to support.

### Housing Opportunity Assessment

The 14.7-acre Delta Fair Shopping Center identified for potential infill redevelopment poses a modest opportunity for future residential development, as evident from the previous proposal to redevelop the site with primarily residential uses. The flat and relatively large site size could allow a diverse mix of development options, ranging from attached townhomes to higher density multifamily construction. One entity owns the majority of the site, making redevelopment somewhat less challenging relative to nearby sites with several owners. That said, redevelopment of the site will require significant rents and/or for-sale prices to achieve financial feasibility and the Trade Area currently contains notably lower incomes than the citywide median. Despite the lower incomes, recent sale prices and rental rates in the onemile Trade Area are above or in-line with citywide rates, suggesting the neighborhood may be attractive to slightly higher income households than currently occupy the neighborhood. With limited vacant development opportunities in this Trade Area, and a significant inventory of better positioned retail space, this drastically underutilized retail site is prime for redevelopment. Due to the changing nature of the retail landscape, redevelopment of similar commercial centers in the Bay Area typically yields a mix of uses, often including replacement retail as appropriate, as well as higher density residential units. Clearly the current owner of the site saw the potential of redeveloping the site with residential uses, suggesting demand for residential uses likely exceed the center's potential as an exclusively retail site. Further, the long-term vacancies are indicative of the challenges to securing new retailers to fill the existing outdated space. This means that redevelopment is a necessary next step to minimize ongoing blight at this site.

Retail Potential Score: 1 (minimal opportunity)
Residential Potential Score: 4 (good opportunity)





Somersville Towne Center

2550 Somersville Road

Antioch, CA 94509

Photo Credit: Google

# Site Characteristics:

- 40.9 Acres
- Redevelopment Site
- Multiple Owners

### Opportunities:

- Strong Rental and For-Sale Residential Market
- Proximity to other retail
- Diverse mix of residential unit types in Trade Area
- Large site size

### Challenges:

- Requires redevelopment
- Five Owners of Site
- Lower Incomes

Retail Score: 3 (modest) Residential Score: 4 (good)

## Somersville Towne Center

The Somersville Towne Center is a fully developed 40.9-acre regional shopping mall that opened in 1966. Prior anchor tenants include Sears, JCPenney, Macy's, Gottschalks, and Marshalls. All of these tenants have vacated the Somersville Towne Center, leaving three of the six anchor stores vacant, with the remaining tenants including 24 Hour Fitness, Fallas discount store, and Smart & Final. Given the closure of the major anchor tenants, the patronage to the Towne Center has rapidly declined, further heightened by the ongoing COVID-19 pandemic. Due to various changes in occupants and the building itself, including additions of new anchor stores, various portions of the site are owned by five separate entities. As seen in other shopping mall redevelopments throughout the Bay Area, such as the Vallco Shopping Mall in Cupertino, multiple ownerships of the same large site can lead to significant challenges in redevelopment efforts. Given this, the City can play a major role in helping coordinate any redevelopment plans with the various owners. In fact, the site is so large that the City could consider going through a Specific Plan process to master plan the site and create a vision for the entire redevelopment area. One critical component of other mall redevelopment efforts of this size and scale is they often are located in land-constrained areas with extremely strong market demand for residential and non-residential space. Given the significant amount of vacant buildable sites in eastern Contra Costa County, combined with the somewhat weaker market relative to the inner Bay Area, this site may face challenges with attracting the right team to take on such a large-scale and complex project.

## One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 16,000 residents (14.6% of Antioch residents)
- 5,400 households (15.7% of Antioch households)
- Average household size (2.95) is smaller than the Antioch average household size (3.18)
- Slower population growth over past decade (4.0 percent) relative to Antioch's growth as a whole (7.0 percent)
- Relatively low annual median household incomes (\$48,500) compared to average incomes in Antioch (\$81,500)

## Residential Market Conditions

- The Trade Area contains an even mix of single-family and multifamily housing, accounting for 52 percent and 44 percent, respectively. This is higher than the proportion of multifamily housing in Antioch, which accounts for just 18 percent of the citywide housing stock.
- 2020 median sale price of homes within the one-mile Trade Area was \$435,000, slightly less than the Citywide median of \$502,000 during the same time period. However, the median home size in the Trade Area is also smaller, translating to a higher median home sale price per square foot (\$318 per sq. ft.) compared to the citywide median (\$275 per sq. ft.)

- The multifamily rental units have comparable average asking rents (\$1,603 per month) relative to the citywide average of \$1,706.
- The multifamily vacancy rate is approximately 3.9 percent, compared to the citywide rate of 4.6 percent, suggesting likely demand for multifamily rental units at this potential redevelopment site.

## Retail Market Conditions

- Despite only being home to roughly 14.6 percent of Antioch's population, the one-mile Trade Area includes nearly 48 percent of the City's retail inventory.<sup>6</sup> This is likely driven by the major retail cluster that includes Delta Fair Shopping Center, Buchanan Crossing, and 99 Cents/Big Lots center, all included as potential redevelopment opportunities. This inventory also includes the Century Plaza Shopping Center, located just outside of the City of Antioch boundary in the neighboring City of Pittsburg. This relatively new shopping center and associated in-line retail and fast food restaurants likely captures a large share of the demand that would otherwise support retail locations within the City of Antioch portion of the Trade Area.
- The retail vacancy rate within the Trade Area is roughly 8.4 percent, similar to the citywide rate of 7.9 percent. This indicates some limited demand for retail in the Trade Area, and also suggests there may be existing vacant space that can be absorbed before building new retail space. However, some of this vacant space may include space that needs major renovations or updates in order to be attractive, like the Somersville Towne Center and other commercial centers assessed in this study.
- Unlike citywide retail trends, the Somersville Towne Center Trade Area experienced a
  positive net absorption of retail space between 2018 and 2020. This absorption trend
  fueled a slightly decreasing vacancy rate and may suggest increasing retail demand in
  this Trade Area.
- Retail rents in the Trade Area (\$1.35 per square foot) are somewhat lower than the citywide rate (\$1.42 per square foot).
- The retail data generally indicate modest demand for retail in the Trade Area, but the
  Somersville Towne Center, as currently configured, is not likely to meet future demand,
  given that the majority of the vacant space is associated with the larger anchor spaces
  that were primarily tailored to large-scale clothing brands, many of which have gone
  out of business nationally, or are focusing efforts on rebranding and filling smaller
  spaces.

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<sup>&</sup>lt;sup>6</sup> Note that a portion of the retail inventory in this Trade Area is located outside of the City of Antioch. As a result, the amount of retail within the City of Antioch portion of this Trade Area likely accounts for less than the reported 48 percent of total citywide retail inventory.

**Table 19: Somersville Towne Center Trade Area Characteristics** 

Trade Area Characteristics  Demographic Characteristics  Population  Households  Avg. Household Size  Population Grow th 2010-2020  Median Age	16,046 5,407 2.95 4.0%	109,973 34,390 3.18
Population Households Avg. Household Size Population Growth 2010-2020	5,407 2.95	34,390
Households Avg. Household Size Population Grow th 2010-2020	5,407 2.95	34,390
Avg. Household Size Population Grow th 2010-2020	2.95	•
Population Grow th 2010-2020		3 18
·	4.0%	00
Median Age		7.0%
	31.7	34.9
Median Household Income	\$48,545	\$81,499
Residential Market Conditions		
Total Housing Units, 2020	5,826	36,431
% Vacant	7%	6%
Total Housing Units, 2018	5,943	35,758
% Single-Family	52%	81%
% Multifamily	44%	18%
Median Home Sale Price, 2020	\$435,000	\$502,000
Median Home Size (sq. ft.)	1,362	1,818
Median Home Sale Price psf	\$318	\$275
Multifamily Average Asking Rent, Q4 2020	\$1,603	\$1,706
MFR Vacancy Rate	3.9%	4.6%
Retail Market Conditions		
Total Inventory, Q4 2020	2,804,165	5,885,805
% of Citywide Inventory	48%	n.a.
Vacancy Rate, Q4 2020	8.4%	7.9%
Net Absorption, 2010-2020	62,050	182,068
Net Absorption, 2018-2020	18,617	-122,363
Recent Deliveries (sq. ft.), 2010-2020	55,880	178,768
Average NNN Rent, Q4 2020	\$1.35	\$1.42

Sources: BAE, 2021.

## Site Opportunities

- Site topography is flat, leading to minimal challenges with site grading
- Large parcel size could allow various residential unit types (e.g., attached single-family, garden style apartments with surface parking, or higher density multifamily) and potentially an additional mix of non-residential uses to create a more mixed-use development.
- Located along a major transportation corridor with transit access.
- Located in a neighborhood with a diverse mix of residential unit types, indicating likely support and demand for higher density development.

## Site Constraints

- Site is fully built-out, thus requiring costly demolition
- Site is owned by several ownership groups, leading to potential redevelopment challenges
- Site size may require additional master planning to create a cohesive vision for the entire 40.9-acre site.
- Trade Area median household income (\$49,600) is much lower than the median citywide household income (\$81,500), which may make new retail and residential product difficult to support.

## Housing Opportunity Assessment

The 40.9-acre Somersville Towne Center regional mall identified for potential infill redevelopment poses a good opportunity for future residential development, and realistically poses an opportunity for a mix of other uses as well, including supporting retail and office space. The most significant challenge associated with redevelopment of the site will be coordination among the various ownership groups as well as the cost and risk associated with demolition and redevelopment in an area that does not currently garner sale prices or rental rates above the city and regional averages. The site has good transportation access, located at the Somersville Road exit off Highway 4. The site is also equidistant (roughly 4 miles) from the BART stations in Pittsburg and Antioch. Due to the changing nature of the retail landscape, the commercial center is likely to continue suffering from under-performing retailers and is unlikely to attract significant new retailers as currently configured. Many commercial centers in the Bay Area facing similar challenges that are redeveloped typically yield a mix of uses in a higher-density configuration, often including replacement retail as appropriate, as well as higher density residential units. Therefore, the site represents a good opportunity for residential development, along with some potential supportive non-residential uses, assuming the various owners are able to coordinate on a redevelopment plan that is feasible. Simply due to the scale of the project, this site may be a longer-term redevelopment opportunity relative to some of the smaller vacant and/or underutilized sites assessed in this study. That said, of the sites that require complete redevelopment, this site may present the most significant long-term opportunity for the city and region.

Retail Potential Score: 2 (low opportunity)

**Residential Potential Score:** 4 (good opportunity)







# 999 Cents Only/Big Lots

2515 Somersville Road

Antioch, CA 94509

13.6 Total Acres

Site Characteristics:

- 10.0 Acres for Infill Dev
- Redevelopment Site
- Multiple Owners

## Opportunities:

- Sale Residential Market Strong Rental and For-
- Proximity to other retail
- Diverse mix of residential unit types in Trade Area

## Challenges:

- Requires redevelopment
- Multiple owners of infill
- Lower income Trade Area

Retail Score: 4 (good)

Residential Score: 3 (modest)

## 99 Cents Only/Big Lots

The "99 Cents Only/Big Lots" center is a fully developed 13.6-acre shopping center owned by multiple owners. The center is relatively old and is somewhat underutilized, with tenants including 99 Cents Only, Big Lots, and Bank of America, along with a few fast food establishments, and a gasoline station/car wash. CVS drugstore recently vacated the second largest space in the center. Aside from the street-fronting retail and restaurant pads, the remainder of the site (roughly 10.0 acres) is identified for potential infill redevelopment. The 10.0 acres identified for redevelopment include a structure containing the 99 Cents Only, Big. Lots, and the vacant former CVS space; however, the property was subdivided and is owned by three separate entities. Given this, redevelopment of the site may pose some minor challenges with coordination of existing ownership, all of whom appear to be located outside of California. The 99 Cents Only/Big Lots Center is immediately adjacent to the Somersville Towne Center, a regional mall also identified for potential infill redevelopment. Unlike the regional mall, this existing center is slightly better positioned to capture future retail, given that it only has one existing vacant space that could attract an appropriately sized retailer. The Somersville Towne Center, by contrast, has significantly more vacancy and larger vacant spaces that are becoming somewhat obsolete in the current retail environment. That said, similar to other redevelopment opportunities identified as part of this study and in this general Trade Area, the residential market is somewhat strong in this area and any redevelopment of a shopping center of this size and scale is likely to include residential units.

## One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 17,600 residents (16.0% of Antioch residents)
- 5,900 households (17.2% of Antioch households)
- Average household size (2.97) is smaller than the Antioch average household size (3.18).
- Slower population growth over past decade (4.0 percent) relative to Antioch's growth as a whole (7.0 percent)
- Relatively low annual median household incomes (\$50,100) compared to average incomes in Antioch (\$81,500)

## Residential Market Conditions

- The Trade Area contains an even mix of single-family and multifamily housing, accounting for 53 percent and 43 percent, respectively. This is higher than the proportion of multifamily housing in Antioch, which accounts for just 18 percent of the citywide housing stock.
- 2020 median sale price of homes within the one-mile Trade Area was \$435,000, slightly less than the Citywide median of \$502,000 during the same time period. However, the median home size in the Trade Area is also smaller, translating to a higher median home sale price per square foot (\$319 per sq. ft.) compared to the citywide median (\$275 per sq. ft.)

- The multifamily rental units have comparable average asking rents (\$1,630 per month) relative to the citywide average of \$1,706.
- Multifamily vacancy rates are comparable to citywide rates, both between 4.0 and 5.0 percent.

## Retail Market Conditions

- Despite only being home to roughly 16.0 percent of Antioch's population, the one-mile Trade Area includes nearly 48 percent of the City's retail inventory. This is likely driven by the neighboring retail centers including the Somersville Towne Center, Delta Fair Shopping Center, and Buchanan Crossings, all included as potential infill redevelopment opportunities. This inventory also includes the Century Plaza Shopping Center, located just outside of the City of Antioch boundary in the neighboring City of Pittsburg. This relatively new shopping center and in-line retail and fast-food restaurants likely captures a portion of the retail demand that would otherwise support retail locations in the City of Antioch.
- Retail vacancy rate within the Trade Area is roughly 8.4 percent, similar to the citywide
  rate of 7.9 percent. This indicates some limited demand for retail in the Trade Area,
  and also suggests there is existing vacant space that can be absorbed before building
  new retail space, such as the vacant CVS space in this center. However, some of this
  vacant space may also include space that needs major renovations or updates in order
  to be attractive, including the majority of the Somersville Towne Center and Delta Fair
  Shopping Center.
- In contrast to citywide retail trends, the 99 Cents Only/Big Lots Trade Area experienced
  a positive net absorption of retail space between 2018 and 2020. This absorption
  trend contributed to a decreasing vacancy rate and may suggest increasing retail
  demand in this Trade Area, especially if the City prioritizes the redevelopment of
  struggling commercial sites elsewhere in the Trade Area with additional housing that
  would increase retail demand.
- Retail rents in the Trade Area (\$1.35 per square foot) are somewhat lower than the citywide rate (\$1.42 per square foot).

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<sup>&</sup>lt;sup>7</sup> Note that a portion of the retail inventory in this Trade Area is located outside of the City of Antioch. As a result, the amount of retail within the City of Antioch portion of this Trade Area likely accounts for less than the reported 48 percent of total citywide retail inventory.

Table 20: 99 Cents Only/Big Lots Trade Area Characteristics

	99 Cents/Big	City of
Trade Area Characteristics	Lots	Antioch
Demographic Characteristics		
Population	17,613	109,973
Households	5,903	34,390
Avg. Household Size	2.97	3.18
Population Growth 2010-2020	4.0%	7.0%
Median Age	32.0	34.9
Median Household Income	\$50,103	\$81,499
Residential Market Conditions		
Total Housing Units, 2020	6,360	36,431
% Vacant	7%	6%
Total Housing Units, 2018	6,431	35,758
% Single-Family	53%	81%
% Multifamily	43%	18%
Median Home Sale Price, 2020	\$435,000	\$502,000
Median Home Size (sq. ft.)	1,364	1,818
Median Home Sale Price psf	\$319	\$275
Multifamily Average Asking Rent, Q4 2020	\$1,630	\$1,706
MFR Vacancy Rate	4.4%	4.6%
Retail Market Conditions		
Total Inventory, Q4 2020	2,813,294	5,885,805
% of Cityw ide Inventory	48%	n.a.
Vacancy Rate, Q4 2020	8.4%	7.9%
Net Absorption, 2010-2020	73,072	182,068
Net Absorption, 2018-2020	18,617	-122,363
Recent Deliveries (sq. ft.), 2010-2020	89,752	178,768
Average NNN Rent, Q4 2020	\$1.35	\$1.42

Sources: BAE, 2021.

## Site Opportunities

- Site topography is flat, leading to minimal challenges with site grading
- Large parcel size could allow various residential unit types (e.g. attached single-family, garden style apartments with surface parking, or higher density multifamily).
- New development could leverage existing entrance and egress to shopping center
- Located along a major transportation corridor with transit access.
- Some existing retail activity within the center, including recent upgrades to the Bank of the West and Mountain Mike's Pizza building, now for sale for \$4.7 million, or \$566 per square foot, as an investment property suggests modest ongoing demand for retail at this site.

 Planned residential development nearby at Tuscany Meadows will increase population, households, and potential retail demand in the Trade Area. Project may also further contribute to changing landscape of neighborhood towards demand for higher density residential units.

## Site Constraints

- Infill site is fully built-out, thus requiring demolition and coordination between the multiple owners of the site.
- Median household income (\$49,600) is much lower than the citywide median household income (\$81,500), which may make new retail and residential product difficult to support.

## Housing Opportunity Assessment

The 13.6-acre "99 Cents Only/Big Lots" shopping center identified for potential infill redevelopment poses a modest opportunity for future residential development. At the same time, this appears to be the most successful retail center in the northwest portion of Antioch that has been identified for infill redevelopment. While there is a large inventory of other retail nearby, including a significant amount in the neighboring City of Pittsburg, the City of Antioch may wish to preserve this site to meet current and future retail needs over the other redevelopment parcels. Part of this conclusion is driven by the site's location along a major arterial and near a freeway exit, whereas the Delta Fair Shopping Center is located on a side street with less traffic, leading to an ongoing decline in retail demand. While the Somersville Towne Center regional mall is located across the street, the majority of this retail space is outdated and does not meet current retail tenant demand trends, suggesting a large portion of that site is obsolete and requires redevelopment, which could include a mix of uses. Considering these factors, the site does have modest potential to attract residential development, given the site's flat topography and large site size of roughly ten acres. The site is conveniently located in close proximity to major transportation corridors, and within roughly four miles of BART stations in Antioch and Pittsburg. If the neighborhood trends toward higher density housing demand, driven by development of other sites in Antioch or Pittsburg, this site could be a longer-term redevelopment opportunity to capture this demand, especially if the retail industry continues to shift away from large-format brick and mortar establishments. It is also worth noting that the parcels identified for redevelopment do have three separate owners, suggesting complete redevelopment may face challenges with ownership preferences for the commercial center, further emphasizing this site may be a longer-term redevelopment opportunity.

Retail Potential Score: 4 (good opportunity)

**Residential Potential Score:** 3 (modest opportunity)





# Screstview Dr./W. 10th Street

Crestview Dr./W. 10th Street

Antioch, CA 94509

## Site Characteristics:

- 2.3 Acres
- Vacant Site
- Single Owner

## **Opportunities:**

- Vacant Site
- Flat Site
- Diverse mix of residential unit types in Trade Area
- (identified for growth) Near downtown

## Challenges:

- unincorporated land ndustrial uses and Adjacency to light
- Lower Household ncomes

Retail Score: 3 (modest)

Residential Score: 3 (modest)

## Crestview Dr./W. 10th Street

The Crestview Dr./W. 10th Street site is a vacant 2.3-acre site located north of Highway 4, in closer proximity to downtown Antioch relative to the other infill sites previously analyzed, all of which are located south of Highway 4. This parcel is the only infill site analyzed that does not have any existing development on the identified site or broader center zoned for commercial uses. Given that the site is only one parcel, it is owned by just one entity, which makes development potentially less challenging relative to other sites with multiple owners. As seen in images above, the site is flat and located in close proximity to other multifamily uses. That said, the site is also located in a seemingly less desirable part of Antioch, surrounded by a mix of light industrial uses and undeveloped land with few amenities nearby. Immediately to the east of the site is the Contra Costa County Event Center and Antioch Speedway. This ~75-acre site is not located within the City of Antioch, and therefore is under the jurisdiction of Contra Costa County. The site is also located just outside of the Antioch Rivertown Waterfront Priority Development Area (PDA), an area identified for growth in the recently-adopted Downtown Specific Plan. Households and jobs in this area of Antioch are projected to grow by 29 percent and 38 percent respectively, according to ABAG growth projections. Similar to other centers with nearby growth, the growth in downtown Antioch could spur additional retail and residential demand for vacant sites in the greater downtown area. While this site may not be the most prime location, any spillover demand driven by growth in the downtown may spur development of this site, particularly given the site's location on W. 10th Street, a four-lane arterial serving as one entry point to the downtown area.

## One-Mile Trade Area Characteristics

Demographic & Economic Conditions

- 15,260 residents (13.9% of Antioch residents)
- 45,300 households (15.5% of Antioch households)
- Average household size (2.84) is significantly smaller than the Antioch average household size (3.18)
- Modest population growth over past decade (4.1 percent) relative to other slowergrowth parts of Antioch, though this growth is still well below the citywide growth over the same time period (7.0 percent)
- Low annual median household incomes (\$42,600) compared to that of Antioch (\$81,500)

## Residential Market Conditions

- The Trade Area contains a fairly even mix of single-family and multifamily housing, accounting for 46 percent and 54 percent of the Trade Area housing stock, respectively. This proportion of multifamily housing is significantly higher than in the city as a whole, where only 18 percent of units are multifamily.
- 2020 median sale price of homes within a one-mile radius of the W. 10<sup>th</sup> Street site was \$400,000, roughly 20 percent below the citywide median over the same time period (\$502,000). However, the median home size in the Trade Area is also

- significantly smaller than the citywide home size, translating to a higher median home sale price per square foot (\$306 per sq. ft.) compared to the citywide median (\$275 per sq. ft.)
- The multifamily rental units have somewhat lower average asking rents (\$1,508 per month) relative to the citywide average of \$1,706, though vacancy rates are similar at just under five percent, suggesting some potential demand for multifamily rental units in the Trade Area.
- The site is located on the boundary of the Antioch Downtown Specific Plan, which designates the future development potential of the downtown area. According to ABAG growth projections for the Specific Plan, the total households and jobs in the area are expected to grow by between 20 and 30 percent through 2040. This could drive additional demand for retail, through additional spending by new downtown residents. It may also change the characteristics of the neighborhood such that residential development may be more desirable than the current data indicate.

## Retail Market Conditions

- The one-mile Trade Area includes a total of 2.1 million square feet of retail space, or roughly 37.1 percent of the city's retail inventory.<sup>8</sup> This space includes a diverse range of retail types, ranging from the more urban retail locations in downtown to Costco and the Target-anchored Century Plaza Shopping Center (located in the City of Pittsburg). This infill site is unlikely to attract demand by either of these retail types, as urban retailers will look to the pedestrian-friendly downtown area, while large-scale retailers will likely locate on the remaining buildout potential of the Century Plaza Shopping Center where they can develop synergy with other destination retailers.
- The retail vacancy rate within the Trade Area is roughly 7.2 percent, slightly better than the citywide rate of 7.9 percent and the slightly lower vacancy rate in this area may indicate potential demand for retail in this area. That said, the vacant space (roughly 150,000 square feet) also suggests there is some existing vacant space that can be absorbed before there is a need to build new retail space.
- The Trade Area experienced a negative net absorption of retail space between 2018 and 2020 of roughly 5,600 square feet while the entire Antioch market experienced negative net absorption of roughly 122,000 square feet over that same time period.
- Retail rents in the Trade Area (\$0.93 per square foot) are notably lower than the
  citywide rate (\$1.42 per square foot); however, retail rents have fluctuated in the
  market area, reaching a peak of \$1.77 in late 2018. This rapid decline in rents over
  the past few years may signal a somewhat weakening market area, especially as
  newer retail sites located just outside of the Trade Area buildout.

<sup>&</sup>lt;sup>8</sup> Note that a portion of the retail inventory in this Trade Area is located outside of the City of Antioch. As a result, the amount of retail within the City of Antioch portion of this Trade Area likely accounts for less than the reported 37.1 percent of the total citywide retail inventory.

**Table 21: Buchanan Crossing Trade Area Characteristics** 

	Crestview Dr/	City of
Trade Area Characteristics	W 10th St	Antioch
Demographic Characteristics		
Population	15,260	109,973
Households	5,322	34,390
Avg. Household Size	2.84	3.18
Population Growth 2010-2020	4.1%	7.0%
Median Age	31.1	34.9
Median Household Income	\$42,639	\$81,499
Residential Market Conditions		
Total Housing Units, 2020	5,881	36,431
% Vacant	10%	6%
Total Housing Units, 2018	6,064	35,758
% Single-Family	46%	81%
% Multifamily	54%	18%
Median Home Sale Price, 2020	\$400,000	\$502,000
Median Home Size (sq. ft.)	1,302	1,818
Median Home Sale Price psf	\$306	\$275
Multifamily Average Asking Rent, Q4 2020	\$1,508	\$1,706
MFR Vacancy Rate	4.8%	4.6%
Retail Market Conditions		
Total Inventory, Q4 2020	2,183,138	5,885,805
% of Citywide Inventory	37%	n.a.
Vacancy Rate, Q4 2020	7.2%	7.9%
Net Absorption, 2010-2020	-55,964	182,068
Net Absorption, 2018-2020	-5,620	-122,363
Recent Deliveries (sq. ft.), 2010-2020	51,223	178,768
Average NNN Rent, Q4 2020	\$0.93	\$1.42

Sources: BAE, 2021.

## Site Opportunities

- Site is vacant, thus not requiring any demolition, reducing cost and time associated with any new development
- Site topography is flat, leading to minimal required grading or other site preparation
- Site has a single owner, leading to easier land sale or development.
- Located along a busy transportation corridor
- Growth planned in nearby Downtown Antioch could spur additional demand for both retail and residential uses

## Site Constraints

• The site is immediately adjacent to a mix of light industrial and auto-oriented retail uses, leading to a less desirable retail shopping or residential living environment

- The site is adjacent to Contra Costa County Event Center and Antioch Speedway, which are under the jurisdiction of the County. This approximately 75-acre site includes some open space and other amenities, though it also contains a significant amount of rarely-used parking space and vacant blighted space, primarily along W. 10<sup>th</sup> Street. Given that this is not under the control of the City of Antioch, activating this site to improve the overall look and feel of the neighborhood may pose challenges to the infill site by isolating the infill site from growth envisioned in the Downtown Specific Plan.
- Median household income (\$42,640) is significantly lower than the median citywide household income (\$81,500), which may make new development difficult to support.

## Housing Opportunity Assessment

The 2.3-acre vacant site located at the intersection of Crestview Drive and W. 10th Street is a relatively unique site, especially relative to the other partially- or fully-developed commercial centers assessed as part of this analysis. The entire site is vacant and located north of Highway 4, in close proximity to the broader Downtown Antioch area which is poised to grow over the next few decades. The site is one of a few vacant sites that are positioned to accommodate excess demand driven by growth in the downtown area. The site does have challenges that have likely hampered the development of the site. The first of these is that the site is located in a neighborhood that generally lacks cohesion, with multifamily residential units located to the south of the site, but light industrial and automotive retail on all other sides of the site. The site is also located directly adjacent to the County Event Center and Antioch Speedway, both of which are located in the unincorporated County and therefore not under the jurisdiction of the City of Antioch. This relatively large site, which includes an entire block of street frontage along W. 10th Street, is primarily vacant and may continue to impede cohesion of this neighborhood and reduce demand for the site.

The higher proportion of multifamily units in the neighborhood may support continued demand for higher-density multifamily units, contrary to some of the other infill sites that are located in primarily single-family neighborhoods. From a retail perspective, the majority of the nearby inventory in the Trade Area is generally bifurcated into two general categories, including urban downtown retail and big box-anchored centers (including Target and Costco). There is certainly a market for retail types that do not fall into these two development types. This may point to better demand for retail at this site, especially given the location on the four-lane W. 10<sup>th</sup> Street. Residential demand is somewhat modest, and will likely be driven by revitalization and growth in the greater Downtown Antioch area.

Retail Potential Score: 3 (modest opportunity)
Residential Potential Score: 3 (modest opportunity)

## **Conclusions**

In general, the commercial centers can be divided into a three geographic areas, including the suburban sites located along Lone Tree Way, sites along Hillcrest Avenue near BART and other major development projects, and sites in northwest Antioch. These Antioch sub-areas have vastly different market conditions, including the existing mix of residential unit types, home sale prices and rents, household incomes, and retail concentration, among others.

Sites along Lone Tree Way, in the more single-family oriented neighborhoods, may face challenges from existing residents in introducing higher density residential development into their historically single-family dominated neighborhoods. However, some of the sites are vacant and the projected future demand for commercial space is relatively limited given other more prominent concentrations of retail nodes elsewhere in the Trade Areas. This may suggest the City focus on medium-density residential units, like attached townhomes or condominiums, in these general areas. The City could also promote higher-density residential units in these neighborhoods to create a more diverse housing stock in these primarily single-family neighborhoods, though these Trade Areas currently consist of very limited multifamily stock which may signal somewhat weaker demand for higher-density buildings due to the limited amenities nearby.

The sites located in the Hillcrest area of Antioch present different opportunities for development, given their proximity to new infrastructure and real estate projects. These two smaller sites are both vacant and relatively flat, though have some existing commercial and residential space developed adjacent to the infill sites within the commercial centers. Although the Trade Area is currently primarily single-family homes, the dynamics and market demand within this Trade Area are likely to shift with the delivery of the 23-acre Wildflower Station project. The development is envisioned as a modern mixed-use residential and retail center, including 98 condominiums, 22 single-family homes, and 10.45 acres of commercial land. With new retail and high-density residential within the Trade Area, demand for the Hillcrest area infill sites may deviate from current market trends. First, the Wildflower Station project is likely to capture a large share of future demand for retail space in this are including to reduced demand for retail on the infill commercial sites. Secondly, the Wildflower Station project will provide an example of the types of urban-style higher-density residential units that may be demanded in this neighborhood. These units, although just 98 condominiums, will likely shift the feeling of the neighborhood away from a tradition single-family area to a more mix of unit types and land uses. Further reinforcing this expected trend in demand is the recently constructed BART station, located within one mile of the Hillcrest infill sites. This new mode of transportation to major job centers throughout the Bay Area will likely lead to demand from different household types, including demand for smaller units within higher-density developments.

In the northwest portion of Antioch near the Somersville exit of Highway 4, sites are currently better positioned to capture higher-density residential demand, given the existing proportion of multifamily units in these neighborhoods, general amenities nearby, and transportation access. However, the majority of these sites, including the Somersville Towne Center, Delta Fair Shopping Center, and 99 Cents Only/Big Lots center, are fully developed shopping malls that would require demolition and redevelopment of the sites. While these afford larger site sizes, ranging from ten to 40 acres, and therefore more development potential from a yield perspective, the cost and risk associated with redevelopment in this market with moderate demand characteristics may pose challenges to feasibility in the near term. Instead, these sites may be better positioned as longer-term redevelopment options, as developers are likely to prefer building on existing vacant development sites in Antioch and Pittsburg before tackling these large redevelopment projects. The two vacant sites in this area, including Buchanan Crossing, and the Crestview Dr/W. 10th Street site, may pose some opportunity for residential development driven by spillover demand from nearby growth, though this nearby growth may also generate additional demand for retail. As such, these sites pose modest opportunities for both residential and retail development, depending on how nearby growth areas impact demand for retail or additional residential units.

Although discussed briefly above, it is worth reiterating the difference between vacant and redevelopment sites in terms of potential market demand and development feasibility. All else being equal, vacant sites offer better infill development opportunities given the limited need for demolition, site preparation, and other early stage development costs. Vacant sites in partially-built shopping centers offer additional benefits, including existing entrance and egress to the property, as well as the expectation that the site already has the necessary utility capacity to support development on the site. This means building the new development would likely require minimal off-site improvements and costs, allowing more cost-efficient (i.e., feasible) development. Sites that are currently fully developed, and thus require redevelopment, are likely to pose more challenges and risk associated with infill development versus the vacant sites. First, many of these sites have multiple owners, leading to challenges in coordinating one cohesive redevelopment plan. Second, the time and cost associated with demolition of the existing space will add cost and risk to the project. Nevertheless, these existing commercial centers tend to be in slightly more urban and desirable locations, in addition to being significantly larger sites with more overall development potential. Redevelopment of these properties may require significantly more effort on behalf of the current owners and potential developers, but they often offer large development sites that allow economies of scale, most prominently the 40.9-acre Somersville Towne Center.

The summary table below includes BAE's opportunity ranking of each site for retail and residential demand, as well as critical factors that contribute to these rankings.

Table 22: Summary of Market Potential Scoring by Infill Site

	Market Potential Score 1 (low) to 5 (high)		Site Acreage			
			Commercial	Infill	Vacant/	Single/Multiple
Commercial Center	Retail	Residential	Center	Site	Redevelopment	Owners (a)
Lakeview Center	3	3	12.7	5.3	Vacant	Single Owner
In-Shape Shopping						
Center	2	4	17.5	8.9	Vacant	Single Ow ner
Deer Valley Plaza	3	3	25.4	9.8	Redevelopment	Single Owner
Hillcrest Summit	2	3	5.9	4.9	Vacant	Single Owner
Hillcrest Terrace	2	4	13.9	6.3	Vacant	Single Owner
Buchanan Crossing	3	3	12.9	5.4	Vacant	Single Owner
Delta Fair Shopping						
Center	1	4	14.7	14.7	Redevelopment	Multiple Ow ners
Somersville Tow ne						
Center	3	4	40.9	40.9	Redevelopment	Multiple Ow ners
99 Cents/Big Lots	4	3	13.6	10.0	Redevelopment	Multiple Ow ners
Crestview Dr/W 10th St	3	3	2.3	2.3	Vacant	Single Owner

Note:

Sources: BAE, 2021.

<sup>(</sup>a) Represents the number of owners of the sites identified for potential infill development. Some infill sites have single owners but are located in a Commercial Center with multiple owners.

## SPECIAL MEETING AGENDA November 2, 2021

item1. Ad-Hoc Report for the Strategic Housing and Infill Study

## Antioch Economic Development Commission

## Economic Development Sub Committee Report and Recommendations : Strategic Housing and Infill Study

Commissioners McCall, Del Castillo and Hills
October 29, 2021

The Antioch City Council was presented the Strategic Housing and Infill Study (Study) on August 10, 2021. This study was prepared from a grant program authorized by SB 2, Building Homes and Jobs Act. The Economic Development Commission (EDC) met on October 19, 2021 in order to create a sub-committee. The sub-committee's purpose was to review and prepare an EDC recommendation to the Study. It is the EDCs opinion that all the commercial zones considered in the Study should be preserved as commercial zones.

Before rezoning these lots to residential, please consider where future business opportunities should be placed. It is the EDCs goal to attract new and vibrant businesses and these lots are essential to that goal. In addition, it is recommended City Council complete the update to the Vision and Strategic Plan as well as the General Plan prior to making any decision. The EDC believes an overall plan for business in Antioch is an important prior step, which should be used for future rezoning guidelines.

These vacant commercial zones allow future opportunities for economic growth and activity. Currently, many Antioch residents commute out of the city for their jobs. This commute negatively affects the quality of life of many Antioch residents. Our tax dollars leave the city because these commuters often spend their income near their places of work. It is the EDCs desire that these commercial zones may soon allow our residents to work and thrive within our city limits.

In order for a city to be sustainable, there needs to be a balance of jobs and residents within the city. The EDC believes we currently have an imbalance. Maintaining these commercial zones will help our city be more sustainable. If these commercial zones

are rezoned to residential, it will be more difficult to attract future commercial enterprises to our city because there are less spaces for them to locate. In addition, it will negatively affect the current jobs to residents imbalance.

Instead of rezoning vacant commercial zones, the city should find zoning incentives for developers that will make Antioch more attractive and desirable. Zoning incentives such as reducing parking requirements in order to allow for more revenue-producing space may give our city an advantage. Finding incentives for existing business/property owners to improve their building without placing the burden on tenants may improve the desirability of our city to businesses. The current market has dictated the vacancies in these commercial zones but it is the EDCs hope that these market conditions will be improved. Keeping our commercial zones intact and making our city more attractive to businesses will prepare our city for the new commercial market.

Antioch is the hidden gem in East Contra Costa County. We need to preserve our commercial zones for future business opportunities. The quality of life of current and potential residents may be negatively affected by rezoning these lots. Before moving forward, consider if these areas will have sufficient amenities (such as groceries, schools, recreation, etc.) to sustain these new area residents.

The housing crisis is a region-wide problem that should be tackled regionally. However, if the city wishes to rezone these vacant commercial lots, the city should consider mixed-use zoning only.