



STAFF REPORT TO THE ANTIOCH PLANNING COMMISSION

DATE: Regular Meeting of September 17, 2025

SUBMITTED BY: Zoe Merideth, Planning Manager

APPROVED BY: David A. Storer, AICP, Interim Community and Economic Development Director

SUBJECT: Appeal of Cruise America Home Occupation Use Permit and Business License Denial

REQUEST

The appellant, Nanette Johnston, has filed an appeal of the denial of a Home Occupation Use Permit (HOUP) and business license for a Cruise America recreational vehicle (RV) rental business at 2425 Willow Avenue.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission uphold staff's administrative decision and deny the appeal.

SUBJECT SITE

The subject site is a +/- 1.74 acre property located at 2425 Willow Avenue (APN: 051-180-017), just north of Oakley Road. The property contains an existing residence, accessory structure/detached garage, parking area and driveways and landscaping. Tax records indicate the property was developed in 1972.

The subject site has a General Plan Designation of Medium Low Density Residential, zoning designation of Planned Development, and is located within the East Antioch Specific Plan Area. Within the Specific Plan the property has a designation of Residential – Low Density.

The following page includes an aerial view of the site and surrounding area.



BACKGROUND

All businesses with the City of Antioch are required to obtain a business license prior to beginning business operations. This requirement is included in the Antioch Municipal Code (AMC). AMC 3-1.103 requires, in relevant part, that it “shall be unlawful for any person to commence, conduct or purport to commence or conduct, either directly or indirectly, any business activity in the city without having an unrevoked license under this chapter so to do, valid and in effect at the time, and without paying the required taxes and fees therefore and complying with any and all regulations of such business provided in this chapter, unless such person is exempt under this chapter.” While a business license is a tax mechanism and not a land use function, as a matter of course, business licenses are routed for review to the Planning Division to ensure new businesses meet the City’s zoning requirements pursuant to AMC 9-5.2902.

Additionally, AMC Title 9, Chapter 5, Article 9 includes additional requirements for businesses operated out of residential properties, which are known as “home occupations” and a HOUP is required as part of the business license issuance. Per AMC 9-5.901(A) a home occupation is “a commercial or other activity conducted in a home by the resident thereof which activity is clearly incidental and secondary to the use of the home as a residence and which exhibits no external evidence of the activity and will not change the residential character of the dwelling.” Prior to operating a business within a home, a home occupation affidavit is required verifying compliance with the HOUP requirements found within the AMC. This affidavit is included as part of a business license application that is reviewed by the Planning Division and processed by Finance’s Business License Division.

On July 21, 2025 Kevin Bensen applied for a business license and HOUP to operate a Cruise America RV rental business at 2425 Willow Avenue, a property owned by the appellant, Nanette Johnson.

On August 5, 2025 the City of Antioch denied the business license and HOUP. The reasons for the denial will be described in the following sections.

On August 14, 2025 Nanette Johnson filed an appeal of the administrative decision to deny the Cruise America business license and HOUP in accordance with AMC 3-1.116(B) "Appealability", which states that any person may appeal the denial of a business license pursuant to Chapter 4 of Title 1 of the AMC. Chapter 4 of Title 1 requires that a notice of appeal be filed within ten calendar days after the action appealed has been taken. The Chapter also requires that any administrative decision made regarding a matter governed by the Zoning Code be appealed to the Planning Commission. The appellant filed an appeal and paid the appeal fee within the required ten calendar day time period. As this appeal affects land use and zoning decisions, the appeal is being heard by the Planning Commission.

ANALYSIS

General Plan

The General Plan serves as the City's guiding document for the City. Last comprehensively updated in 2003, the General Plan's Land Use Element designates the land uses and broad land uses for all land within the City. The subject property has a General Plan designation of Medium Low Density Residential. This designation is described as, "generally characterized by single-family homes in typical subdivision development, as well as other detached housing such as zero lot line units and patio homes," (page 4-19 of the General Plan) and the maximum allowable density is six dwelling units per gross developable acre. The Land Use table 4.A generally allows detached residential uses, open space, and schools (subject to certain conditions). The General Plan does not allow operable vehicle storage nor automotive uses in the Medium Low Density Residential Category.

Zoning and HOUP Requirements

The property has a zoning of Planned Development. AMC section 9-5.301 defines the Planned Development District as:

This district accommodates various types of development, such as neighborhood and district shopping centers, professional and administrative offices multiple housing developments, single-family residential developments, commercial service centers, and industrial parks, or any other use or combination of uses which are appropriately a part of a planned development. This district is intended to enable and encourage flexibility in the design and development of land so as to promote its most appropriate use; to allow diversification in the relationship of various uses, structures, and space; to facilitate the adequate and economical provision of streets

and utilities; to preserve the natural and scenic qualities of open space; to offer recreational opportunities convenient to residents to enhance the appearance of neighbor-hoods through the preservation of natural green spaces; and to counteract the effects of urban con-gestion and monotony. The minimum area required for the establishment of a residential Planned Development shall be three contiguous acres of land and the minimum area for an exclusively non-residential Planned Development shall be one contiguous acre of land.

This property is currently within the Planned Development 79-5.4, which is a residential Planned Development, which includes parcels with residential uses and parcels with grape vines on them. The subject property was developed prior to the formation of the planned development.

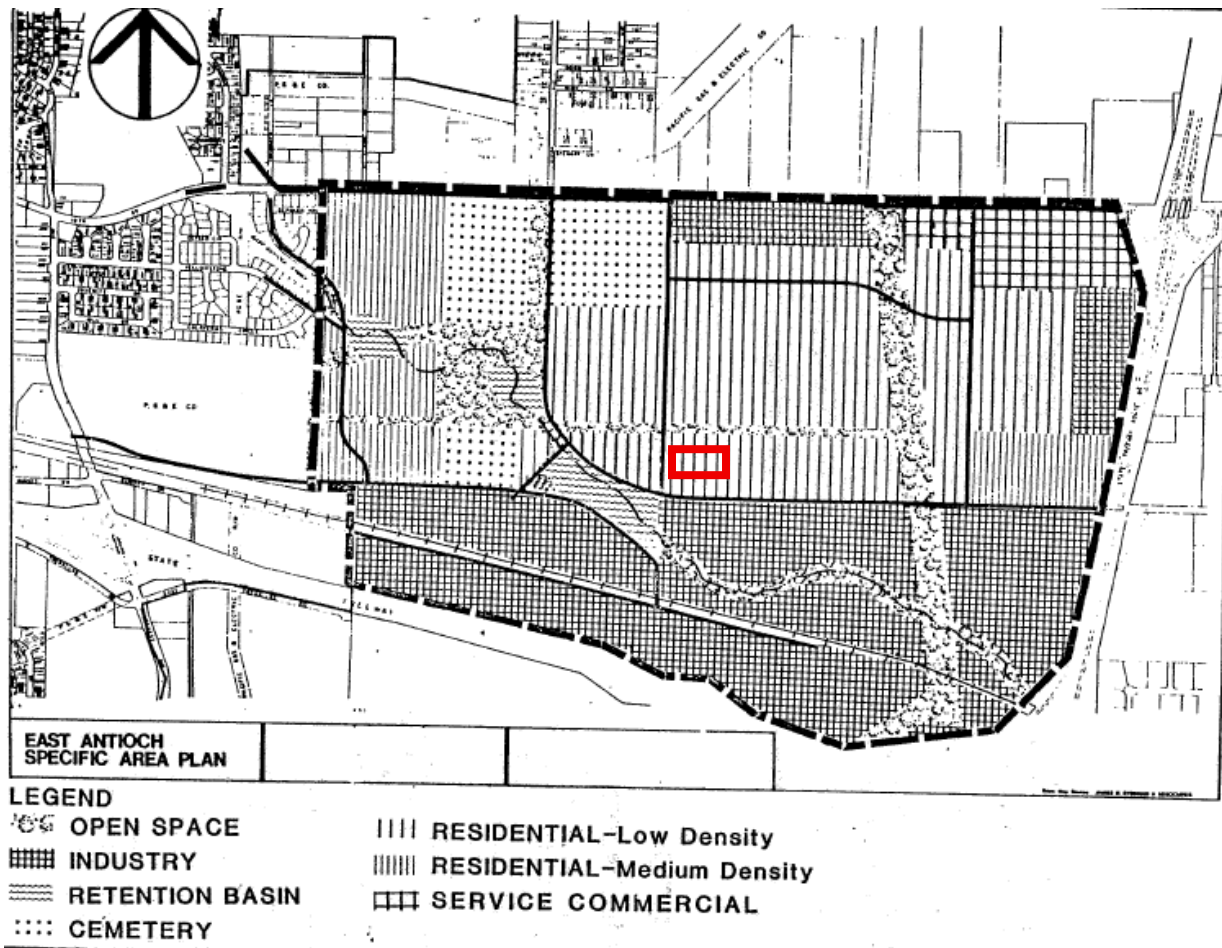
The zoning code also contains provisions for home occupations. Home occupations have specific requirements outlined in AMC section 9-5.901 Home Occupation Use Permits. The zoning code, including the HOUP section was comprehensively updated in 1994 and the HOUP ordinance was subsequently updated June 8, 2021.

A home occupation shall be incidental and subordinate to the use as a residence. The purpose of the HOUP requirements and restrictions is to ensure that the commercial uses do not impact surrounding residences or the residential nature of the area in which the business is located. The AMC outlines a list of requirements and restrictions, which are included as Attachment C. Requirements from the ordinance include that the use shall not involve more than one commercial vehicle, "No customers or clients shall be permitted to visit the home at any time in conjunction with the home occupation, however, in-home music lessons, academic tutoring, or similar uses, shall be allowed for no more than six students total in any 24 hour period", and all actions associated with the home occupation shall occur within a building located on the site. Examples of permitted home occupations include bookkeepers, accountants, piano teachers and tutors abiding by the applicable student restrictions, gardeners, housecleaners, and businesses such as contractors who do bookkeeping at the residence but store equipment in an off-site facility.

East Antioch Specific Plan

The subject property is located within the East Antioch Specific Plan. The Specific Plan is included as Attachment D. This Plan was adopted in 1981. Since its adoption, the General Plan and zoning have both been comprehensively updated on multiple occasions. As stated previously, the General Plan is the guiding document for the City and takes precedence in areas of conflict with a Specific Plan or zoning code. Section II A of the plan describes the planning area of the plan as "an unincorporated area of the County immediately east of and adjacent to the Antioch City limits within the Antioch Spere of Influence." The plan area is bounded by East 18th Street (Victory Highway at the time) to the north, by State Route 4 to the south and east, and by the Antioch City limits at the time to the west, which were near the terminus of Trembath St, Yellowstone Drive, the eastern edge of the PG&E service center property, and BART station.

The below figure is an excerpt from the Specific Plan and includes the approximate location of the subject parcel highlighted.



Within the Specific Plan the property has a designation of Residential – Low Density. The Specific Plan in Section V A. describes the Low Density residential use as “intended to promote housing which provides amenities in character to other single family neighborhoods in Antioch,” and further states, “maximum density calculated on a gross acreage basis shall be no greater than six units per acre.” The Specific Plan also breaks the planning area into specific sub-areas, and the subject property is within sub-area four. On page 28 of the plan, it is stated that “This area was initially proposed for a combination of low density and medium density. However, the medium density was eliminated by the Planning Commission. The predominance of low density residential development on this site is based on its location, secluded and protected from major traffic and noise and a large enough site to design a residential neighborhood concept.” The low density residential designation in the Specific Plan is equivalent to the current General Plan’s density and land uses.

The Specific Plan also includes language regarding non-conforming uses within the Specific Plan area. Page 34 of the Specific Plan states:

Those uses existing prior to adoption of the Specific Plan or annexation may continue to exist for their natural life or may be replaced by similar or less intensive use. Building and site may be upgraded as needed, provided standards for design are not reduced. Significant physical expansion of the non-conforming site, building or use will not be allowed without Planning Commission approval. Total destruction of a site's facilities by any means will require that any redevelopment be in conformance with the Specific Plan.

SITE HISTORY

Custom Bunk Beds – City of Antioch business license records indicate that a business license for custom bunk beds was issued in 1996.

U-Haul – The appellant provided a receipt of the HOUP for a U-Haul business at the location dated May 18, 2000. Subsequently, the U-Haul business and Custom Bunk Beds business were combined into one business license. This license is currently active and is for both businesses.

2021 Cruise America – On March 19 2021, Kevin Bensen applied for a business license and HOUP for a Cruise America RV rental business. The City denied this application.

Code Enforcement Complaint – On April 27, 2025, the Code Enforcement Division received an anonymous complaint regarding vehicles parked at the property. Code Enforcement opened a code case for operating a business without a business license at the property. The case is currently open and pending the results of this appeal.

2025 Cruise America – On July 21, 2025, Kevin Bensen applied for a business license and HOUP for a Cruise America RV rental business. The City denied this application on August 5, 2025.

APPEAL

On August 14, 2025, Nanette Johnson appealed the administrative denial of the business license and HOUP and provided a written letter with the appeal, which is included as Attachment B.

The City of Antioch administratively denied the business license and HOUP application because the Cruise America business does not meet the standards to issue a HOUP per the HOUP ordinance because several of the requirements in AMC 9-5.901(B) are not met:

(1) The home occupation shall be incidental and subordinate to the use as a residence.
Staff Finding: Staff determined this requirement is not met because the RVs are parked outside the residence and multiple customers come to the residence, which is not an incidental use of the property.

(2) The appearance of the structure in no way shall be altered, nor shall the home occupation be conducted in a manner which would cause the residence to differ from its original residential character, either by the use of colors, materials, construction, lighting, or signs. There shall be no outside display or storage of goods or materials.

Staff Finding: Staff determined this requirement is not met because the RVs are parked outside the home, which is not permitted.

Requirements (3) – (8) are not relevant to the discussion

(9) Not more than one commercial vehicle, which shall be owned by the occupant of the home, shall be permitted, inclusive of all home occupations for the premises, the maximum payload size thereof not exceeding one-ton classification. No food trucks, utility trailers, cargo trailers, food trailers, or food carts shall be permitted.

Staff Finding: Staff determined this requirement is not met because the RVs are not privately owned and are on the property for a commercial purpose, in violation of the HOUP ordinance.

(10) No customers or clients shall be permitted to visit the home at any time in conjunction with the home occupation, however, in-home music lessons, academic tutoring, or similar uses, shall be allowed for no more than six students total in any 24 hour period.

Staff Finding: Staff determined this requirement is not met because customers come to the home to pick up and drop off the rental RVs. This use does not fall into the exception of music or tutoring lessons.

Requirement (11) is not relevant to the discussion

(12) All actions associated with the home occupation shall occur within a building located on the site.

Staff Finding: Staff determined this requirement is not met because the RVs are stored outside and not within a building at the site.

Requirement (13) is not relevant to the discussion

AMC 9-5.901(C) outlines prohibited uses for a HOUP, including:

(11) The use of yard space or any activity outside the main or accessory building which is not normally associated with a residential use.

Staff Finding: Staff determined the RV rental use is prohibited because the yard space is used for storing rental RVs, which is not a use typically associated with a residence.

The General Plan, zoning, and Specific Plan for the property all indicate that the permitted use at the property is a single-family use and an RV rental business is not consistent with the HOUP requirements. Findings for the issuance of the license under the current HOUP requirements cannot be made, as detailed above. The only way the Cruise America business can be approved is if the City Council amends the HOUP ordinance to allow these types of uses citywide, which staff would not recommend allowing.

The appellant's letter details several reasons the appellant believes the license should be issued. First, the appellant discusses the East Antioch Specific Plan's nonconforming language, discussed above. The appellant states in their letter that prior to the Plan's adoption the property was used for a backhoe service and rental business. While this may be true, the City does not have record of this use. The Specific Plan language states that the non-conforming uses may continue "to exist for their natural life or be replaced by similar or less intensive use." Based on the appellant's information, the backhoe business ceased at an unknown time. There are currently two licensed nonconforming businesses at the address. The non-conforming language does not state that any use that existed previously at the site may be replaced in perpetuity at the site. Therefore, the addition of the Cruise America would be in violation of the nonconforming section of the Specific Plan and the AMC HOUP regulations regardless of whether or not a backhoe service and rental business previously operated at the site.

The appellant's letter discusses a reduction in use intensity at the site with the addition of Cruise America, by ceasing manufacturing of bunk beds at the site, reducing hours of operations, and reducing U-Haul's fleet size to accommodate Cruise America's fleet.

Based on the current AMC regulations, the existing bunk bed and U-Haul businesses are considered nonconforming uses because they would not be permitted to be established under the current HOUP ordinance today. Adding the Cruise America use to the site is an expansion of use, even if the appellant states the intensity of uses has decreased. Neither existing business has a use permit with conditions of approval that would allow the City to control the business operations. Additionally, the City is unable to condition a HOUP, including for Cruise America, that would ensure the limits the appellant states in the letter are maintained. The HOUP regulations were crafted to ensure that a HOUP following all regulations will not be detrimental to the surrounding properties.

The appellant's letter states that in 1996, staff reviewed the property for a proposed minor automotive maintenance business to replace the backhoe business (Letter included as Attachment E). Today, staff does not have records to indicate when the backhoe business ceased operations. Business license records do not indicate that an automotive maintenance business was established at the site.

The appellant discusses that the City approved a HOUP for the U-Haul rental business. While a U-Haul HOUP was issued in 2000, since that time the HOUP ordinance has been amended. A new Cruise America business must meet the current HOUP requirements, which staff has determined it does not.

The appellant's letter discusses that there is no expansion beyond what is already approved for the existing businesses. The current HOUP requirements do not allow outdoor storage, and the Cruise America business would require outdoor storage of vehicles at the site and expand the uses at the site.

Finally, the appellant states that the business provides economic and community benefits and provides a conclusion.

ENVIRONMENTAL

The City, as lead agency under the California Environmental Quality Act ("CEQA"), has determined CEQA is not applicable because CEQA does not apply to denials.

CONCLUSION

The subject property is zoned for single family residential uses and is currently licensed for a bunk bed and a U-Haul business. Staff has determined that these uses are nonconforming uses that cannot be expanded under current HOUP regulations. The addition of a Cruise America business does not meet the current HOUP requirements. While the appellant states that the overall intensity of uses at the site will not increase due to operational changes at the existing businesses, staff does not have a mechanism to ensure that these operational modifications are maintained, nor do they comply with the current HOUP requirements. Even without the existing business licenses operating at the site, the Cruise America business license cannot be approved because the operation of an RV rental business does not meet the current HOUP requirements. Staff recommends that the Planning Commission uphold staff's administrative decision and deny the HOUP and business license.

ATTACHMENTS

- A.** Planning Commission Resolution
- B.** Appeal Letter
- C.** Antioch Municipal Code – HOUP Regulations
- D.** East Antioch Specific Plan
- E.** 1996 Letter from Antioch Staff

ATTACHMENT "A"

PLANNING COMMISSION RESOLUTION # 2025-xx

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH DENYING THE APPEAL OF A DENIAL OF A HOME OCCUPATION USE PERMIT AND BUSINESS LICENSE FOR A CRUISE AMERICA RECREATIONAL VEHICLE RENTAL BUSINESS AT 2425 WILLOW AVENUE (APN: 051-180-017)

WHEREAS, Antioch Municipal Code Section 3-1.103 "License Required" establishes the requirement for a business license in the City of Antioch ("City"); and

WHEREAS, Antioch Municipal Code Section 9-5.901 "Home Occupation Use Permits" ("HOUP") establishes permit requirements for commercial activity conducted in a home in the City; and

WHEREAS, on July 21, 2025, the City received an application for a HOUP and business license from Kevin Bensen to operate a Cruise America recreational vehicle rental business at 2425 Willow Avenue; and

WHEREAS, the City administratively denied the HOUP and business license on August 5, 2025; and

WHEREAS, Antioch Municipal Code Section 3-1.116(B) "Appealability" allows a person to appeal the denial of a business license; and

WHEREAS, the appellant, Nanette Johnson, filed an appeal of the City's administrative action on August 14, 2025; and

WHEREAS, the City, as lead agency under the California Environmental Quality Act ("CEQA"), has determined the denials are not subject to CEQA; and

WHEREAS, the Planning Commission held a public meeting 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, the Planning Commission determines that the findings used by the Tree Committee were supported by evidence in the record and appropriately respond to the criteria required by the Antioch Municipal Code.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby denies the appeal and upholds the administrative decision to deny the business license and HOUP based on not meeting the requirements of Antioch Municipal Code 9-5.901 "Home Occupation Use Permits".

* * * * *

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 17th day of September 2025, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

DAVID A. STORER, AICP
Secretary to the Planning Commission

AUG 14 2025

RECEIVED

In person

Decision Appeal Application

CITY OF ANTIOCH ATTN: CITY CLERK P.O. BOX 5007 ANTIOCH, CA 94531-5007 (925) 779-7009		
Date of Decision: August 5, 2025		
Name: Nanette Johnston		
Property Address: 2425 Willow Ave. Antioch, CA 94509		
Mailing Address: 2425 Willow Ave. Antioch, CA 94509		
Home Phone: ()	Work Phone: (925) [REDACTED]	Cell Phone: (925) [REDACTED]
Email: [REDACTED]		
REASON FOR APPEAL		
See attached letter, Re: Appeal of Denial - Cruise America Business License, dated August 14th, 2025		
Signature [REDACTED]		Date 8-14-2025

***PLEASE NOTE:** A \$50.00 Board of Administrative Appeals Fee is also due when filing your appeal as per our City of Antioch's Master Fee Schedule located on our City's Website under the following link: [Master Fee Schedules – City of Antioch, California \(antiochca.gov\)](#).

* Fees may increase if forwarded to planning commission \$900+

Nanette & Ken Johnston
Custom Bunk Beds
2425 Willow Avenue
Antioch, CA 94509

August 14th, 2025

To:

City of Antioch, Office of the City Clerk
200 H Street
Antioch, CA 94509

City of Antioch Board of Administrative Appeals
Attn: Secretary of the Board
200 H Street
Antioch, CA 94509

City of Antioch, Planning Division
200 H Street
Antioch, CA 94509

Re: Appeal of Denial – Cruise America Business License

To Whom It May Concern,

I am timely submitting this appeal regarding the denial of the business license application for Cruise America, Inc. at 2425 Willow Ave. Antioch, CA 94509. We are filing this appeal with the City of Antioch Board of Administrative Appeals, as city staff has advised. In addition, we are also filing an appeal with the City of Antioch Planning Division because the denial appears to be based on land use and zoning determinations, which fall under the Planning Division's jurisdiction. We are doing this out of an abundance of caution to ensure we meet all appeal deadlines.

We respectfully request an opportunity to meet with the appropriate city officials, as a collaborative discussion could potentially resolve this matter without having to go before the appropriate appeals board.

It is important to note that the City initially approved the Cruise America business license, and payment was submitted accordingly. Subsequently, the license was denied, citing an approval error, and the payment was refunded. This reversal occurred after all required fees were paid and after we were informed the business was deemed eligible for licensure.

Pursuant to the City of Antioch Master Fee Schedule, submitted along with this letter is payment in the amount of \$50 for the Board of Administrative Appeals Fee and \$920 for the Appeal to Planning Commission fee.

This letter provides the initial factual and legal basis for my appeal, with the understanding that additional evidence and arguments will be submitted prior to any hearing.

1. Protection of Nonconforming Uses under the East Antioch Specific Plan

The East Antioch Specific Plan provides that:

“Those uses existing prior to adoption of the Specific Plan or annexation may continue to exist for their natural life or may be replaced by similar or less intensive use. Building and site may be upgraded as needed, provided standards for design are not reduced. Significant physical expansion of the non-conforming site, building or use will not be allowed without Planning Commission approval. Total destruction of a site’s facilities by any means will require that any redevelopment be in conformance with the Specific Plan.”

Prior to the adoption of the East Antioch Specific Plan, the property was used for a backhoe service and rental business — a heavy equipment operation involving higher noise levels, larger vehicles, commercial machinery, and more intensive site activity than the current uses.

By every reasonable measure, Cruise America rentals, combined with our other business operations of U-Haul and Custom Bunk Beds, constitute a “similar or less intensive use” under the East Antioch Specific Plan:

- **Noise Levels:** No heavy machinery operation.
- **Traffic:** Fewer and lighter vehicle trips compared to heavy trucks and trailers.

- **Site Impact:** RVs and trucks are parked neatly; no outdoor mechanical work or materials storage.
- **Operating Hours:** limited business hours instead of early/late heavy equipment movement.

Under the Specific Plan, replacing a high-intensity use with a lighter, vehicle-rental use that avoids industrial activity is the type of transition the Specific Plan intended to protect.

2. Reduction in Use Intensity Since Adding Cruise America

Since starting Cruise America, the overall business activity on the property has decreased in measurable ways:

- **Reduction of Custom Bunk Beds:** Custom Bunk Beds remains an active business but has ceased manufacturing, eliminating prior heavy woodworking machinery, sawdust collection systems, and regular commercial deliveries.
- **Hours of operation:** Our business hours have been reduced from 51 hours a week to 34 hours a week, resulting in less traffic to the property.
- **Vehicle Storage:** U-Haul's fleet has been reduced to make room for Cruise America RVs.
- **Traffic Patterns:** U-Haul trucks often turn over daily, generating multiple customer visits per unit per week; Cruise America RVs rent for a minimum of three days and often for weeks at a time, generating significantly fewer trips.

This supports that the total site impact is lower today than it was prior to Cruise America's addition. Satisfying the "less intensive" threshold in both the East Antioch Specific Plan and the City's nonconforming use provisions.

3. 1996 City Determination on Similar Use

In 1996, City staff reviewed this property regarding a proposed minor automotive maintenance and diagnostic business. It confirmed that under the East Antioch Specific Plan, nonconforming uses could be replaced with similar or less intensive uses. Staff concluded that such a transition was permissible, subject to reasonable conditions and required only a business license.

Cruise America's RV rental operation is objectively less intensive than the automotive maintenance and diagnostic business proposed in 1996. There is no mechanical work performed on-site, no outdoor repair activity, and no noise or traffic associated with machinery operation.

This prior City determination supports the argument that Cruise America's use qualifies as a permitted less-intensive replacement under the East Antioch Specific Plan.

4. Consistency with Prior City Approvals

The City previously issued a Home Occupation Use Permit for U-Haul rentals at this location, recognizing vehicle rental activity as compatible with the property's circumstances. Cruise America's operation is functionally similar to U-Haul in terms of how the property is used:

- Customers pick up and return vehicles.
- All maintenance occurs off-site.
- On-site activity is limited to paperwork and key exchange.

If U-Haul's use was approved under the property's legal nonconforming status, Cruise America should fall within the same permissible category.

5. No Significant Physical Expansion

Cruise America's use of the property does not involve any expansion of the site beyond what is already approved and in use for Custom Bunk Beds and U-Haul rentals.

6. Economic and Community Benefit

Cruise America provides measurable benefits to the City of Antioch:

- Generates tourism-related spending as customers often shop, dine, and purchase supplies locally before departure.
- Brings tourists from around the country and the world to the city.
- Maintains a tidy, professional business site, preserving neighborhood character.

Conclusion

For the reasons stated here, I contend that the addition of Cruise America constitutes a similar or less intense use and should be authorized. I respectfully request that the City overturn the denial and approve the Cruise America business license at this location, consistent with the East Antioch Specific Plan and the property's existing rights.

We remain open to meeting with city staff in advance of any hearing to explore a resolution. Additional documentation and supporting evidence will be submitted prior to any hearing.

Thank you for your consideration.

Sincerely,

Nanette Johnston
Owner of Custom Bunk Beds

A black rectangular redaction box covering the signature area.

CC: Tamisha Torres-Walker, City Council Member

Bessie Marie Scott, City Manager

Derek Cole, City Attorney

David Storer, Interim Director of Community Development

Zoe Meredith, Planning Manager

City of Antioch Code Enforcement Division

Pete Ceja, Code Enforcement Officer

City of Antioch Finance Department

Sergio Vazquez, Business License Representative

Ryan Holste, Controller, Cruise America

Michael Patrick Durkee, Esq., Law Office of Michael Patrick Durkee

§ 9-5.901 HOME OCCUPATION USE PERMITS.

(A) *Definition.* A **HOME OCCUPATION** is a commercial or other activity conducted in a home by the resident thereof which activity is clearly incidental and secondary to the use of the home as a residence and which exhibits no external evidence of the activity and will not change the residential character of the dwelling.

(B) *Requirements.* Home occupations are permitted within residential units, subject to the following restrictions:

(1) The home occupation shall be incidental and subordinate to the use as a residence.

(2) The appearance of the structure in no way shall be altered, nor shall the home occupation be conducted in a manner which would cause the residence to differ from its original residential character, either by the use of colors, materials, construction, lighting, or signs. There shall be no outside display or storage of goods or materials.

(3) There shall be no significant interior physical alteration associated with the use of the dwelling for a home occupation.

(4) The use of a garage for the purpose of a home occupation shall not decrease the amount of enclosed off-street parking required for the residence.

(5) The occupation shall not create any noise, vibration, fumes, odors, dust, or electrical interference which is detectable to the normal senses:

(a) Off the lot if the occupation is conducted in a single-family dwelling unit; or

(b) Outside the dwelling unit if the occupation is conducted in other than a single-family dwelling unit.

(6) There shall be no excessive use of, or unusual discharge into, any one or more of the following utilities: water, sewers, electrical, garbage, or storm drains.

(7) Employees working or meeting at the site shall be limited to persons who reside in the unit and one nonresident, inclusive of all home occupation use permits issued for the premises.

(8) Delivery vehicles shall be limited to those types of vehicles which typically make deliveries to single-family neighborhoods, such as the United States Postal Service, United Parcel Service, pickup trucks, and light vans.

(9) Not more than one commercial vehicle, which shall be owned by the occupant of the home, shall be permitted, inclusive of all home occupations for the premises, the maximum payload size thereof not exceeding one-ton classification. No food trucks, utility trailers, cargo trailers, food trailers, or food carts shall be permitted.

(10) No customers or clients shall be permitted to visit the home at any time in conjunction with the home occupation, however, in-home music lessons, academic tutoring, or similar uses, shall be allowed for no more than six students total in any 24 hour period.

(11) The operator of a home occupation shall have received permission from the property owner, if applicable, for use of the property prior to initiation of the home occupation.

(12) All actions associated with the home occupation shall occur within a building located on the site.

(13) The operator of a home occupation shall comply with all applicable federal, state, and local regulations pertaining to the home occupation, including local health regulations.

(C) *Prohibited uses.* Inappropriate home occupations shall include, but not be limited to, the following and similar types of uses:

- (1) Beauty parlors, barber shops and haircut salons.
- (2) Retail sales.
- (3) Restaurants.
- (4) Funeral chapels, funeral homes, and taxidermists.
- (5) Stables, kennels, animal boarding, and animal breeding, except dog fanciers, those holding multiple pet permits, and those holding kennel permits, as authorized by this Municipal Code.
- (6) Veterinary clinics.
- (7) Mechanical and automobile repair and servicing.
- (8) Cabinet shop, furniture manufacture, upholstery repair or similar uses requiring the use of electric saws, joiners, air compressors and similar tools.
- (9) Industrial manufacturing of any kind.
- (10) Repair of large appliances, internal combustion engines, automobiles or motorcycles at the home.
- (11) The use of yard space or any activity outside the main or accessory building which is not normally associated with a residential use.
- (12) Any use involving storage of hazardous chemicals or supplies not normally found at a private residence.
- (13) Bicycle, lawn mower or small engine repair or maintenance.
- (14) Welding, use of paint sprayers, compressors, etc.

(D) *Home occupation affidavit.*

(1) Prior to initiation of a home occupation, the operator, and also the property owner, if different, shall sign and submit an affidavit verifying and committing to continued compliance with the requirements identified in division (B) of this section. The applicant shall furthermore verify they have complied with all applicable federal, state and local regulations pertaining to the home occupation.

(a) A business license shall not be issued for a home occupation until and unless the signed home occupation affidavit is received.

(2) More than one home occupation may be allowed per household, provided each application can meet the requirements stipulated in division (B) of this section.

(E) *Enforcement.* Operation or initiation of a home occupation in violation of these provisions shall be subject to enforcement as prescribed in Chapter 1 of this Municipal Code.

(F) *Transferability.* A home occupation use permit is not transferrable to another individual, business, or site. An existing home occupation may be changed by applying for a new business license under the requirements of this chapter.

(Ord. 2195-C-S, passed 6-8-21)



SPECIFIC PLAN

EAST ANTIOCH

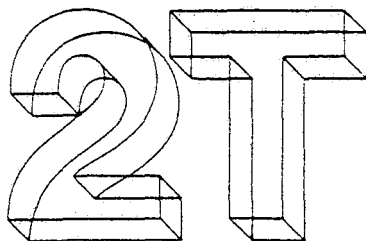
APRIL 1981

East Antioch Specific Plan

prepared April 14, 1981

Torrey & Torrey Inc.
and
City of Antioch Department of
Development Services

Raymond Vignola, Director
Valentin Alexeeff, Senior Planner/
Project Manager



April 14, 1981

The Specific Area Plan for East Antioch represents a joint effort by Torrey & Torrey Inc., consultants to the City of Antioch, and the Department of Development Services.

The planning process for the Specific Area Plan involved extensive discussions with the Development Services and Public Works Departments' staffs, a number of public meetings including a Planning Commission Study Session on the plan options, and discussions with the staff of the Contra Costa County Flood Control and Water Conservation District. Many land use planning conflicts were resolved in the process of preparing the plan. Thus the SAP represents a consensus of the responsible agencies on the best future for the area.

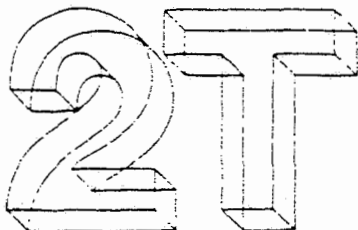
Mr. Raymond Vignola, the Director of the Department of Development Services, and Mr. Valentin Alexeeff, Senior Planner/Project Manager made significant contributions to the Plan in shaping its final form.

This Specific Area Plan is intended to be used as a policy guide by City officials, special districts, and private developers. It is hoped that the plan will promote orderly growth and preservation of unique features in this part of Antioch.

Respectfully submitted,

I. P. Torrey

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President



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SECTION I

INTRODUCTION

A. PURPOSE OF THE SPECIFIC PLAN/ MASTER ENVIRONMENTAL IMPACT REPORT (S.P./EIR)

This document is prepared in compliance with Section 65450 of the California Government Code which allows cities to prepare specific plans for the implementation of a General Plan and further to spread the cost of plan preparation and subsequent EIR over the benefiting properties. The specific plan can be of any level of detail or area within the adopted General Plan and shall include appropriate regulations, conditions and programs for General Plan implementation.

Specific plan details include the location and regulation of buildings, specification of land use, identification of transportation facilities, establishment of density, provision of water supply and solid waste disposal. Specific plans must also consider conservation and development of resources, open space and other measures appropriate to the area. Similar to zoning, a specific plan provides regulatory linkage from planning to implementation, but in greater detail than zoning and with more flexibility than zoning. Once a specific plan is adopted, public works improvements, tentative maps and private development must be consistent with the specific plan. A specific plan in turn must be consistent with the City's General Plan elements.

The intent of this Specific Plan* and Master Environmental Impact Report is to respond to development proposals (see Exhibit A) and offer guidance for future development and conservation of the East Antioch area. Particular objectives that led to the use of the specific plan tool instead of traditional zoning are as follows:

- To identify large scale land use, circulation and environmental constraint and opportunity issues.
- To create a detailed design and land use response to major development concerns.
- To clarify vague direction provided by the Integrated Planned Community designation in the General Plan.
- To streamline the processing of development applications upon adoption of the Specific Plan.
- To provide performance standards for industrial, commercial and residential development to prevent conflicts between uses.

*The term Specific Plan is described in Section 65450 of the California Government Code.

- To identify needs for amenities such as trails and parks and to integrate them into development proposals.
- To provide a mechanism for public evaluation of the development proposals for the area, establishing a forum to consider public versus private needs.
- To combine land use design and environmental mitigation into a mutually reinforcing process.
- To take into account the particular needs of the East Antioch Creek drainage area.

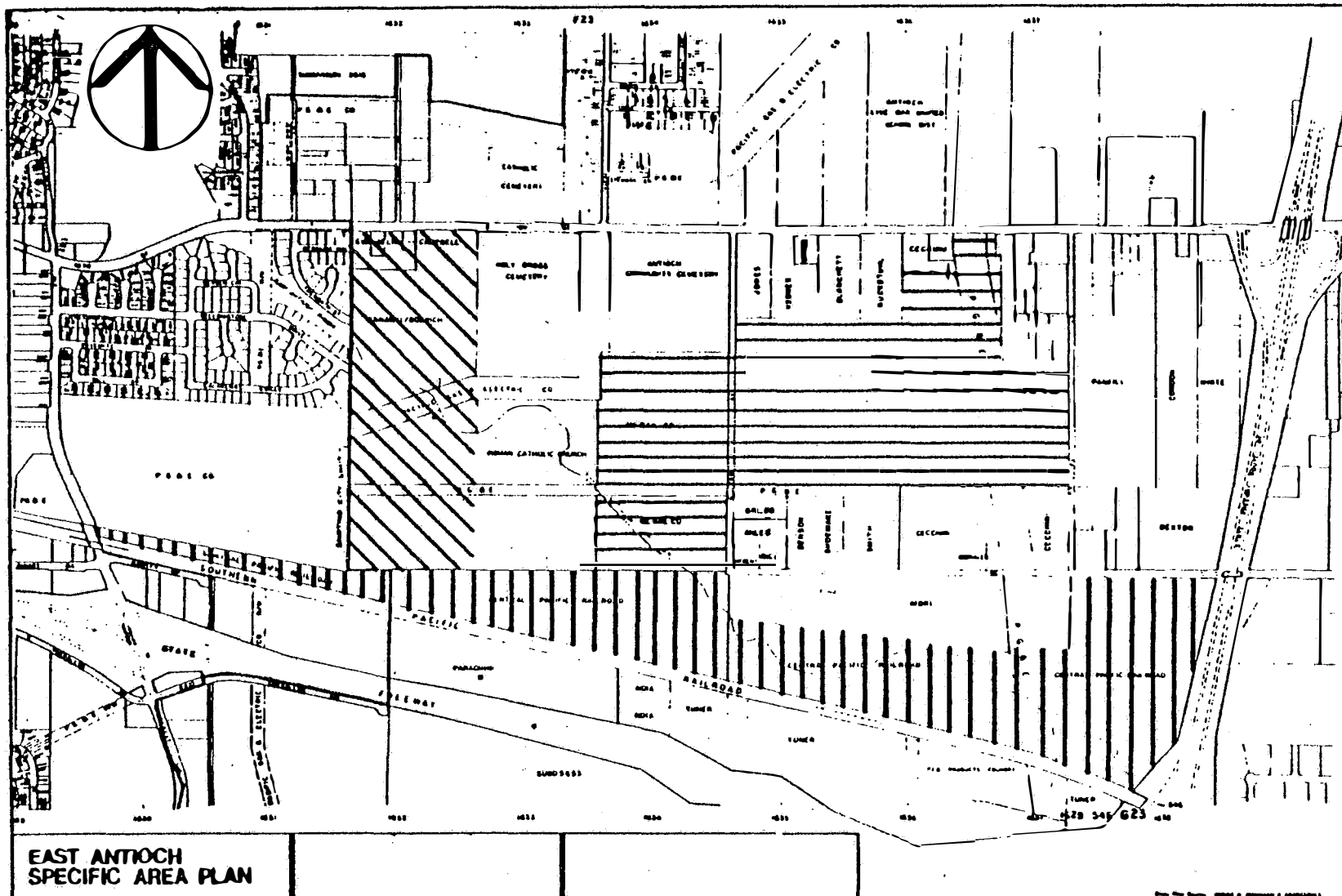


EXHIBIT A

/// Sbranti/Dobrich

==== MCBail Company

|||| Central Pacific Railroad

Report No.
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MAJOR PARCELS

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SECTION II

PLAN AREA DESCRIPTION

A. GENERAL SETTING

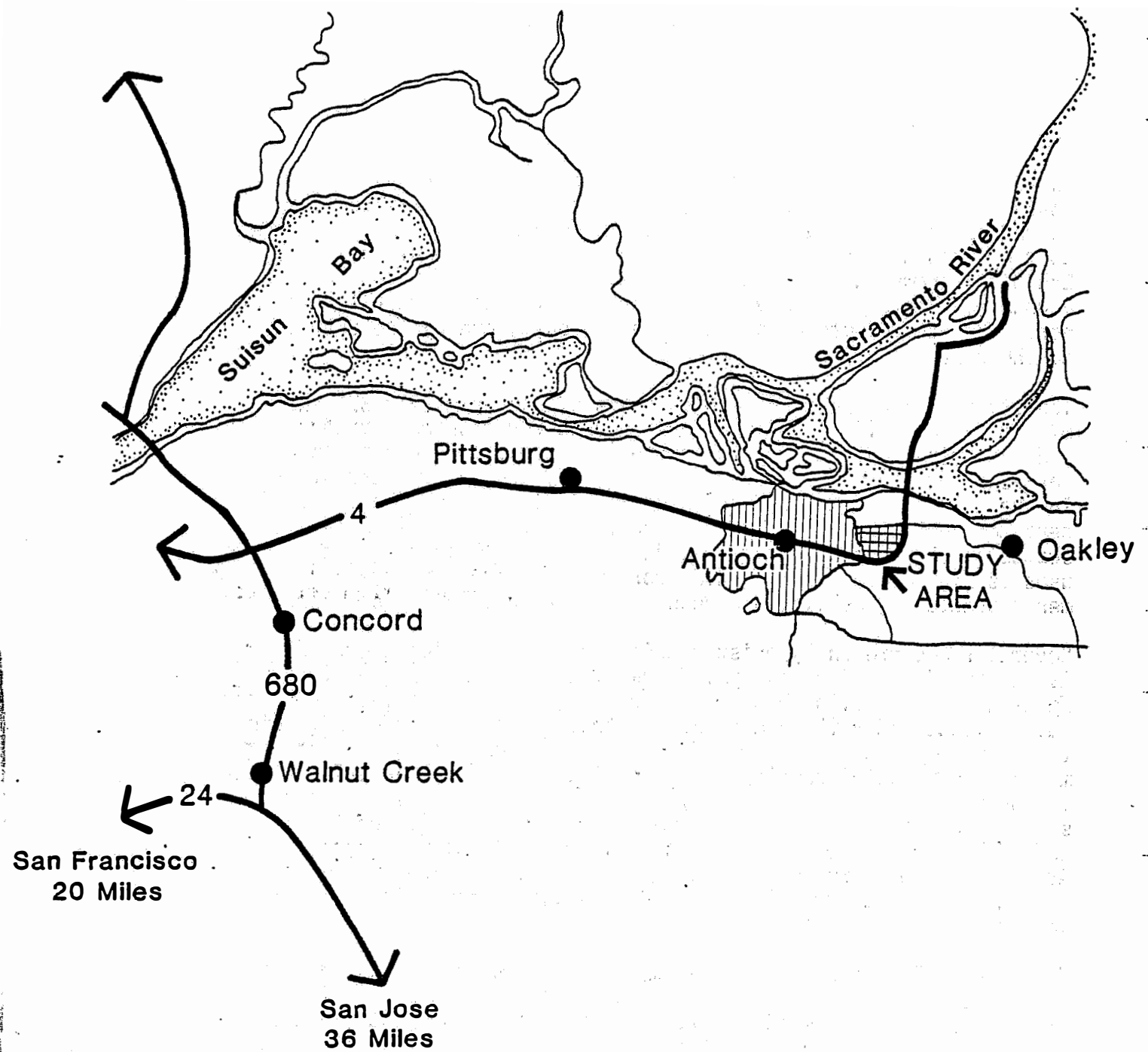
The City of Antioch is located on the San Joaquin River in Contra Costa County. The planning area described as "East Antioch" lies in an unincorporated area of the County immediately east of and adjacent to the Antioch City limits within the Antioch Sphere of Influence. Exhibit B shows the project's regional setting. The planning area is bounded by Victory Highway (East 18th Street within the City) to the north, by State Route 4 to the south and east, and by the City limits to the west.

The study area of East Antioch consists of approximately 677 acres of undulating hilly terrain primarily used for orchards, vineyards and pastures. In addition to agricultural uses, there are two cemeteries along 18th Street, as well as residences and commercial uses. In the southern portion of the site two industries can be found adjacent to the Southern Pacific Railroad. Additional residences are scattered throughout the area. The potential for conflicts among the uses is high as is the potential for uncoordinated development requirements precluding quality projects and assuring proper urban services.

Several roads presently exist within the Specific Plan area. Willow Avenue and Oakley Road are paved road intersections that will need to be extended. Phillips Lane and Viera Avenue will be necessary to area developments and will have to be constructed to City standard. Victory Highway/East 18th Street needs to be designed to coordinate commercial/residential development with high speed rural arterial circulation needs. PG&E right-of-ways of varied widths criss-cross the site. There is a 35 acre abandoned quarry next to the freeway on the east border of the site which includes a mature stand of eucalyptus. At this southeastern point, a marsh marks the entrance of the East Antioch Creek into the planning area. Another marsh lies farther downstream.

The General Plan designates the majority of the area as Integrated Planned Community (IPC) which is intended to "provide flexibility in the development of parcels of land of coordinated projects involving a mixture of residential densities and housing types, industrial areas and related commercial activities". The Specific Plan is being developed in order to accomplish this coordination.

The State does not prescribe a level of detail for specific plans nor do they require mandatory standards of administration of development. The primary requirements pertaining to specific plans deal with the process of adoption. This allows the City of Antioch to establish the



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level of detail, the type of standards and the process of administration of development within a specific plan area as may be needed. In this particular plan, the City has attempted to reach a level of detail, similar to zoning, through the use of specific policies and standards but still allow for some flexibility and negotiation in regard to individual project design, thus, attempting to fulfill the intent of the General Plan designation, Integrated Planned Community.

There is a need for periodic reevaluation of the plan due to aspects of area-wide development still under study, such as ultimate circulation design, final drainage plan, feasibility of the establishment of a BART station and other concerns. The specific plan requirements for development must respond to changing conditions and circumstances.

The format of the plan flows from the general to the specific. Area-wide policies are discussed, followed by sub-area development standards to deal with unique sub-areas of the specific plan. Finally, an implementation mechanism is proposed to supplement traditional zoning. The policies and standards will provide the guidelines for conditions of approval of the final development proposals.

B. CONSTRAINTS AND OPPORTUNITIES

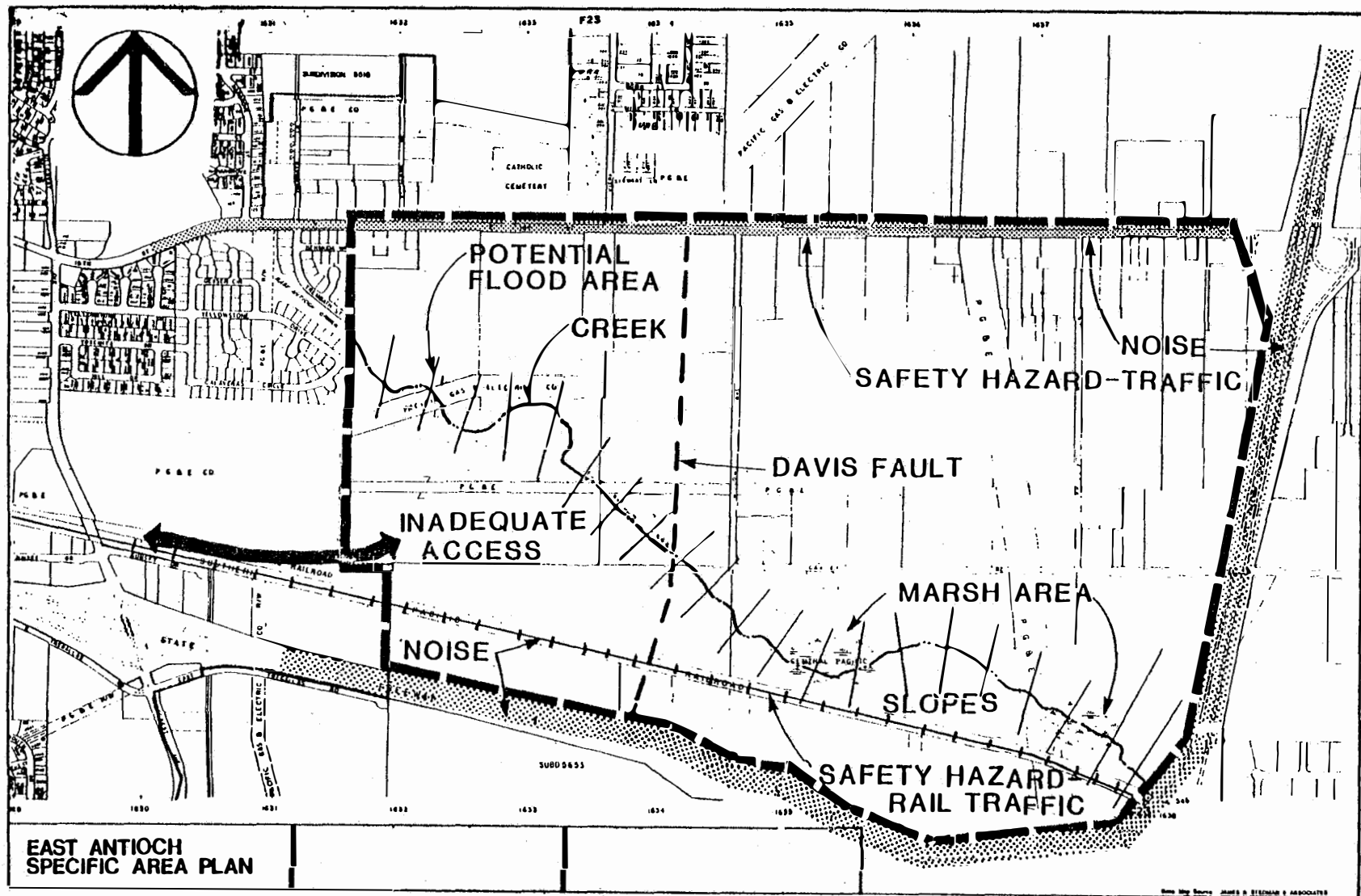
The planning area can be described in terms of its constraints and opportunities. Using this approach, a site can be evaluated for its suitability for different uses, its overall development potential, and its limitations. This examination should take into account both the site and nearby areas. One objective of optimal planning and design is to attempt to turn the constraints into opportunities. In this way, analysis of the site's characteristics can result in design guidelines for the area's future development.

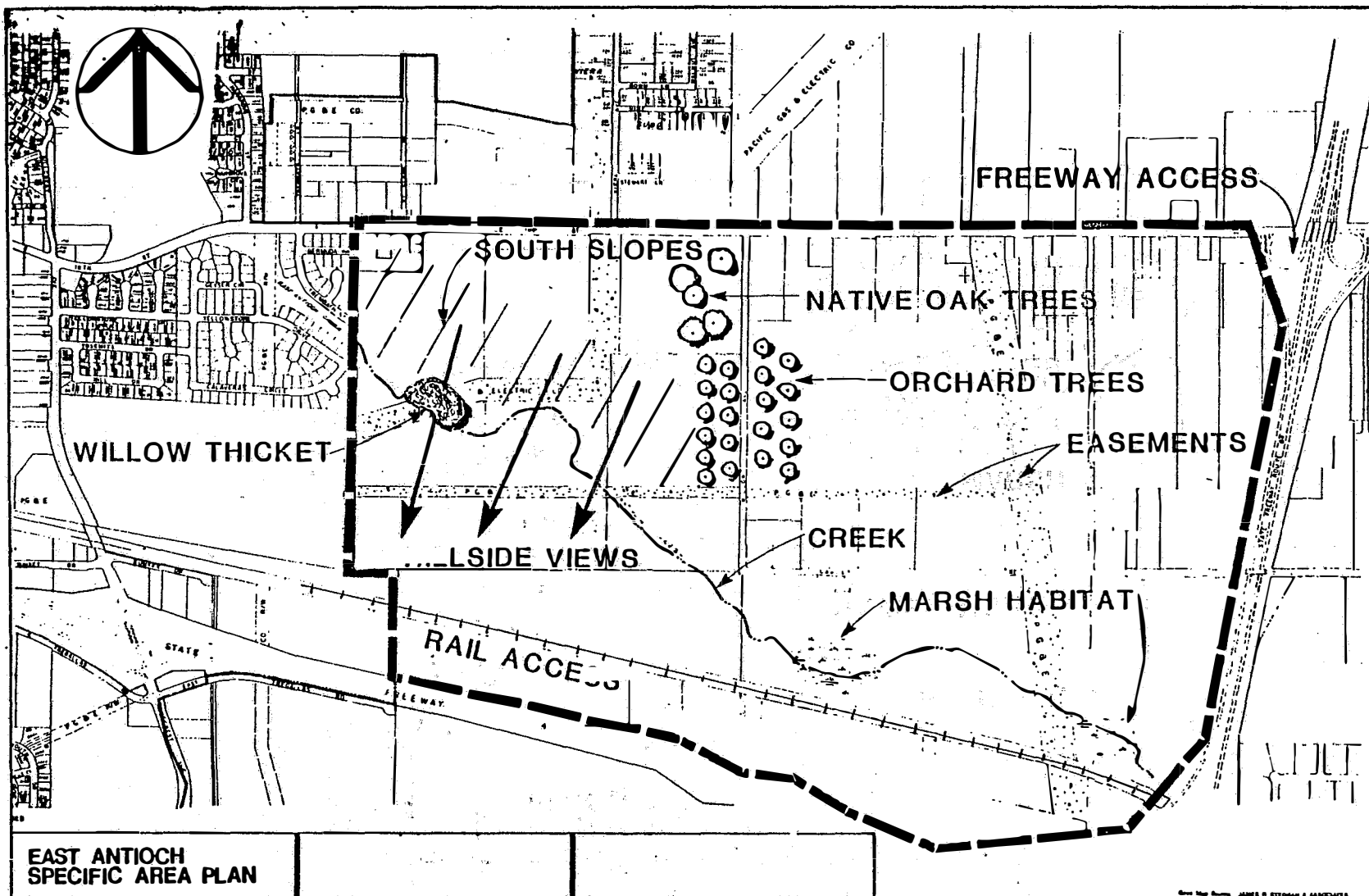
An inventory and comparison of site opportunities and constraints is provided in the following table. Some constraints in the planning area are indeed also opportunities for development and preservation activities in the area. Although the East Antioch planning area has a number of constraints, it also has unique features which could benefit the Antioch community.

EXHIBIT C

	Constraints	Opportunities
Map Exhibit	C.1	C.2
East Antioch Creek	These natural habitats could be adversely affected by polluted runoff from urban development. The City's General Plan places a strong value on the preservation of the wetlands of East Antioch Creek. The State Department of Fish and Game has stated an interest in preserving the marsh areas.	The creek and marsh areas are the major natural feature of the area. These elements offer scenic and recreational benefits to future residents of the area and to all Antioch residents.
Hilly Terrain	The site has northern and southern slopes which face East Antioch Creek. Residential development of these slopes, with consequent cutting, filling, and paving could cause erosion of the soil, thus increasing sedimentation in the creekbed. A change in the character of the hillsides from orchards to urban development may cause further erosion as trees are removed for housing.	Hills within the planning area as well as those visible from it provide attractive views. Residential development can take advantage of this by preserving ridgelines and orienting homes so that distant ridgelines can be seen. Southern facing slopes provide an opportunity for utilization of solar energy.
Vegetation	Residential development will occur in those areas now covered by vineyards and orchards which follow the rolling contours of the hillsides. If the existing vegetation is removed and not replaced, there could be erosion of topsoil and an increase in site temperatures due to less shading. On the other hand, if the orchards are partially preserved but not cared for properly, they may become diseased, difficult to maintain and provide potential sources of disease for other orchards.	In addition to the vegetation in the marshes and along the creek, much of the area is covered with fruit trees. Although it isn't practical to preserve all of these, they will be an asset in the future development of the area. Willow Avenue, for example, is lined with older trees and is an outstanding visual feature. Future development should take advantage of this.
Aesthetics	Development of the area will change the visual character from rural to urban. The negative visual elements, including the P G & E substation and easements, the proximity of State Highway 4, and existing industrial sites will pose constraints to new development. To a significant extent, however positive aesthetic qualities can be retained through good design.	The creek, marshes, hills and vegetation are the primary aesthetic features, so that future residents would enjoy the views of the creek and distant hills.
Existing Setting	A number of homes, commercial and industrial businesses, and other uses already exist in the planning area. These will have to be taken into account. Also, parcel ownership by many different individuals could impede logical and efficient development. Finally, the P G & E easements bisect several parcels, and create arbitrary spaces where development would not be feasible.	The fact that most of the planning area is undeveloped provides an opportunity for flexible and responsive development proposals. The location is logical for development, in that it is contiguous to already developed areas and is within the City's officially designated Sphere of Influence. Moreover, the location of the area next to the Victory Highway is essentially important. Since the Victory Highway is a "gateway" to the City, and a County-designated scenic roadway, this aspect should be featured in the development of the area.
Access & Circulation	A particularly difficult problem exists in the southwest portion of the site. Here, the close proximity of Highway 4, Sunset Drive, Oakley Avenue and the P G & E substation make it difficult to provide connections to Hillcrest Avenue. Also, there is a limit as to how much traffic the surrounding streets can accommodate.	The location is adjacent to the State Route 4, and East 18th Street connecting downtown Antioch and the East County. There is also potential for a BART line in the vicinity.
Commercial & Industrial Development	In order to establish major quality commercial and industrial enterprises, minimum standards of development must be established. The question of short term and long term gain will temper development plan considerations.	The northeast corner of the site is an optimal location for businesses serving highway travelers. This area can also be used for commercial activities serving area residents. Tax revenues from commercial development will help offset the net public costs typically incurred by residential development. Although the demand foreseen for industrial development in the near future is not large, the location of the planning area along the railroad and Highway 4 suggests industrial use. When industrial activities recover economically, provision of industrial sites in the SP could facilitate the creation of local employment and a more diversified tax base.

	Constraints	Opportunities
8 Natural Hazards	There is flood potential in East Antioch Creek during heaving rainfall. Urban development will cause an increase in runoff, resulting in greater flood hazard and siltation in the creek. A small area of the site, primarily along the creekbed, contains soils which pose limitations for construction. Finally, the Davis branch of the Antioch Fault traverses the planning area, but there is no evidence of recent seismic activity.	Areas unsuitable for development provide a variety of open space opportunities.
9 Man Made Hazards	Heavy vehicular traffic on Victory Highway will pose difficulties for both cars and pedestrians leaving or entering the planning area. The Southern Pacific Railroad tracks are also hazardous. East Antioch Creek, with retention basins needed for flood control creates a potentially unsafe situation for children. There is also a question of insurance and liability for recreational use of the creek and the P G & E easements. Finally, the P G & E lines and any industrial development could conceivably create safety problems, especially if residential areas are developed nearby.	
10 Easements	Easements restrict design and land use. P G & E lines detract from a "natural" setting.	The large area of the P G & E easements can be utilized for recreation, open space and bike trails. They can provide access to the creek, and can become part of the City's system of equestrian, pedestrian, bicycle trails. P G & E has responded positively to the concept of these activities.
11 Prime Soil	Decrease in agriculture has regional implications in the steady loss of farm land	Prime soils benefit landscaping/open space proposals and pose fewer structural constraints.
12 Noise	Noise levels within residential areas of the site will be above 55 dBA along sections of East 18th Street/Victory Highway, Route 4, and the railroad. The large industrial area south of Oakley Avenue may generate noise above 55 dBA specific to the location and the type of industry. Truck and automobile traffic within the planning area will also generate noise.	
13 Public Services	Since the area has not yet been annexed into the City, water and sewer mains, etc. are generally lacking. This fact and the need to expand plant and service capacities will limit development in accordance with the City's Capital Improvements Program and 7A Sanitation District Program, or until private developers are able to construct portions of the needed facilities.	
14 Housing	New housing demands services on both a direct and indirect level. The incremental demands on services and facilities often do not help pace with rapid growth.	Housing is needed in Antioch and Contra Costa County and residential development is an appropriate use of the area. The City's "Planned Integrated Community" approach can be utilized to adequately address site opportunities and constraints.





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SITE OPPORTUNITIES

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SECTION III

THE SPECIFIC PLAN

A. LAND USE PLAN CONCEPT

The planning concepts which were used for the Specific Plan evolved from the City's stated goals and objectives for the area. The major guiding organizational concepts are as follows:

- Primary emphasis on low density residential development in the area.
- Balance of residential uses by provision for future employment opportunities with minimal environmental conflicts.
- Use of natural features to provide area-wide public amenities.
- Creation of a clear identity for the area as part of the City of Antioch.

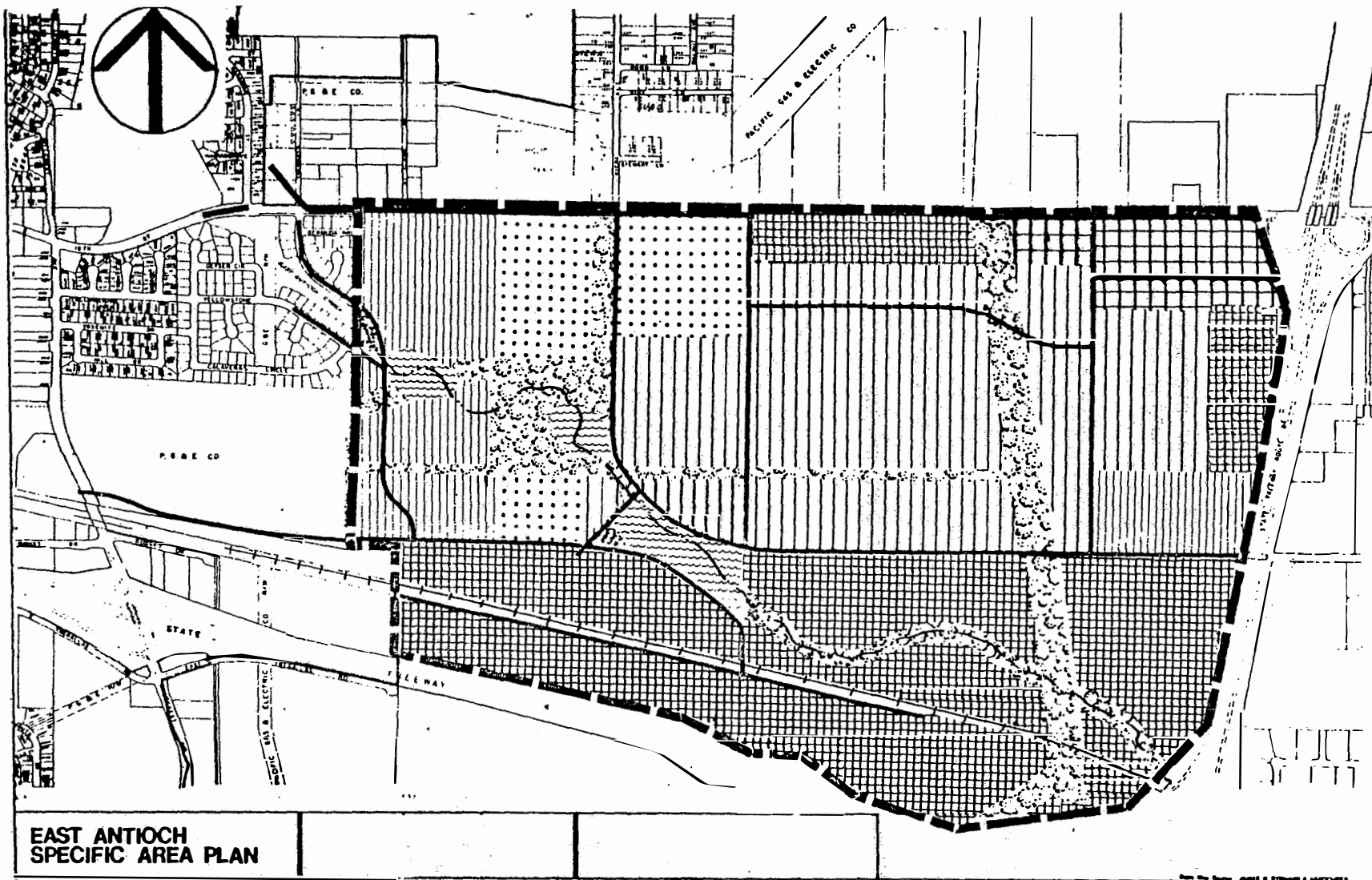
B. LAND USE HIGHLIGHTS

1. Residential Use Focus

The Specific Plan designates the majority of available acreage in the planning area (i.e., excluding the cemeteries) for residential use. A total of 246 acres are planned for housing. The largest amount of housing would be low density (6 units per acre), consistent with the City's goal to maintain a low density character for the area. Medium density (10 units per acre) is proposed for locations on the site close to major transportation routes or to public amenities, in order to reduce travel time and to provide convenient recreation facilities for the residents. The medium density area could accommodate a mobile home park development as is presently being proposed.

2. Commercial Development Potential

The existing area includes random commercial enterprises along Victory Highway. The Specific Plan identifies a commercial center on the southwest corner of State Highway 4 and Victory Highway. This is considered the strongest location for commercial within the study area due to its proximity to the freeway, location along a principle route into Antioch from the eastern part of the County and short time distance from points within the study area. The development of a center rather than a strip provides better circulation, ease of shopping and location of compatible and complementary uses.



EAST ANTIOCH
SPECIFIC AREA PLAN

LEGEND

- | | |
|-----------------------|----------------------------|
| OPEN SPACE | RESIDENTIAL-Low Density |
| INDUSTRY | RESIDENTIAL-Medium Density |
| ~~~~~ RETENTION BASIN | SERVICE COMMERCIAL |
| CEMETERY | |

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SPECIFIC AREA PLAN

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Table 1

EAST ANTIOCH SPECIFIC AREA PLAN
LAND USE DATA

<u>Sub-Area</u>		<u>Acres</u>	<u>Unit/Acre Density</u>	<u>Pop/Unit</u>	<u>Dwellings</u>	<u>Population</u>
1	Service/Commercial	26.1	---	---	---	---
	Residential	38.3	Low (6)	3.1	230	712
	Residential	17.5	Med (10)	2.2	175	385
	Industry	33.4	---	---	---	---
2	Industry	199.3	---	---	---	---
3	Residential	53.6	Med (10)	2.2	536	1179
4	Residential	136.4	Low (6)	3.1	819	2538
5	Cemetery	66.0	---	---	---	---
<u>TOTALS</u>						
	Service/Commercial	26.1	---	---	---	---
	Industry	232.7	---	---	---	---
	Cemetery	66.0	---	---	---	---
	Residential-Low Density	174.7	---	3.1	1049	3250
	Residential-Medium Density	<u>71.1</u>	---	<u>2.2</u>	<u>711</u>	<u>1564</u>
	GRAND TOTAL	570.6		5.3	1760	4814

- NOTE: A. Sub-area map provided on page 13.
 B. Area of PG&E easements not included in the above areas' totals.
 C. Area 3 was revised from modular housing in EIR to Medium Density in this document. Therefore, the numbers in this document were revised as well.
 D. Sub-areas include flood drainage basins and open space in area totals.
 E. The total study area is 677 acres. The area not included in the tabulation is PG&E easements and incorporated area that is not in any of the sub-areas.

EXHIBIT E

3. Industrial Development Opportunities

The Specific Plan includes designations of 232.7 acres for industrial development. The City of Antioch has strongly stated its goal to provide additional opportunities for employment within the City boundaries. Because of the proximity to the freeway and the railroad, the southern part of the planning area appeared to be suitable for this use. The market analysis prepared for the Specific Plan indicated that in the short range, perhaps up to 20 acres of industry could be developed in the southwestern corner of Area 2. Therefore, the designation of 232.7 acres is seen as a long-term measure, to ensure that all of the available land in the area is not developed for other uses. In spite of good regional transportation facilities (both existing and planned) to the East Antioch area, access into the industrial area itself will be difficult. Topography (rolling land) also presents a problem for industrial development. Because of other potential environmental difficulties foreseen at this time, a mechanism to control the future environmental effects of industrial development is included as part of the plan. (See Section V-3 - "Industrial Performance Standards".)

4. East Antioch Creek As Part Of An Open Space Network

The planning area can be described as having a generally uniform physical quality of softly undulating terrain. The main natural feature which can be seen and which would be strengthened by future flood control improvements is the East Antioch Creek. Although some parts of the creek are not easily visible during summer, the two existing marsh areas are covered with vegetation, and the large retention basins proposed by the Contra Costa County Flood Control and Water Conservation District would further serve to expand the open area adjacent to the creek. The Plan incorporates the proposed improvements to the creek and provides for development of area-wide recreational activities along its length. This corridor of hiking and bicycle paths would be linked to the open space trails proposed within the PG&E easements, thus creating an entire open space network for East Antioch. This network will provide a desirable pedestrian link between diverse environments in the planning area; from a marsh near the railroad tracks, through a future industrial area, through a low density housing area, to a large detention basin, a major open space and a mobile home development. The retention basin will ensure the preservation of open space since no permanent structures will be permitted within their boundaries due to the seasonal flooding. Particular areas along the creek, including two marshes and a large willow thicket, will also be preserved within the open space category.

5. East Antioch As A Gateway

The intersection of State Highway 4 and Victory Highway will gain in importance when the area develops. This intersection will be the City's gateway from the East. If the City wishes to attract patrons for its new commercial centers, a clear definition and aesthetic

treatment of the gateway area will be important. The Plan designates a commercial center at the southwestern corner of the intersection, and a Landscape Maintenance District is proposed along Victory Highway since 18th Street/Victory Highway is a County scenic route. State Highway 4 provides an introduction to Antioch from the east. Additional standards shall be provided for development immediately visible from State Highway 4, a County-designated scenic highway.

6. Provision of Parkland for Active Recreation

The required park dedication for subdivision is five acres per one thousand persons. This will occur in addition to private recreation areas. The location of parks has not been proposed in this report. The subdivision requirement exceeds the General Plan requirement. Parks will be incorporated into the East Antioch Creek Open Space area as well as in selected locations within the Specific Plan area.

7. Continuation of Trail System

The General Plan proposes a hiking and riding trail which traverses the Specific Plan study area. This trail will be located within the open space areas and along East Antioch Creek. The route follows the PG&E easements in a northeast direction from the substation on Hillcrest Avenue until it joins the Atchison-Topeka-Santa Fe Railroad easement north of the study area. To take advantage of scenic riparian habitat, the trail will cross the creek near a large willow thicket which is to be preserved within the retention basin. A new branch of this trail is proposed to follow the creek contours on the north side. The trail will provide a scenic route along the edge of the two marsh areas and could extend to areas southeast of the study site by crossing beneath the freeway.

Some bicycle lanes have already been established on roads within the City limits. It is proposed that bicycle lanes continue to be established within the Specific Plan study area. A bicycle path along the south side of East Antioch Creek should be coordinated with the existing bike lane which ends at Hillcrest and East 18th Street by adding a bicycle lane along Hillcrest to Yellowstone. An extension to the Southern Pacific Railroad right-of-way to the south would permit a route beneath the freeway curve and a connection of the planned route along Meroly Road. This route takes full advantage of the creek green belt and also provides access to both the City of Antioch and the rural areas southeast of the freeway.

C. POLICIES

The following policies for development and preservation of the East Antioch planning area are based on a thorough review of the City's goals for the area and an analysis of the constraints and opportunities for

the East Antioch sub-areas. Field surveys have been conducted and numerous discussions have taken place with the Antioch Development Services Department and Public Works Department staff and other City and County agencies, with special districts, and other interested parties and comments were received from the Antioch Planning Commission and citizens at large. The purpose of these policies is as follows:

1. Provide the City Council, Planning Commission and staff with the means for determining and expressing precise city objectives for development in the Specific Plan area; and
2. Provide developers with precise information about City objectives and requirements to guide their own detailed plans for sites within the area.

The policies are organized under general goals based on those of the General Plan. The policies will serve as the basis for the Specific Plan development standards and review of development proposals.

GOAL A

To plan for safe, attractive, single and multi-family residential neighborhoods.

Policies

1. Encourage environmental diversity, contrast and individual architectural expression, emphasizing low density single family housing. Locate medium density development near existing large open space areas and major transportation facilities. Use the Planned Development concept to integrate site features, public amenities and development needs.
2. Ensure that new developments are physically well-related to sites in terms of street and lot layout, surrounding developments, open spaces and natural resources.
3. Identify development-free areas for preserving major natural resources and fulfilling drainage and other common needs.
4. Preserve or replace existing tree cover for reduction of domestic energy use. This is to be accomplished either by siting dwellings for passive solar design within the existing tree pattern of the orchards or establishing a shade pattern effective in mitigating the effect of summer heat on residential units.
5. Maximize use of natural drainage systems such as turf and grass swales to control runoff and return precipitation to soil.
6. Locate industry as a buffer between noise from Highway 4 and the railroad and residential development.

7. Use performance zoning or standards to insure minimal noise from industrial activities.
8. Require noise walls and vegetation along roadways where traffic is heavy and exterior noise within residential property would exceed 65 dBA.
9. Develop design review guidelines for site and structures for all uses through the Planned Development concept.

GOAL B

To plan a safe and efficient circulation system.

Policies

1. Protect residential areas from the negative environmental effects of congestion, through-traffic and noise.
2. Encourage expansion of bus service through the specific plan area, with bus stops at locations that are convenient to residents. Work with employers and CalTrans to encourage car pooling and transit usage for employees.
3. Develop Oakley Road as a collector to serve the industry of the area with access to Hillcrest Avenue.
4. Develop Victory Highway as a safe arterial road with left-turn pockets to serve the Specific Plan area's future development.
5. Develop a loop access pattern to ensure emergency vehicle access to residential areas from two points. Extend cul-de-sacs from the loop roads and restrict the length of cul-de-sacs to ensure proper emergency vehicle access to residential units.
6. Encourage functional and aesthetically pleasing roadway design with roads adequate for public safety and traffic flow. Design streets to discourage speeding and encourage enjoyment of the natural amenities of the area while providing adequate traffic circulation.
7. Incorporate an open space trail along East Antioch Creek and through the PG&E easements. Ensure continuous pedestrian access along the creek. Adopt pedestrian access as part of flood control plan for East Antioch Creek.
8. Provide specific development requirements along Highway 4 and the railroad tracks to mitigate noise and visual impacts and to retain some of the area's rural character.

9. Identify development regulations along Victory Highway to upgrade the character of this major "gateway" into Antioch.
10. Provide design links between the Specific Plan area and the City in development design and function to ensure incorporation of the new area into the existing community.
11. Preserve existing deciduous shade trees along the road system to retain the original character of the area, to enrich the driving experience and to reduce the ambient air temperature around the pavement area during summer months.

GOAL C

Plan for adequate provision of needed community facilities and services

Policies

1. Identify needed community facilities (including neighborhood parks, schools, fire stations) at appropriate locations in project area and construct at the expense of potential facility users.
2. Develop commercial center facilities fronting the southside of Victory Highway west of State Route 4 (160) interchange. Resolve conflicts and adverse impacts between commercial and surrounding noncommercial uses through design and circulation buffer.
3. Prior to any major development require a plan for major sewer and water lines and include analysis of any system-wide effects.
4. Adopt a drainage and flood control plan for all development within the Specific Plan area.
5. Develop sufficient water storage as area develops in accordance with 1980 Water System Master Plan by Brown & Caldwell.

GOAL D

To encourage measures that will preserve natural resources including unique land features, energy, air and water quality.

Policies

1. Require conformance to energy design standards for new residential construction cited in California Administrative Code Title 24, Part 6, Article I.

2. Require developers to utilize where feasible the following environmental design factors in the energy design of new residential structures; solar (north-south) building orientation, shade design through landscaping or the built form, choice of low energy derived building materials such as wood, and recognition of sun rights for roof top solar applications on the individual residence.
3. Where feasible the City should encourage developers to install solar energy collection systems to replace conventional space heating and hot water systems, or use roof design which allows for direct retrofit for solar collection.
4. Encourage east-west road orientation for major streets of new developments to allow a buildout of dwellings on a solar axis along the front-lot setback. Allow flexibility in side yard setbacks for solar orientation on north-south roads.
5. Review plans to determine benefits of minimized street widths, through streets and asphalt parking areas to reduce ambient air temperatures in the residential areas and to allow more percolation of runoff storm water directly into the soil, where feasible (i.e. encourage clustering, and maintain adequate circulation).
6. Evaluate potential of using natural drainage systems such as turf and grass swales as opposed to concrete curbs, gutters, storm water lines and catch basins, where possible.
7. Investigate feasibility of retaining the remaining orchard grid where possible to reduce erosion and ambient air temperatures and to act as a shelter from westerly winds.
8. Utilize the PG&E easements as a green belt access to the planned City-wide park system.
9. Require participation in PG&E Energy Conservation program as a minimum response to energy conservation.
10. Identify and preserve scenic vistas.
11. Phase construction during the dry seasons to prevent erosion.
12. Retain vegetation including trees and shrubs in natural clumps at selected locations and promote wildlife cover.

GOAL E.

Provide an appropriate area for light industry and local employment

Policies

1. Identify land suitable for industrial use for the purpose of developing new industries.
2. Develop new tax sources to help offset the public costs of residential development.
3. Identify and undertake city actions which could promote industrial use of area land.

D. SUB-AREA DESCRIPTION, DEVELOPMENT STANDARDS AND CIRCULATION PLAN

For the purpose of planning, analysis and requirements, the East Antioch Specific Plan area has been divided into five sub-areas. A description is given for each area including those aspects that should be preserved along with new development features. Specific sub-area development standards are identified as a refinement of policies and other standards within this Specific Plan.

Several exhibits are provided in this section. Exhibit F identifies the different sub-areas of the plan. Exhibit G provides the proposed circulation plan. A primary issue in most of the sub-areas is circulation. The circulation plan which is a refinement of the General Plan, is incorporated into sub-area standards. Variation in street standards may occur in response to other needs of the area. The street standards are provided in Appendix E, the Technical Appendix.

In addition to specific sub-area standards, the following sets of development standards found in this plan will apply:

1. Specific plan administration.
2. Residential development requirements.
3. Commercial development requirements.
4. Industrial development requirements.
5. Victory Highway/East 18th Street development requirements.
6. East Antioch Creek development requirements.

SUB-AREA ONE

Environmental Setting

The area is bordered on the north by East 18th Street, on the east by the freeway (State Route 4), on the south by Oakley Road to Phillips

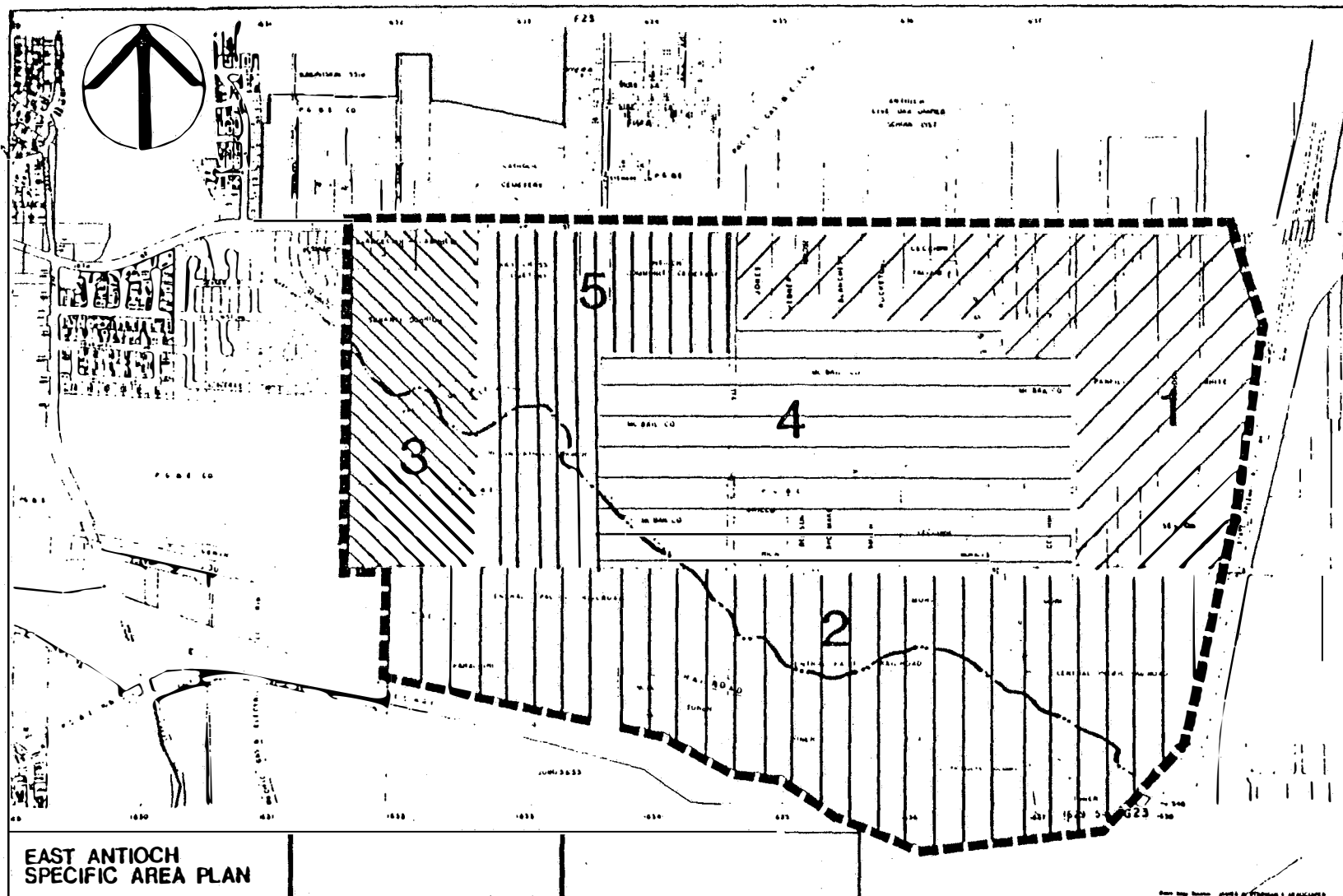


EXHIBIT F

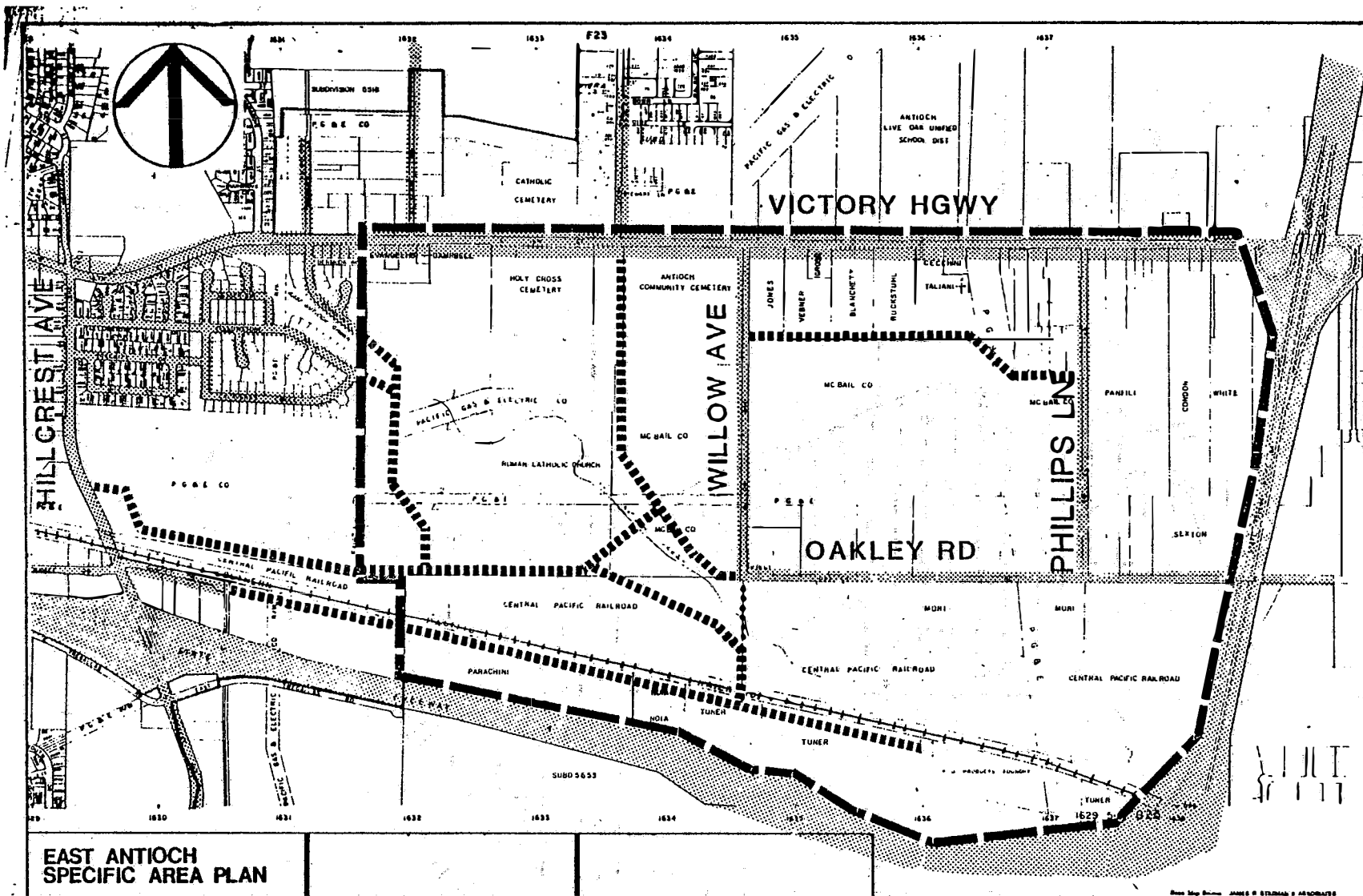
Report No.
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SUB AREA MAP

Torrey & Torrey Inc.

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Report No.
Source

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CIRCULATION PLAN

Torrey & Torrey Inc.

2T

EXHIBIT

D27

G

Lane. The west border is Phillips Lane until a point approximately 1000 feet south of East 18th Street and shifting west approximately 2600 feet to Willow Avenue. The present land use of the sub-area is highly mixed. Victory Highway/East 18th Street in particular has a variety of uses due to the county zoning of light industrial and the historical use of Victory Highway. Presently many former residences between Willow Avenue and State Route 4 have been converted to offices, shops and commercial uses. Present use for several parcels is a combination of residence and business.

Once developed, sub-area one will become a neighborhood with the greatest mix of activities in the planning area. The area will serve as Antioch's eastern gateway and will contain 26 acres of service/commercial use, 38 acres of low density (6 units per acre) residential, and 17.5 acres medium density (10 units per acre) residential use. A total of 405 units with an estimated population of 1079 persons based on a household size can be projected. Industrial area proposed totals 33 acres.

The primary feature of the area to be preserved is the commercial development between the PG&E right-of-way and State Route 4, also industrial use on individual parcels on Victory Highway frontage between Willow Avenue and the PG&E right-of-way. New development features include: establishment of an integrated design commercial center on the southwest corner of Victory Highway and State Highway 4, medium density development along Oakley Road, and the center of the area indicated for single family residential development. Phillips Lane will be developed to City standards; however, the rural character will be maintained through tree-lined landscaping.

Development Standards

(Also, see residential development requirements, commercial development requirements and Victory Highway/East 18th Street development requirements.)

1. Establish a sheltered bus stop on Victory Highway between Phillips Lane and State Highway 4.
2. Widen and improve Phillips Lane to a residential collector standard with forty (40') feet of paved roadway on a sixty (60') foot right-of-way, keeping the tree-lined nature of the existing roadway.
3. Widen and improve Oakley Road to a residential collector standard with forty (40') feet of paved roadway on a sixty (60') foot right-of-way.
4. Widen and conform Victory Highway as an arterial to four-lanes with limited access points on a sixty-eight (68') foot paved roadway and an eighty-eight (88') foot right-of-way.

5. Design PG&E easements as pedestrian/bicycle paths.
6. Require development of an east-west local road connecting Willow Avenue to Phillips Lane south of Victory Highway frontage parcels to relieve pressure from direct access to Victory Highway.
7. Signalize the intersections of Victory Highway and the west side of State Route 4.
8. Establish an Antioch entry marker or other entry feature at the eastern City Limits.
9. Require residential development to identify sub-area and area-wide recreation sites or facilities.
10. Require development to mitigate exterior noise levels along Oakley Road and State Route 4 to 65 dba or less.
11. Follow the scenic highway standards for development east of Phillips Lane as proposed for sub-area two.
12. Require following additional development standards for frontage industrial parcels on Victory Highway between Willow Avenue and the PG&E right-of-way.
 - a. That no retail use be permitted for the frontage parcels.
 - b. No further subdivision to occur of the frontage parcels.
 - c. Joint access be established between existing parcels at the time of new development proposals.
 - d. The industrial parcels shall not have access to interior residential streets. There shall be a fifty (50') foot special restriction buffer area at the rear of the industrial properties adjacent to the area designated residential.
 - e. The parcels shall meet the roadway standards established for Victory Highway/East 18th Street. The development shall meet the performance standards for objectional effects and other concerns within the Specific Plan.
 - f. Development shall adhere to performance standards for industrial development established in Section 5.3 of the Specific Plan.

SUB-AREA TWO

Environmental Setting

This 200 acre area is bound on the north by Oakley Road, on the east and south by State Route 4/160 and on the west by the City limits. East Antioch Creek crosses the site from the southeast to northwest

through the center of the sub-area. There are two marsh areas within the creek; one is located near the freeway and the other near Willow Avenue and Oakley Road. A chemical plant and foundry are located within this sub-area.

This entire area is indicated for industrial use. The City will encourage largely the development of quality controlled industrial parks particularly between the railroad and highway. Because of the size of the area, other more typical light industrial uses may be anticipated but such uses will require similar high quality design standards to maintain the integrity of the area. The industrial development of this area is considered to be long-term.

Existing features to be preserved are creek side and marsh habitat, existing industries, steep slopes and scenic vistas adjacent to the freeway. New development features include the extension of Oakley Road, creation of flood retention basin, development of pedestrian/bicycle paths along the creek, and extension of Sunset Drive as an industrial collector.

Development Standards

(Also, see industrial performance requirements and East Antioch Creek development requirements.)

1. Prevent onsite drainage into East Antioch Creek prior to construction of proper facilities.
2. Require an aesthetic buffer between East Antioch Creek and new industrial development.
3. Establish roadway landscape standards for Oakley Road.
4. Identify truck routes and create suitable buffers for nonindustrial uses.
5. Require aesthetic evaluation for industrial development visible from the East Antioch Creek and State Route 4.
6. Encourage development of light industrial parks.
7. Identify at grade crossing over Southern Pacific tracks for industrial traffic.
8. Construct Sunset Drive as an industrial collector south of the Southern Pacific Railroad with reservation of potential arterial right-of-way.
9. Develop Oakley Road to residential collector standard, determine engineering feasibility for Hillcrest Avenue connection, require internal circulation of industrial access to industrial development south of Oakley Road.

10. Coordinate development of sub-area with potential BART extension and station location.
11. Review of applications for development directly visible from State Route 4 shall be reviewed for compliance with the following findings:
 - a. The structures will provide visual interest and enhancement to the existing developed setting.
 - b. There is no unscreened storage or repair work visible from State Route 4.
 - c. The proposed signs provide adequate identification without unnecessary size or distraction.
 - d. The landscaping enhance the site and provide adequate visual diversity.
 - e. Parking areas have adequate landscaping to offset the effect of a "sea of asphalt".
 - f. The height and bulk of structures receive sufficient design treatment to offset the effect of barren walls or blocks.
 - g. Any contour altered by grading is to be restored by means of land sculpturing providing a cover to top soil and establishment of vegetation to minimize runoff and erosion.
 - h. No scenic features have been destroyed or altered unnecessarily.
 - i. Utility lines and facilities have been exposed to the minimum extent possible.

SUB-AREA THREE

Environmental Setting

This 54*acre area is bordered on the north by East 18th Street/Victory Highway, on the east by Holy Cross cemetery, on the south by an extension of the existing Oakley Road, and on the west by the existing City limits.

The site lies between an existing subdivision on the east and a cemetery on the west. The area is traversed east to west by two PG&E easements and diagonally southeast to northwest by East Antioch Creek.

Sub-area three is presently orchard and proposed by a combination of mobile homes and condominiums at a density of 10 units per acre. The planned development proposal for the site has varied from near maximum

density of 499 units (mobile homes and condominiums) to a mobile home park exclusively with 300 units. The population density can range from 958 persons to 570 persons at 1.92* persons per unit.

The existing feature of the area to be preserved is East Antioch Creek. The creek will not be channelized and a creekside amenity will be maintained. Some change in creek alignment and configuration can be anticipated. New development features include the construction of flood control improvements along East Antioch Creek, connection of Trembath Lane and Yellowstone Drive together and with Oakley Road; and development of pedestrian and bicycle paths along the southernmost PG&E right-of-way and East Antioch Creek.

Development Standards

(Also, see residential development requirements, Victory Highway/ East 18th Street development requirements, East Antioch Creek development requirements.)

1. Utilize the East Antioch Creek retention basin as a public open space with separated pedestrian access trails from the north and south portions of the site.
2. Develop the PG&E easements as a pedestrian/bicycle trail system to the linear open space along East Antioch Creek and other portions of the site.
3. Provide landscape buffers along the perimeter of the mobile home park and insure compatibility with adjacent residential uses.
4. Utilize the earth embankment needed for a retention basin as the base of a roadway connecting site development to East 18th Street via Trembath Lane through the Meadowbrook Subdivision.
5. Provide separate pedestrian and vehicular movement through the site.
6. Provide public parking within PG&E easement adjacent to East Antioch Creek.
7. Provide noise or other nuisance buffer with landscape between residential and industrial uses.

SUB-AREA FOUR

Environmental Setting

This sub-area occupies the center of the East Antioch Specific Plan area. The area is bound by Oakley Road to the south, Phillips Lane to the east, sub-area three to the west and sub-areas five and one to

*1975 Special Census for Antioch

the north. Two PG&E easements cross the site east-west and north-south, intersecting on the east part of the sub-area. East Antioch Creek traverses the sub-area flowing southeast to northwest crossing Willow Avenue. Willow Avenue bisects the sub-area north-south. The 110-acre area includes orchards, rolling terrain and a few scattered homesites. This area was initially proposed for a combination of low density and medium density. However, the medium density was eliminated by the Planning Commission. The predominance of low density residential development on this site is based on its location, secluded and protected from major traffic and noise and a large enough site to design a residential neighborhood concept. The primary development can be expected to generate 2043 persons. The sub-area can generate up to 2538 persons.

The PG&E easements which traverses the site would be developed as open space trails and would be connected to the trail along East Antioch Creek. At the western end of sub-area four, the Flood Control District's retention basin will be surrounded by extensions of Viera Lane and Oakley Road and cluster housing (up to 201 units) is proposed adjacent to these roads. The area surrounding the creek, the Roman Catholic Church property, is designated for cemetery.

Existing features of the area to be preserved are the tree-lined character of streets and East Antioch Creek open space. New development features include construction of Viera Lane, Willow Avenue, Oakley Road intersection/retention basin.

Development Standards

(Also, see residential development requirements and East Antioch Creek development requirements.)

1. Maintain topographic diversity by minimizing grading to extent necessary.
2. Concentration of cluster development should occur along collector streets and near open space areas; otherwise, cluster development can be spread out forming pockets within low density development.
3. Maintain the tree-lined character of Willow Avenue and site new roads to utilize existing mature tree lines as borders to the extent feasible.
4. Mitigate development of areas along Oakley Road and Willow Avenue with exterior noise levels above 65 dba, and/or private noise nuisance mitigations.
5. Develop pedestrian/bicycle trail systems along PG&E easements to link residential areas to East Antioch Creek recreation points.
6. Ensure safe, direct access from cluster development areas to the East Antioch Creek recreation areas.

7. Identify transit stops and/or car pool pick-up points within site.
8. Widen and improve Willow Avenue to residential collector standards of forty (40') feet of paved roadway on a sixty (60') foot right-of-way.
9. Widen and improve Oakley Road east of Willow Avenue to residential collector standard of forty (40') feet of paved roadway on a sixty (60') foot right-of-way.
10. Extend Oakley Road west of Willow Avenue as a residential collector with a forty (40') foot pavement width on a sixty (60') foot right-of-way.
11. Create a new east-west road connecting Willow Avenue to Phillips Lane along the northern border of the McBail/Ruckstuhl properties.
12. Connect Willow Avenue and Viera Lane using a residential collector standard of forty (40') feet of paved roadway and a sixty (60') foot right-of-way.
13. Develop a "loop road" access pattern to ensure emergency vehicle entrance to residential areas from two points, extend cul-de-sacs from "loop road", and restrict cul-de-sac length to 600 feet to ensure proper emergency vehicle access to residential units.
14. Identify sub-area and Specific Plan area parks, open space and recreation facilities for the residents within the sub-area. Minimum contribution to park facilities within the Antioch Municipal Code is five (5) acres per 1000 residents as determined by the Antioch Municipal Code.

SUB-AREA FIVE

Environmental Setting

This 66-acre sub-area is bound by Victory Highway to the north and Willow Avenue to the east and is occupied by two cemeteries. This use is assumed to continue indefinitely with possible expansion to the south. No development objectives are proposed except to limit design disruption of the facilities by roads or other land uses.

SECTION IV
SPECIFIC PLAN ADMINISTRATION

A. INTRODUCTION

This section has a two-fold purpose. The first is to establish a process for the adoption of the Specific Plan and subsequent amendments. The second is to develop a simplified mechanism for processing development proposals. Section V establishes the development standards to be applied in the review and conditioning of development proposals.

B. ADMINISTRATION

The Department of Development Services is responsible for the administration, implementation and enforcement of the Specific Plan.

C. SPECIFIC PLAN ADOPTION

A Specific Plan is similar to a Zoning Ordinance in that it implements the General Plan through land use designation on a map, listing or referencing permitted specific uses, standards for development and appropriate special conditions. Title 7, Article 8 of the California Government Code provides the requirements for the contents of a Specific Plan as well as the basis for the following adoption process:

1. Certification of the Master Environmental Impact Report (see Appendix B under separate cover).
2. Public hearing by the Planning Commission after providing a minimum of ten (10) days notice published in the local newspaper.
3. Recommendation to the City Council through resolution with a minimum affirmative vote of the majority of the total voting membership of the Commission (4).
4. Public hearing by the City Council in accordance with the above notice requirements.
5. Adoption by ordinance of the City Council. (Note that any changes by the Council in the recommended plan have to be referred back to the Planning Commission for reconsideration and recommendation to the City Council per Section 65504 of the California Government Code, Title 7).

D. SPECIFIC PLAN AMENDMENT

Amendments to the Specific Plan may be initiated by a resident or property owner as well as by the City in accordance with the procedures outlined for initial adoption. In addition to these requirements, an amendment shall require notification of property owners within 300 feet of the boundaries of the area requested for amendment.

Application Requirements

1. A Specific Plan map drawn to equivalent scale showing the revision.
2. A written outline substantiating the requested change.
3. A fee of \$300.00.
4. An environmental assessment form and filing fee.
5. Other information as may be deemed necessary by the Director of Development Services.

Scope of Amendment

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

1. Introduction of a new type of land use not discussed in the Specific Plan.
2. Major changes to the layout of land use (affecting one acre of land or more) or other changes which may significantly affect a planning concept spelled out in this report.
3. Major changes to the proposed street system that would significantly alter land use or circulation concepts spelled out in this plan.
4. Changes or additions to design standards which could significantly change the stated intent of this Specific Plan.
5. Any change to the plan which could significantly increase environmental impacts.

Within ten days of the submittal of a request, the Director will determine whether the change is "major" or "minor". If it is a major change, then the City's adopted Specific Plan amendment procedures will be followed. If it is a minor change, the Director may approve or deny the request. His decision may be appealed to the Planning Commission and if necessary the City Council within five working days.

E. FINDINGS

In considering any amendment to the Plan or its standards the following findings shall be considered by the appropriate decision-making body:

1. Changes in the community have occurred since the adoption of the Specific Plan warranting an amendment as requested.
2. The change will benefit the Specific Plan area.
3. The change is in conformance with the adopted General Plan.
4. The change will not adversely affect adjacent properties and can be properly serviced.
5. The physical constraints of the property are such that the change is warranted.

F. ENVIRONMENTAL DOCUMENTATION

The Master Environmental Impact Report certified for this Specific Plan is meant to apply to future projects in the area. The following policies will guide the determination of need for additional environmental assessment:

1. An environmental assessment will be required for Specific Plan amendments, which may result in a negative declaration or additional EIR work depending on the scope of impact as determined by the City.
2. No additional environmental information will be needed by the City for development projects that are consistent with the adopted plan, consistency to be determined by the Director.
3. If it is determined that a development proposal will have environmental impacts not originally addressed in the Master EIR, then additional environmental study or mitigation may be required.

G. DEVELOPMENT PLANS

Once the Specific Plan is adopted, the area will be allowed to develop accordingly. This section deals with the processing of development plans that will result in actual construction. For detailed processing of plans and submission requirements, developers are referred to the Department of Development Services.

Annexation

Once the Specific Plan is adopted, lands in the area are eligible to apply for annexation. Annexations are processed through LAFCO and will be judged acceptable based on the City's ability to provide adequate services, and the area being contiguous to existing City limits.

Planned Developments

The land use map of the Specific Plan shall determine the types of uses allowed in a particular area. When particular areas are proposed for development, they shall be processed in accordance with Section 9-5.413 of the Antioch Municipal Code, Planned Development District, with the following additional provisions:

1. The preliminary plan stage be at the applicant's option with the consent of staff.
2. Individual use permits per Section (f) of the Code will not be required unless specified as part of the project conditions.
3. The minimum area of three (3) acres for a Planned Development shall not apply.
4. An additional finding for approval should include the project's consistency with the Specific Plan.
5. Approval of the Planned Development shall be by resolution by the Planning Commission after the required public hearing. Approval shall be final and become the conditions of that development for that area of the Specific Plan unless appealed to the City Council.
6. The applicant shall show how all services will be provided for the site in a manner acceptable to the City.
7. Overall circulation, maximum height and bulk, minimum setbacks, yard area, parking, lot size, grading, architectural elevations, improvement plans, sign program and landscape plans shall be enacted as part of the Final Development Plan to be reviewed by the Architectural Review Board and Planning Commission as appropriate. The existing Code standards shall be used as a guide, but innovations will be considered based on merit.
8. Each Planned Development shall prepare conditions, covenants and restrictions (CC&R's) for the purpose of further defining land use regulations within a Planned District. CC&R's shall be reviewed and approved by the City and enforced in event that an owners' association does not enforce its own provisions.

9. Planned developments shall follow the standards set for the sub-area (Section IIID) and the development standards identified in Section V. Modification of the standards can be approved by the Planning Commission if one of the following findings can be made:
 - a. The modification of the sub-area standards will improve the long-term design or setting of the Specific Plan.
 - b. Area-wide change in land use or circulation needs require modification of sub-area needs.

Construction Plans

In those instances where there is:

1. An individual parcel of land which was not included as part of a Final Development Plan; or
2. An individual parcel of land existed prior to Specific Plan adoption or annexation to the City; and
3. The request is to build no more than an individual structure for a single-family residence, duplex, single-user commercial building or single-user industrial building;

the the process will be as follows:

1. Submission of site plan to staff including landscape plans, elevations and sign program.
2. Plan will be checked with the Specific Plan for consistency. Set-backs and design should be consistent with acceptable standards of adjacent uses.
3. Action by the Director may be appealed to the Planning Commission.
4. Building permit can be issued upon compliance with conditions.

Non-Conforming Uses

Those uses existing prior to adoption of the Specific Plan or annexation may continue to exist for their natural life or may be replaced by similar or less intensive use. Building and site may be upgraded as needed, provided standards for design are not reduced. Significant physical expansion of the non-conforming site, building or use will not be allowed without Planning Commission approval. Total destruction of a site's facilities by any means will require that any redevelopment be in conformance with the Specific Plan.

Subdivisions

All processing of tentative and final maps will be in accordance with the Antioch Municipal Code. All services will be required to be provided in an acceptable manner and will include compliance with but not limited to the following:

1. East Antioch Drainage Flood Plan.
2. Brown and Caldwell Master Water Study.
3. Specific Plan circulation requirements.
4. Appropriate Specific Plan standards.

Enforcement of Standards and Regulations

Any regulatory issue not included in the standards of the Specific Plan or the conditions of approval for the Planned District proposal shall be regulated by the Antioch Municipal Code.

SECTION V
DEVELOPMENT STANDARDS*

A. PLANNED RESIDENTIAL STANDARDS

Intent

The Specific Plan shall prescribe the appropriate density for sub-areas within the plan and it is the intent of the Planned Residential standards to insure that adequate design standards are provided, that homes maximize efficiency and conservation of resources and that neighborhoods become viable attractive additions to the City of Antioch. The Specific Plan allows for a mixture of housing types that is consistent with the Integrated Planned Community Concept.

Low Density Housing

This land use category is intended to promote housing which provides amenities in character to other single family neighborhoods in Antioch. Development shall provide housing opportunities for those who desire private yard area or large open space and detached or attached homes including patio homes, townhouses and condominiums. Maximum density calculated on a gross acreage basis shall be no greater than six units per acre. Mobile homes placed on a permanent foundation shall be permitted on lots designated for that purpose subject to City of Antioch requirements and procedures.

Medium Density Housing

This land use category is intended to permit a variety of housing types which include attached/detached single-family homes, rental apartments, patio homes, townhouses and condominiums. Housing may be oriented to those who desire smaller more economical housing, limited private yard areas or minimum maintenance responsibilities. Maximum density calculated on a gross acreage basis shall be no greater than ten units per acre.

Density Transfer

Density transfer is permitted within the limits of either low or medium density development proposal if the following findings can be made:

1. The transfer of density will preserve and enhance natural and scenic qualities or constraints of the site or its surroundings.

*A technical appendix, Appendix E, attached to but not adopted as part of the East Area Plan, shall be prepared to maintain on-going design solutions to development issues in the Southeast Area.

2. The transfer of density will increase efficiency and economy of development.
3. The transfer of density will provide recreational and open space amenities otherwise unavailable.
4. The transfer of density will promote aesthetic quality of design of the project and units.

Uses Accessory and Conditional to Residential Designation

In every residential area there are uses considered appropriate accessory uses or potential conditional uses. Accessory uses normally permitted within a residential development can be placed in the Specific Plan area subject to the Building Code, and provisions of the Planned District, and staff approval.

Conditional uses can be appropriate depending on the setting and specific nature of the use. The following uses can be permitted subject to specific circumstances: churches, public buildings and schools, homes for the aged, day nurseries, family care homes.

Mobile Home Park/Subdivision Standards

Definitions

1. Mobile home/manufactured housing shall mean a transportable, single-family dwelling unit suitable for year round occupancy and containing the same water supply, waste disposal and electrical conveniences as immobile housing; or a vehicle which requires a permit to be moved on a highway, other than a motor vehicle, designed or used for human habitation, for carrying persons and property on its own structure, and for being drawn by a motor vehicle.
2. Mobile home park shall mean a parcel of land which has been planned and approved for a designated number of spaces for the placement of mobile homes for nontransient use, pursuant to mobile home park standards.
3. Modular unit/factory built shall mean an immobile unit(s) constructed in a factory and delivered to a site to be placed, arranged or assembled in a permanent fashion for residential use. Modular units that meet structural residential standards shall not be considered to be mobile homes.

Purpose and Intent

Mobile home parks and mobile home subdivisions can be developed in areas designated as Medium Density.

Requirements

1. Area - minimum size of a mobile home park shall be ten (10) acres.
2. Setbacks
 - a. No mobile home space shall be closer than twenty (20') feet from a public street.
 - b. No mobile home space shall be closer than five (5') feet from an adjacent property line not created by a public street.
 - c. No mobile home space shall be closer than five (5') feet from a land use other than a mobile home space, or private street right of way.
 - d. No mobile home or other structure within a mobile home space shall be closer than six (6') feet from a structure on an adjacent space.

Walls and Enclosures

A solid wall of not less than six (6') feet and not exceeding seven (7') feet in height shall be placed and maintained on property lines forming the common boundary line of a mobile home and abutting private property.

Access

All mobile home space shall be served from internal private streets within the mobile home park. There shall be no direct access from a mobile home park. There shall be no direct access from a mobile home to a public street or alley.

Open Spaces

Recreation or open spaces shall be provided for each mobile home park of an area of at least 1,000 square feet, plus 150 square feet for each mobile home space over ten (10). Each recreational space shall be accessible to all of the mobile home spaces in the park and shall not be used for any other purpose.

Private Street Names

Each thoroughfare shall be given a name to be approved as part of the Final Development Plan.

Final Development Approval Details

The specifications for internal streets, landscaping, signs, off-street parking, sales of mobile homes and accessories, as well as walls and enclosures, access and open space shall be established by the final development plan for the project.

B. COMMUNITY COMMERCIAL CENTER/HIGHWAY SERVICE

Purpose and Intent

The Specific Plan designates the area on the southwest corner of State Freeway 4 and 18th Street/Victory Highway as a Community Commercial/Highway Service Center. This commercial area has two purposes. The first is to provide retail services and facilities for community residents such as grocery and specialty item shopping, real estate and banking office type of facilities, and legal and medical service establishments. The second use is to provide facilities for the highway traveler such as restaurants, service stations and motel-type accommodations. The intention of this section is to ensure orderly development of a mixture of commercial uses, to minimize traffic hazards, to reduce conflicts among commercial uses and, to prevent conflicts with adjacent residential or industrial uses.

Permitted Uses

Land use categories allowed within the area designated as Community Commercial/Highway Service Center are as follows:

Retail Goods and Service-Convenience for Neighborhood Shopper

(Examples: bakeries, barber shops, drug stores, grocery stores, gift shops, laundry, pet shops, specialty stores.)

Retail Goods and Service - Center for Primary Retail

(Examples: arts and craft supplies, book store, building materials, convenience goods, department store, floor covering, hardware store, home furnishings, record shop.)

Offices and Studios - Local Branches

(Examples: answering service, banks, medical clinics, engineering and industrial design, public utility professional, real estate, teaching studios, travel agencies, veterinary clinics, vocational schools.)

Recreation and Entertainment Facilities - Indoor

(Examples: athletic clubs, bowling alleys, dance halls, theaters, skating rinks.)

Eating Places

(Examples: cafe, drive-ins, restaurants.)

Automotive - Service

(Examples: automotive repair, car wash, gas station, tire shop.)

Accommodations - For Travelers and Trailers

(Examples: auto court, hotel, motel.)

Quasi Public Facilities

(Examples: social service agency, church, day car facilities, resthome.)

Use Permit Required

1. Any use mentioned previously where outdoor storage is requested.
 - a. Facilities for outdoor storage may be permitted provided that such outdoor storage shall not encroach upon any required yard, shall be enclosed with a six (6') foot to eight (8') foot high fence, and shall adequately screen the view of the storage area from public view. The storage area shall be computed in addition to warehousing area for parking requirements.
 - b. Temporary and seasonal outdoor uses may be permitted for a time period of no longer than seven (7) calendar days (except Christmas tree sales); shall not conflict with required parking areas; emergency access areas, or pedestrian circulation areas; shall be approved by the landowner; and shall not create a hazard or public nuisance. All requests for temporary or seasonal sales shall be submitted to Planning Division for review and approval.

Property Development Standards

1. Canopies may be located in the required front and side street yards no closer than ten (10') feet from any public right of way. There should be a minimum vertical clearance of eight (8') feet from the lowest point of the canopy fringe to the ground or walkway below.
2. Customer convenience items such as litter containers, bicycle racks, mail boxes, book depositories and other similar conveniences may be placed in yard areas.
3. Fences shall not exceed six (6') feet and may be erected in rear yards and interior side yards unless necessary for special screening. Fences should not be erected in required front yards or side street yards, except as required elsewhere in this Chapter.

4. Landscaping features such as planter boxes, retaining walls, fountains and ponds may be placed in yard areas, subject to implementation plan approval.
5. Light standards and street fixtures may be permitted within required yard areas and shall be located in such a way so as not to produce a glare or circulation impediment on adjacent properties, other properties in the vicinity, or public streets. Light standards and street fixtures shall be approved by staff and such facilities shall maintain a consistent theme within the community center.
6. Buffer areas where the commercial area is adjacent to a residential area, including the following: masonry wall, berm or mound, or landscaping subject to determination of need.
7. Parking and access - at the inception of a major development of community commercial, an area-wide parking plan shall be prepared in order to integrate the parking of individual facilities. The purpose is to economize on parking area needs, to establish efficient interior circulation and to promote aesthetic quality of the site.

C. PERFORMANCE INDUSTRIAL PARK

Intent

This designation is intended to promote high quality industrial parks that have control standards, landscaping, integrated parking and circulation, and an architectural orientation to industrial facilities. The parcel sizes are intended to accommodate a variety of users based on size needs, lease or purchase needs and specific amenity needs. The regulations have been established to provide a healthful operating environment for industry: to prevent encroachment and adverse effects of incompatible uses; to eliminate obnoxious exterior effects of operations; and to allow sufficient flexibility for desirable industries to conduct their operations.

Uses Permitted

All business, servicing, manufacturing or processing of materials, goods or products shall be conducted within completely enclosed buildings. Materials and motor vehicle storage may be permitted outdoors but shall be effectively screened by a solid wall, fence or planting so that materials shall not be visible from a public right-of-way and adjoining properties. No use shall generate or contribute to objectionable effects as described in a subsequent section. The following use groups are encouraged within this designation:

Manufacturing - Warehousing

Characteristics are: moderate importance of rail access and/or freeway access, moderate noise and visual impacts possible, lot requirements vary, traffic impacts include customer vehicle as well as employee vehicles and trucks.

(Examples: moving and storage facilities, distribution facilities, wholesale stores; equipment rental, service delivery firms including janitorial and pool maintenance.)

Manufacturing - Assembly

Characteristics are: minor importance of rail access, moderate importance of visibility and freeway access, limited noise, visual or odor impacts, variable lot requirements, traffic impacts limited to employee vehicles and trucks.

(Examples: semiconductor manufacturer, assembly of previously prepared materials, printing, finished paper products and photographic processing.)

Administrative and Research

Characteristics are: rail and port access is not important, no noise, visual or odor impacts, lot requirements vary, traffic limited to employee vehicles, high importance of visibility.

(Examples: research testing and experimental offices and facilities, and health clubs.)

Manufacturing - Ancillary

Characteristics are: proximity to employment concentrations and industrial facilities. The uses must demonstrate accessory need.

(Examples: convenience stores, cafes, retail support facilities, and caretaker residences in support of industrial uses.)

Supplemental Guidelines

Development conditions for industrial park facilities will be based on the specific needs of the industry, the setting and area wide needs. The following represent guidelines that can be used as base conditions. Alternatives to these conditions can be made to meet specific industrial needs subject to development plan approval.

Site area - no minimum lot size.

Building coverage - maximum coverage 50%, subject to all other requirements.

Building height - maximum building height is forty (40') feet.

Front yard - minimum front yard of thirty (30') feet measured from the building foundation.

Street side yard - the minimum street side yard shall be ten (10') feet measured from the building foundation.

Rear and interior side yards - there shall be no minimum requirement except that there shall be a minimum of twenty (20') feet between any structure and another outdoor use except parking.

Parking - all parking standards shall be designed in conformance with the parking regulations and standards pursuant to parking and loading standards, Section 9-5.605 of the Antioch Municipal Code.

Landscaping - minimum of 15% of site area including trees, shrubs and ground cover with primary emphasis directed toward areas adjacent to public rights-of-way, screening of parking and outdoor storage and mitigation of objectionable effects.

Signs - shall be regulated and approved in conformance with Title 9, Article 11, of the Antioch Municipal Code.

Objectional Effects

The following lists a series of effects which must be prevented as a condition of land use. Failure to permit objectional effects subject the use to citation of infraction and/or use revocation.

1. There shall be no noise emanating from any use in excess of the level of 55 dba beyond the boundary of the site between 7 a.m. to 7 p.m., and 45 dba between 7 p.m. and 7 a.m. Short intermittent noise peaks may be permitted if they do not exceed 60 dba beyond the boundary of the site.

The following sources of noise are exempt:

- a. Transportation vehicles not under the control of the industrial use.
 - b. Occasionally used safety signals, warning devices and emergency pressure relief valves.
 - c. Temporary construction of on-site structures between 7 a.m. and 7 p.m.
2. There shall be no vibration generated by the land use perceptible at lot or site boundaries.
 3. There shall be no emission of odorous gases or other odorous matter in such quantities as to be detectable at lot boundaries.
 4. There shall be no direct or sky reflected light or glare, whether from flood lights, processing or reflection of materials.
 5. There shall be no activities involving flammable, highly toxic or explosive materials unless adequate safety devices exist against the hazards of fire, spillage or release, and explosion. Adequate fire fighting and fire suppressant equipment and devices must be provided.
 6. There shall be no activities that emit dangerous radioactivity at any point, or electrical disturbances adversely affecting the use of adjacent property.
 7. There shall be no smoke emitted from a chimney or other source darker than No. 1 on the Ringelmann Chart and there shall be no ash, dust, fumes or other forms of air pollution which can cause any damage to health, animals, vegetation or other forms of property or which can cause excessive soiling on adjacent property or downwind receptors.

8. There shall be no discharge of any materials of such nature or temperature that can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause emission of dangerous or offensive elements.
9. There shall be no outdoor storage or use of property exterior that is or results in undesirable effects upon adjacent uses.

Enforcement of Performance Standards

After occupancy, the City of Antioch shall investigate any purported violation of performance standards and if after inspection there is reasonable grounds for violation, the Code Enforcement Officer shall notify the company responsible and request corrections. If no correction or response is made within seven (7) working days, a hearing shall be initiated before the Zoning Administrator for suspension or revocation of operations. This may be reinstated upon correction or elimination of objectional effects.

D. EAST ANTIOCH CREEK DEVELOPMENT STANDARDS

Purpose and Intent

The east fork of East Antioch Creek is a seasonal stream that crosses the East Antioch Specific Plan from southeast to northwest. The creek supports two marsh areas. The creek is a well defined channel in some parts of the study area and not in others. Major channel work is proposed for the creek for the purposes of flood control. This will include deepening and widening the channel, creating flood control detention basins, sediment ponds and developing other features. In addition to environmental and flood control features of the creek there are also public access and amenity concerns that can be incorporated into creek design. These factors make it necessary to establish standards and design solutions for new development adjacent to the creek. See Exhibit H.

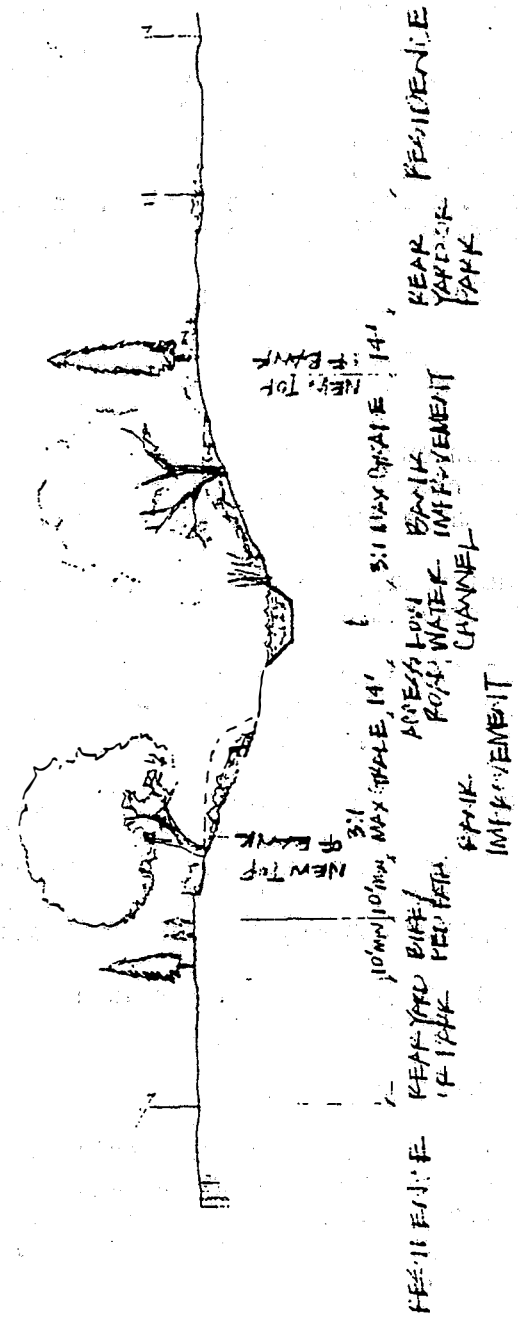
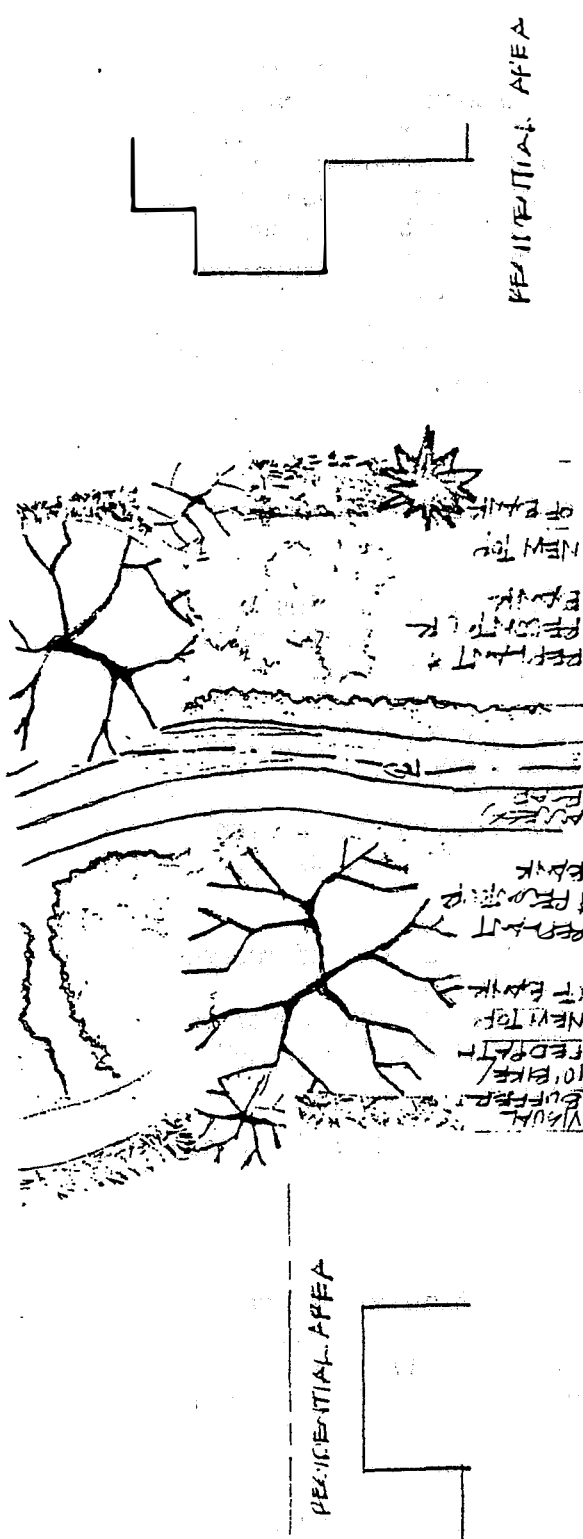
1. Creek Alteration Requirements

- a. Creek banks must be recontoured to slopes 3:1 to 4:1 to prevent erosion.
- b. Recontoured banks will be revegetated with plant species that are riparian that require minimal maintenance and that are suitable for area wild life subject to staff approval.
- c. Sedimentation basins are to be located outside of existing marsh to prevent excessive siltation within the marsh.
- d. All improvements unnecessary to flood control and recreation should be located away from the creek beyond the top of the bank of the creek.
- e. No structures other than flood control, circulation and recreation structures should be closer from the top of the bank than necessary for the access needs of flood control, recreation and other City functions. Flood control easement requirements are provided in Appendix E*.
- f. No parcels less than one acre in size shall be within flood control easement area.

2. Landscape Requirements

- a. Creekside landscape vegetation should consist of indigenous plant species that are drought resistant, require minimal maintenance and that are suitable for wildlife in the area.
Appendix E provides a list of species beneficial to erosion control.

*Appendix E is not intended to be adopted as part of the Specific Plan. It will provide design recommendations and solutions subject to change in light of changes in information, conception technology.



D52

Report No. 8002
Source

CREEK IMPROVEMENT AREA DESIGN STANDARDS

Torrey & Torrey Inc.

EXHIBIT

21

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- b. Disturbance or destruction of the willow thicket and marsh area are to be avoided.
- c. A landscape plan for vegetation is to be provided for any development adjacent to the creek channel in compliance with Appendix E.

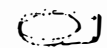
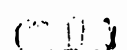
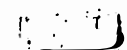
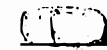
E. VICTORY HIGHWAY DEVELOPMENT STANDARDS

Purpose and Intent

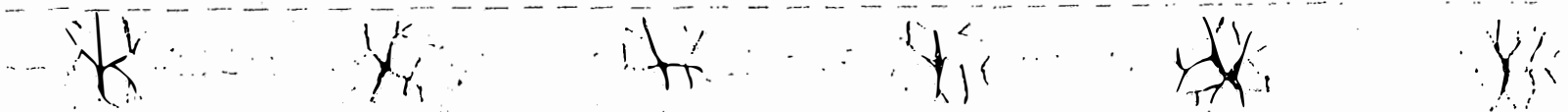
Victory Highway/East 18th Street serves as a primary route into Antioch from the East County. Historically this route also served as the major route into the Delta. The road has high vehicle travel rates at 9000 cars per day at the city entrance. The route provides strip commercial and scattered industrial sites interspersed with agricultural and residential uses. The present speed limit is 35-50 miles per hour. The accident rate on Victory Highway between the existing City limits and Bridgehead was 11 in 1980 and 13 in 1979. The route is important to the City and to regional circulation. It is the intent of these standards to promote route safety, efficiency and aesthetic potential of the route. The extent of this standard includes the road right-of-way on 18th Street/Victory Highway between the existing City limits and State Route 4 and adjacent lands that directly influence circulation on that route. Roadway schematic is provided in Exhibit I.

Roadway Standard

1. The right-of-way for 18th Street/Victory Highway shall be based on an arterial standard of 68/88 foot section with median.
2. Design speed for 18th Street/Victory Highway be 45 miles per hour.
3. Left turns will be provided at all public street intersections.
4. Direct driveway access to 18th Street/Victory Highway from parking lots and garages will be limited. Joint access to the route will be encouraged. Cars will not be allowed to back directly out onto 18th Street/Victory Highway.
5. A traffic signal should be considered at the following intersections, when justified by sufficient traffic.
 - a. East 18th Street/Victory Highway at Trembath Lane
 - b. East 18th Street/Victory Highway at Viera Avenue
 - c. East 18th Street/Victory Highway at Phillips Lane
 - d. East 18th Street/Victory Highway at east off ramp/on ramp for State Route 4
6. As assessment district shall be formed for the construction of the roadway and landscape improvements.
7. Bus turnouts and shelters shall be provided in accordance with a transit plan for the route.

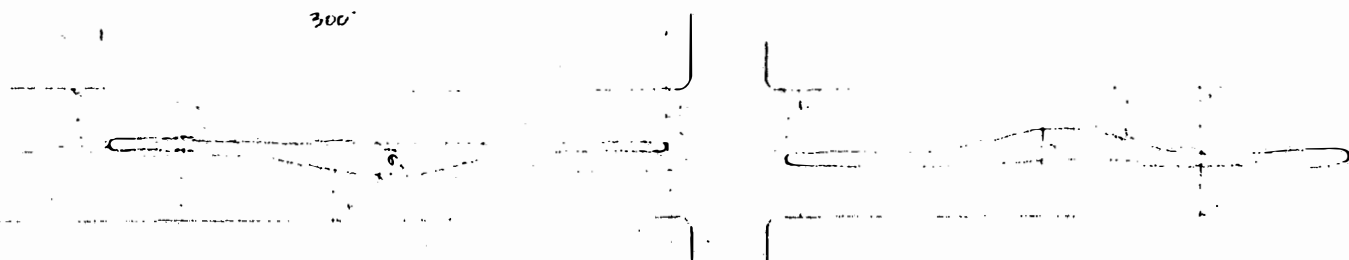


ENTER FROM ADJACENT LANE

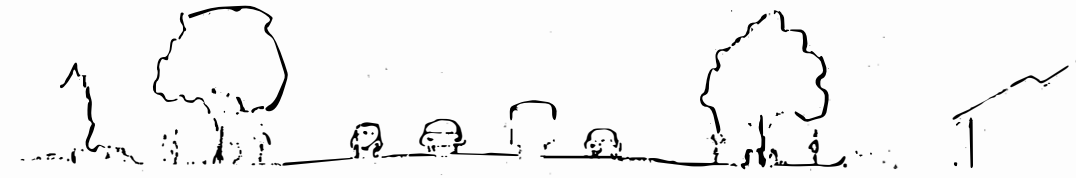


PLAN

300'



TYPICAL INTERSECTION WITH
PROTECTED LEFT TURN LANE



10' 20' 6' 8' 12' 4' 12' 8' 6' 12' 10'

4/20/11

Report No. 8002
Source

VICTORY HIGHWAY/18TH STREET STANDARDS

Torrey & Torrey Inc.



D55

EXHIBIT

Landscape Standards

1. A fifteen (15) foot landscape easement will be required beyond the right-of-way.
2. Plantings within the landscape strip and sidewalk shall be selected from a list prepared by the City in order to promote a coordinated system of vegetation.

APPENDIX A
SPECIFIC PLAN CONSISTENCY WITH THE GENERAL PLAN

SPECIFIC PLAN CONSISTENCY WITH THE GENERAL PLAN

Land Use Area

Exhibit J indicates the General Plan land use designations within the study area*. The area delineated to each designation is as follows:

Integrated Planned Community	376.92 acres
Residential (up to 4 units per acre)	0 acres
Open Space**	65.4 acres
Light Industrial Park	67.0 acres
Heavy Industrial	<u>40.88 acres</u>
	550.20 acres

*January, 1980

**Excluding creek, including PG&E easement

The proposed Specific Plan will provide the following development acreage:

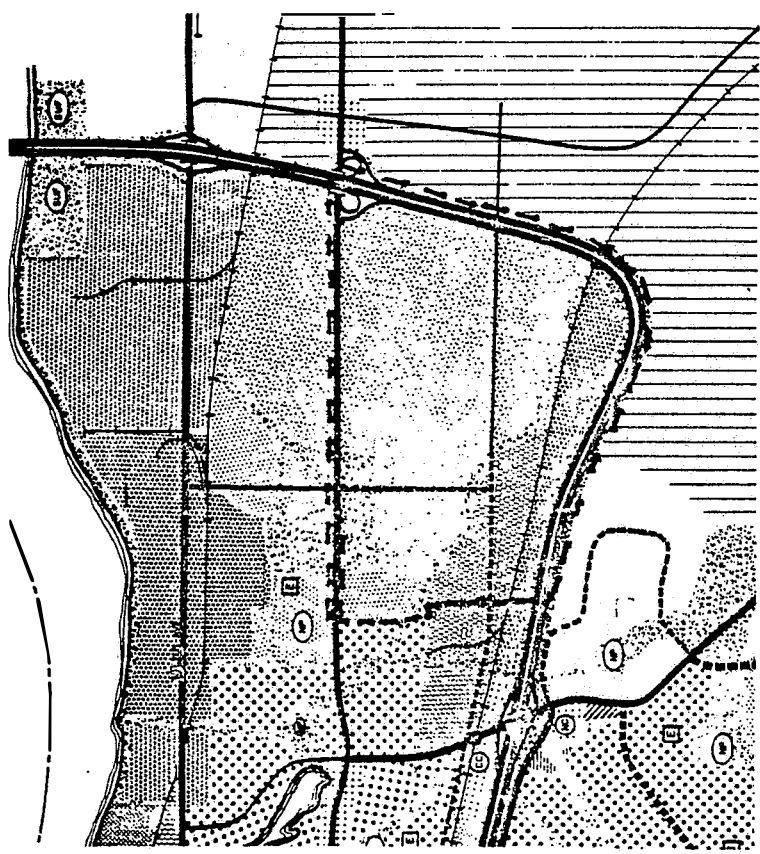
Service (Commercial)	22.0 acres
Industry	199.3 acres
Cemetery	50.4 acres
Residential - Low Density	150.3 acres
Residential - Medium Density	113.7 acres
Open Space*	<u>0 acres</u>
	537.7 acres

*PG&E easement not included (14.5 acres) marsh and creek area included in other designations.

General Plan Consistency

Table 1 identifies objectives, policies and land use descriptions found summarized in the General Plan that are applicable to the study area. The extent of applicability is identified and the response of the specific area plan to these objectives, policies and land use descriptions. In this way the table serves to define the extent of specific area plan consistency with the General Plan.

LEGEND:



- RESIDENTIAL**
- UP TO 2 DENSITIES ACRES
 - UP TO 4 DENSITIES ACRES
 - UP TO 6 DENSITIES ACRES
 - UP TO 8 DENSITIES ACRES
 - UP TO 10 DENSITIES ACRES
 - UP TO 12 DENSITIES ACRES
 - UP TO 14 DENSITIES ACRES
 - UP TO 16 DENSITIES ACRES
- COMMERCIAL**
- OFFICE & ADMINISTRATION
 - GENERAL COMMERCIAL
 - NEIGHBORHOOD COMMERCIAL
 - COMMUNITY COMMERCIAL
 - REGIONAL COMMERCIAL
- INDUSTRIAL**
- LIGHT INDUSTRIAL PARK
 - HEAVY INDUSTRIAL
- RESOURCE MANAGEMENT**
- AGRICULTURE
 - INTEGRATED PLANNED COMMUNITY

- RECREATION & OPEN SPACE**
- LOW PARK
 - NEIGHBORHOOD PARK
 - REGIONAL PARK
 - SPECIAL USE FACILITY
 - WATER
 - OPEN SPACE
- SCHOOLS**
- ELEMENTARY SCHOOL
 - JUNIOR HIGH SCHOOL
 - SENIOR HIGH SCHOOL
 - JUNIOR COLLEGE
 - ADMINISTRATIVE OFFICE
- COMMUNITY FACILITIES**
- POPULAR
 - CIVIC CENTER
 - POLICE STATION
 - FREEWAY
 - ARTERIAL
 - COLLECTOR
 - RAILROAD
 - GRADE SEPARATION
 - AIR GRADE SEPARATION
- CIRCULATION**
- FREEWAY
 - ARTERIAL
 - COLLECTOR
 - RAILROAD
 - GRADE SEPARATION
 - AIR GRADE SEPARATION

ANTIOCH GENERAL PLAN

General Plan Objectives

Application to Study Area

Specific Plan Response

I. General Plan Policies

A. Basic Development Policies

- | | | |
|--|---|---|
| 1. The City may consider transferring densities within a designated neighborhood area. However, the maximum holding capacity established by the total density or densities in the neighborhood shall not be exceeded. | There is no density established for the study area. Absolute holding capacity needs to be determined and densities prescribed. | Area wide density and sub-area densities are identified by the specific plan. Density transfers will be permitted within a sub-area. |
| 2. The area within the line of urbanization of Antioch represents moderate growth up to a population holding capacity of 60,000. | The City of Antioch has not reached 60,000, however, existing land within the City limits could reach the limits. | The subject area was included in the line of urbanization, however, potential units were not included in population and housing totals. Present population 41,750 will be increased by 5,019. |
| 3. The community of Antioch shall be developed on the basis of neighborhood service areas. | The study area can be considered a neighborhood due to its size and barriers surrounding it. | The specific plan provides linkages and services for the area between the freeway, Victory Highway and Hillcrest Avenue. This will form the neighborhood. |
| 4. The line of urbanization depicted in the Land Use Map shall serve as the boundary of the proposed urban area and future development shall not extend beyond such line. | The subject property is within the line of urbanization, however, development area was not quantified in land use totals. | The subject area was identified for development and not considered as agriculture by the General Plan. |
| 5. The City shall promote the development of industrial parks along major circulation and transportation facilities. | The site is bound by State Route 4 and Victory Highway, both of which are major circulation routes. The extent of industrial designation is considered by the General Plan. | The area between Oakley Road, the freeway and Hillcrest Avenue is designated industrial. The basis for the designation is proximity to the freeway and the SPRR. |
| 6. The City shall provide an organized system of open spaces throughout the community by utilizing existing and proposed parks, utility easements, natural drainage areas, and those areas unsuited for urban development due to unsafe geologic conditions and severe topographic features. | The area includes drainage area and utility easements. | The flood plain of East Antioch Creek has been identified as open space as have the PG&E easements, hiking and bicycle trails have been proposed. |

II. Land Use Element

A. General Objectives

- | | | |
|---|--|---|
| 1. The City should endeavor to preserve and maintain the present predominance of low-density residential development within existing and future neighborhoods throughout the community. | A variety of residential densities are proposed in the study area. | The specific plan proposes 903 low density dwellings 1030 medium density dwellings. |
| 2. Medium and higher residential developments should be limited to those areas where compatible to adjacent land uses, and where adequate and convenient commercial services and public support systems such as streets, parking, park, schools and utilities are, or will be adequate to serve them. | Medium density development is indicated. | Medium density is proposed along major thoroughfares and design public facilities is intended to provide adequate service. |
| 3. The neighborhood atmosphere and identity of existing residential areas should be preserved and encouraged. | The newly emerging area is adjacent to existing development comprising 234 lots. | The existing neighborhood will have some traffic impact from potential traffic though it will be limited by design. The existing neighborhood will obtain open space and recreation as a result of the development. |
| 4. The type and amount of commercial uses should be limited to those which can feasibly be supported by each trade area and which are consistent and compatible with the prime concept and image of the community as a desirable river-foothill area. | The proposal for commercial is 22 acres of General Commercial. | The market aspects identified for the commercial development includes neighborhood convenience, community commercial for east area highway service oriented to delta travelers. |
| 5. The City should develop and maintain suitable and adequate landscaping, utility undergrounding, sign control, site and building design, parking and performance standards to insure that all existing and future commercial and industrial developments are compatible with surrounding land uses. | The subject area will include a mixture of residential, commercial and industrial development. | The specific plan will provide performance and design standards for residential, commercial and industrial development. |

General Plan Objectives	Application to Study Area	Specific Plan Response
B. Residential - Low Density		
1. Up to 4 units is intended for area with flatter terrain characteristics and only minor geologic topographical or environmental constraints. (This is contrast with up to 6 units per acre designation free from environmental constraints and medium density designations as defined by location on the land use map.	Approximately 50 acres of the site are designated for up to 4 units per acre.	The specific plan indicates that the low density designation is to be changed to medium density residential. The development will be designed around environmental limitations by using cluster design and other factors.
C. Commercial Description		
1. Neighborhood level facilities are intended to be located within one mile of area to be served.	A shopping area is identified in the subject area.	The proposed center is to be located within a mile of the majority of the site.
2. Community level facilities are intended to serve communities ranging in size from 5,000 to 15,000 population.	A shopping area is identified in the subject area.	The specific plan indicates that the commercial site may serve a community commercial function oriented to communities east of the freeway. This will expand the market population beyond 5,000 persons.
D. Integrated Planned Community Description		
1. Provide for flexibility in the development, creative and imaginative design and the development of parcels of land of coordinated projects involving a mixture of residential densities and housing types, industrial area and related commercial activities.	The subject area includes a creek, orchard and rolling hills.	The specific plan proposes low and medium residential, commercial and light industrial uses. The uses are buffered from one another and designs for development offer innovation.
2. Provide for optimum integration of urban and natural amenities within the area.	The subject area includes a creek, orchard and rolling hills.	The specific plan recommends identification and preservation of key natural features as focal points for development.
3. Provide developers and land owners assurances that innovative and unique land development techniques will be given close and reasonable consideration for approval.	Proposal have been submitted for development with the area which have been reviewed in the course of plan preparation.	The specific plan has identified primary features and standards of development, however, a performance orientation will permit innovation within the adopte structure.
4. Respond to City need for alternatives to traditional development due to changes in technology, energy crisis and life styles.	Basic development standards are identified in the specific plan.	The specific plan identifies an alternative approach to energy requirements and units other than detached single family units.
5. Prepare specific plan for area to assure goals and objectives of General Plan are met.	The Integrated Planned Community designation covers the majority of the area.	Specific plan intended to provide implementation criteria for General Plan designation.
6. Incorporate considerations of natural area preservation and aesthetics into development deisgn.	There will be a need to integrate natural features and aesthetic concepts and various development proposals.	The specific plan will preserve the creek and require aesthetic development considerations.
7. Residential should include various housing types.	Residential development is proposed.	Current proposals identified within the specific plan include single family detached, patio houses, mobile homes and condominiums.
8. Commercial should be strictly supportive of neighborhood residential.	Commercial is proposed within the area.	Commercial will be located where the neighborhood convenience will be primary, however, an expanded market will increase commercial viability and diversity.
9. Industrial should be limited to light manufacturing, planned industrial park or a planned commercial industrial park.	Industrial is identified in the area.	The specific plan does limit industrial to the light industrial uses proposed.

General Plan Objectives	Application to Study Area	Specific Plan Response
Circulation Element		
A. General Objectives		
1. Freeways, railroads and major streets, in particular, should not bisect or isolate individual communities, neighborhoods, the City and business areas, parks or other homogeneous areas.	Freeways, railroads and major streets are found within the subject area.	The specific plan study area is bounded by major facilities. Internal collector circulation forms a buffer between differing uses.
2. The City should limit and control the distribution, character and intensity of all land uses which would generate increased levels of traffic beyond the capacity of the existing or planned street system.	Development within the area will increase traffic levels in the vicinity.	The specific plan incorporates traffic and recommendations for circulation design.
3. The City should insure the provision of adequate sidewalks and other pedestrian ways and assist in the development of a bicycle, hiking and equestrian trail system throughout the City.	The area provides substantial opportunity for development of pedestrian facilities.	Off road pedestrian pathways are incorporated into the specific plan.
B. Street Designations within Area		
1. Victory Highway is a designated arterial.	Victory Highway is a primary route for east county.	The specific plan recommend this route be a four lane road with median.
2. Oakley Avenue is a designated collector.	Oakley currently serves as a collector.	Oakley is designed to connect to Hillcrest Avenue.
3. Vierra Avenue is a designated collector.	Vierra is currently unimproved.	Vierra is proposed as a collector connection between Oakley and 18th Street.
Housing Element		
A. Objectives		
1. The City shall retain the present predominance of low density residential development throughout the community and offer housing types and lot sizes which will satisfy a diversity of housing needs.	New residential development is proposed.	The majority of area is indicated for low density residential development. medium density is provided in effort to make units affordable to medium income.
2. The City should encourage the development of a variety of neighborhood patterns and housing mixes in order to offer alternative housing environments to meet a variety of life styles and incomes.	New residential development is proposed.	At least four types of units are proposed for development within the specific plan.
3. All new housing developments should include landscaping, open space, parks and recreation features and other design amenities to meet high standards of environmental quality.	New residential development is proposed.	The specific plan includes minimum amenity standards.
Open Space, Recreation, Conservation and Scenic Highway Objectives		
A.		
1. Preserve areas due to their outstanding aesthetic quality, natural value as watersheds or prime agricultural land or wildlife habitats or their high susceptibility to major hazards from such phenomenon as earthquakes and floods should be maintained in permanent open space.		Open space designation has been retained by the specific plan along the flood plain

General Plan Objectives	Application to Study Area	Specific Plan Response
2. Within areas identified as open space encouragement should be given for bicycle paths, equestrian trails, picnic facilities, etc.		Pedestrian paths are proposed creekside and along PG&E easements.
3. The City should provide recreation facilities adequate in extent wherever possible, conveniently located to serve all residents of the community on a regional, community or neighborhood level.	Recreation needed within specific plan area.	Recreation standards and features are incorporated into the specific plan.
4. The City should develop, preserve and enhance areas of scenic interest and determine methods to protect key scenic corridors and routes.	Scenic areas are found within the specific plan area.	Scenic features are identified by the specific plan and proposals for development incorporation are included.
5. State scenic highway designation for State Route 4 and county designation for Victory Highway.	Scenic routes are included within the specific plan area.	Standards for development along both routes are proposed by the specific plan.

VI. Noise Element

A. Action Program

1. Restrict certain noise impact areas to non-residential uses in accordance with the Land Use Element of the General Plan.	High noise level exists within the area.	Specific plan identifies noise sensitive areas and mitigation proposed.
2. Make special noise insulating design or site layout a major consideration in issuing building permits.	Noise mitigation is needed within the area.	Noise mitigation is proposed by the specific plan.
3. Whenever possible, isolate freeways and highways from residences and schools by noise attenuation barriers, right-of-way design, or by a distance sufficient for the lowering of the noise level to acceptable limits. Establish truck routes which avoid residential, school and institutional areas.	Freeways, highways and a railroad line exist within the area.	Noise mitigation is proposed by the specific plan.
4. Require open space and/or extensive landscape buffering along major freeways, highways and between heavy industrial uses or other noise sources and existing or future residential uses.	Noise generating uses are found within the area.	Noise mitigation is proposed by the specific plan.

VII. Seismic Safety

The City should require special geologic-seismic or engineering investigations for all proposed structures or areas exhibited on the geotechnical land capability map as IAY and IAD, except within those zones transected by the suspected Antioch Fault and the Davis Fault which should require special studies prior to approval of all types of proposed land use.	Davis fault is identified within the specific plan area.
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VIII. Safety

1. Provide for the highest quality of fire, police and health protection possible for all Antioch residents.	Emergency service needs must be considered for the area.
2. Create the tools necessary to eliminate and/or mitigate hazards prior to development of the land within and surrounding Antioch.	Potential hazards need to be identified and considered.

General Plan Objectives	Application to Study Area	Specific Plan Response
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IX. Community Facilities Element

- | | | |
|--|---|--|
| <p>1. The City should encourage appropriate levels of health and safety services and facilities to adequately serve the current and future needs of the community, including police and fire protection, refuse and sanitary disposal services, flood control and building safety and public utility services.</p> | <p>Community services and facilities are needed for the subject area.</p> | <p>The specific plan has identified service and facility needs within the subject area and offered recommendations for their mitigation.</p> |
|--|---|--|

X. Community Design Element

- | | | |
|--|--|---|
| <p>1. The major natural features, such as hillsides, ravines, creekbeds and the river should each serve as the major identifiable forms or connecting visual features throughout major parts of the City and the physical and visual access to these features preserved.</p> | <p>Natural features have been identified for the subject area.</p> | <p>The specific plan incorporates key natural features into design recommendations.</p> |
|--|--|---|

APPENDIX B

ENVIRONMENTAL IMPACT REPORT

(under separate cover)

APPENDIX C

RESOLUTIONS OF ADOPTION

ANTIOCH CITY PLANNING COMMISSION

RESOLUTION NO. 1161

WHEREAS, the Antioch City Planning Commission did receive a request by McBail Company and the City of Antioch for approval of a Specific Plan for the East Antioch Area (SP-1); and

WHEREAS, an Environmental Impact Report, pursuant to the California Environmental Quality Act and City implementing procedures, has been prepared and certified for this project (EIR-79-11); and

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

WHEREAS, the Planning Commission on December 3, 1980, January 21, February 18 and March 4, 1981 duly held a public hearing, received and considered evidence both oral and documentary; and

WHEREAS, the amendment proposed is as follows:

To amend the Antioch Municipal Code and add Chapter 6 to Title 9 and approving a Specific Plan for residential, commercial and industrial development with intent to annex that area bound by Highway 4 on the south, East 18th Street on the north, Highway 4 on the east and the eastern City limits on the west.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Antioch does hereby recommend to the City Council APPROVAL to amend the Antioch Municipal Code to add Chapter 6 to Title 9 and APPROVAL of a Specific Plan for residential, commercial and industrial development with intent to annex that area bound by Highway 4 on the south, East 18th Street on the north, Highway 4 on the east and the eastern City limits on the west, specifically referred to as the East Antioch Area Specific Plan (SP-1).

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the Planning Commission of the City of Antioch, County of Contra Costa, State of California, at a regular meeting of said Planning Commission held on the 4th day of March, 1981 by the following vote:

AYES: Commissioners Gatter, Stone, Dameron, Ferguson, Chism,
Vice Chairman Cavalli and Chairman Gyi.

NOES: None.

ABSENT: None.


LEA NIELSEN

Secretary to the Planning Commission D67

ORDINANCE NO. 487-C-S

AN ORDINANCE OF THE CITY OF ANTIOCH ADDING
CHAPTER 6 TO TITLE 9 OF THE ANTIOCH MUNICIPAL
CODE. DEALING WITH SPECIFIC PLANS

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

SECTION 1:

Chapter 6 is hereby added to Title 9 of the Antioch
Municipal Code, to read as follows:

CHAPTER 6. SPECIFIC PLANS

SEC. 9-6.01. PURPOSE AND INTENT.

It is the intent of the City of Antioch, from time to
time, to adopt specific plans pursuant to the authority contained
in Government Code Sections 65450-65553 and successor legisla-
tion. Such specific plans shall provide for the systematic
execution of the general plan, and contain those regulations
necessary for that purpose. Any specific plan adopted pursuant
to this chapter shall have the force of law, as provided for in
the Government Code.

SEC. 9-6.02. PROCEDURE FOR ADOPTION.

The procedures established in Sections 65500-65507 of
the Government Code shall be used in considering, adopting, and
amending any specific plan.

SEC. 9-6.03. EAST ANTIOCH SPECIFIC PLAN ADOPTED.

The procedures for adoption specified in Government
Code Sections 65500-65507 having been followed, the East Antioch
Specific Plan, dated March 4, 1981, is hereby adopted. The City
Clerk and the Department of Development Services shall maintain
copies of such specific plan and make it available for inspection
by the public. The City Clerk shall maintain the original of
the specific plan and endorse it with the City Seal. Any item
governed by Chapter 5 of this Title but not regulated in the
East Antioch Specific Plan shall continue to be subject to the
provisions of Chapter 5

SECTION 2:

This ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption and shall be published once within fifteen (15) days upon passage and adoption in the Daily Ledger, a newspaper of general circulation printed and published in the City of Antioch.

* * * * *

I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch held on the 14 day of April, 1981, and passed and adopted at a regular meeting thereof held on the 28 day of April, 1981, by the following vote:

AYES: Council Members Pierce, Catanzaro, Hall and Mayor Roberts

NOES: Council Member Andrade

ABSENT: None

Verne Roberts
MAYOR OF THE CITY OF ANTIOCH

ATTEST:

Dorothy P. Marks
CITY CLERK OF THE CITY OF ANTIOCH

APPENDIX E.
TECHNICAL APPENDIX.

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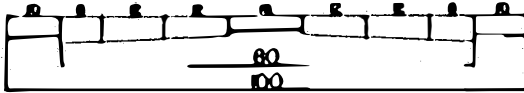
Master Street Sections	E.1
Flood Control Easement Requirements	E.2
Vegetation to Mitigate Creek Slope Erosion	E.4

RESIDENTIAL

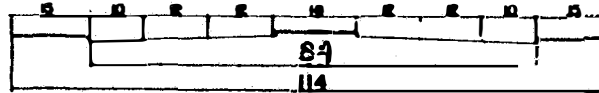
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INDUSTRIAL

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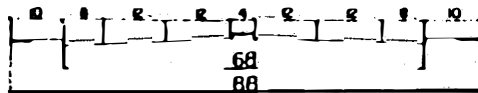
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MAJOR ARTERIAL STREETS



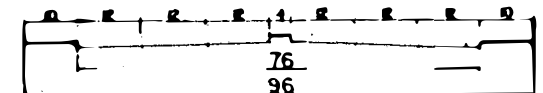
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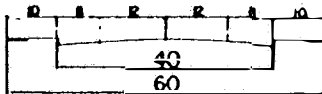
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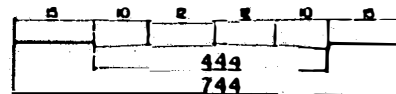
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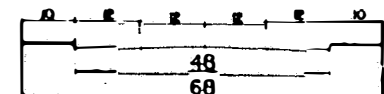
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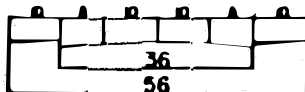
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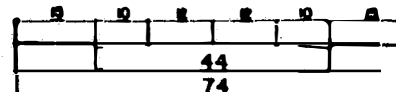
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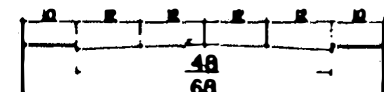
LOCAL STREETS



LOCAL STREETS



LOCAL STREETS



*Commercial sidewalk reduced to ten (10') feet from fifteen (15') feet reducing overall dimensions by ten (10') feet.

FLOOD CONTROL EASEMENT REQUIREMENTS

IMPROVED CHANNELS

1. Width of Easements

The width of drainage easements for excavated earth channels and channels greater than three (3') feet in width that are lined with concrete or other materials, shall include the full outside top width of channel, including lining and the required adjacent access easements. For lined channels having a top width less than three (3') feet, the minimum width of drainage easement shall be ten (10') feet (Ord. 78-5).

2. Access Easements

- a. For excavated earth channels, within the subdivision, access easements shall be provided along the banks as follows:

Channel Top Width (Feet)	Access Easements (Minimum Width-Feet)
0-10	12 one side, 3 other side if within subdivision
10-30	15 one side, 3 other side if within subdivision
30-40	18 one side, 3 other side if within subdivision
40-50	21 one side, 3 other side if within subdivision
50-60	15 each side if within subdivision
60-70	18 each side if within subdivision
80 and above	21 each side if within subdivision

- b. For lined channels, access easements shall be provided along the banks as follows:

Channel Lining Top Width	Access Easements (Minimum Width-Feet)
3-10	3 one side, 6 other side
10-15	6 one side, 12 other side
15-30	6 one side, 15 other side
30-40	6 one side, 18 other side
40-50	6 one side, 21 other side
50 and above	same as earth channels.

- c. Access easements shall be graded in a manner so as to be usable by vehicular maintenance equipment but need not be surfaced. Minimum radius of centerline of access easement shall be forty (40') feet. All access easements along channels shall be provided with ingress easements from a public way and be usable by vehicular maintenance equipment. The minimum width of the ingress easements shall be twelve (12') feet.

Where trees in place on and adjacent to channel banks are to remain, adequate additional vehicular access easement width shall be dedicated.

UNIMPROVED CHANNELS

1. Width of Easements

The width of drainage easements for unimproved channels with side slopes steeper than 2:1 (2-horizontal to 1-vertical) shall be determined by a line measured from the toe of slope a distance of twice the channel depth plus the appropriate top of bank setback as follows:

Channel Depth (Feet)	Top of Bank Setback (Minimum Width-Feet)
0-6	12 each side if within subdivision
6-12	15 each side if within subdivision
12-18	18 each side if within subdivision
18 and above	21 each side if within subdivision

The width of drainage easements for unimproved channels with side slopes flatter than 2:1 (2-horizontal to 1-vertical) shall be the channel top width plus the appropriate top of bank setback.

2. Structure Setback

For unimproved channels exceeding 21 feet in depth a structure setback line shall be determined by measuring from the toe of slope a distance of three times the channel depth. If the structure setback line falls outside of the drainage easement the developer shall grant development rights to the county in a form that forbids locations of structures, other than drainage structures, within the setback area without approval of the Public Works Department.

3. Structures and Landscaping Within Easements

No permanent structures of any kind other than drainage structures may be constructed within or over any drainage or access easement. Landscaping including trees and shrubs may be accomplished within easements upon approval by the Public Works Department.

VEGETATION TO MITIGATE CREEK SLOPE EROSION

Below is a list of trees and shrubs that do well in non-irrigated areas. It is important that they be irrigated for the initial three years after planting to facilitate establishment. The irrigation system can then be removed or abandoned. Trees should be limited to the lesser slopes and flat areas. Shrubs can be planted on all areas.

<u>Common Name</u>	<u>Scientific Name</u>
honey locust	<u>Gleditsia</u> spp.
toyon	<u>Photina</u> spp.
Ceanothus	<u>Ceanothus</u> spp.
California buckeye	<u>Aesculus</u> <u>California</u>
laurel willow	<u>Salix</u> <u>pentandra</u>
hollyleaf cherry	<u>Prunus</u> <u>ilicifolia</u>
wolfberry	<u>Lycium</u> spp.
quailbush	<u>Atriplex</u> spp.
eucalyptus	<u>Eucalyptus</u> spp.
pyracantha	<u>Pyracantha</u> spp.
oak	<u>Quercus</u> spp.
Monterey pine	<u>Pinus</u> <u>radiata</u>

Oak tree plantings should be made from sprouted acorns, or from very young seedlings. Oak seedlings have a very long tap root. Damage to this tap root will often result in an oak tree that will appear stunted or will not survive.

All slopes and disturbed areas (other than building pads) should be seeded with one of the seeding mixtures listed below:

<u>Common Name</u>	<u>Scientific Name</u>	<u>Seeding Rate</u>
blando brome	<u>Bromus</u> <u>mollis</u>	18#/Acre
loma vetch	<u>Vicia</u> <u>dasycarpa</u>	20#/Acre
blando brome	<u>Bromus</u> <u>mollis</u>	18#/Acre
wimmera 62	<u>Lolium</u> <u>rigidum</u>	6#/Acre
(annual ryegrass)		
winnera 62 ryegrass	<u>Lolium</u> <u>rigidum</u>	27#/Acre
blando brome	<u>Bromus</u> <u>mollis</u>	6#/Acre

A wildflower mixture can be added for color at a rate of 2#/acre or more.

Fertilizer should be added at a rate of 500#/acre. It should contain 16% nitrogen, 20% phosphoric acid, and 0% soluble potash. Refer to the attached Standards and Specifications for methods of application of grass seed, mulch and fertilizer.

It is important to have all grading of slopes completed by October 15 of each year. All disturbed areas (except the building pads with 0% slope) should be seeded just prior to the first fall rains. Berms at least 1.0' in height should be constructed around each building pad to hold water and sediments on-site.

The above-mentioned species of plants require zero maintenance after the establishment years, except for mowing or disking of perimeter for fire control. They will lend themselves well to an open space setting that can appear natural and unplanned.



ATTACHMENT "E"

FEB-07-1996 10:43
P.02

February 7, 1996

Ms. Martha Parsons
Russell Real Estate
509 W. 10th Street
Antioch, CA 94509


Dear Martha:

Staff has reviewed your inquiry concerning 2425 Willow Avenue. This site is approximately 1.75 acres in size with a 2800 square foot single-family home and a large 1500 square foot shop building in the rear. As you indicate in your letter dated January 31, 1996, a backhoe company previously occupied the property. A perspective buyer would now like to operate a minor automobile maintenance and diagnostic business. The East Antioch Specific Plan "grandfathered" in non-conforming uses and allows them to be replaced with similar or less intense uses. Staff has determined that the proposed use would qualify as a "similar or less intense use" subject to the following provisions:

1. That any automobiles being worked on be kept within the shop building;
2. That the hours of operation be from 7:00 a.m. to 6:00 p.m. Any adjustments to this shall be approved by the City;
3. That no signage be permitted;
4. That the activity on the site be consistent with minor automotive repair as defined by the Antioch Municipal Code.

Based on these requirements, the proposed use would be permitted on the site. A business license will be required. Please feel free to call me if you have any questions or comments.

Sincerely,


Victor Carniglia
Deputy Director Community Development
VC/s
cc: Bill Davis, Code Enforcement

*direct line
779-7035*

P.O. BOX 130 • THIRD AND H STREETS • ANTIOCH, CALIFORNIA 94509-0504 • (510) 779-7000