

DOWNTOWN SPECIFIC PLAN



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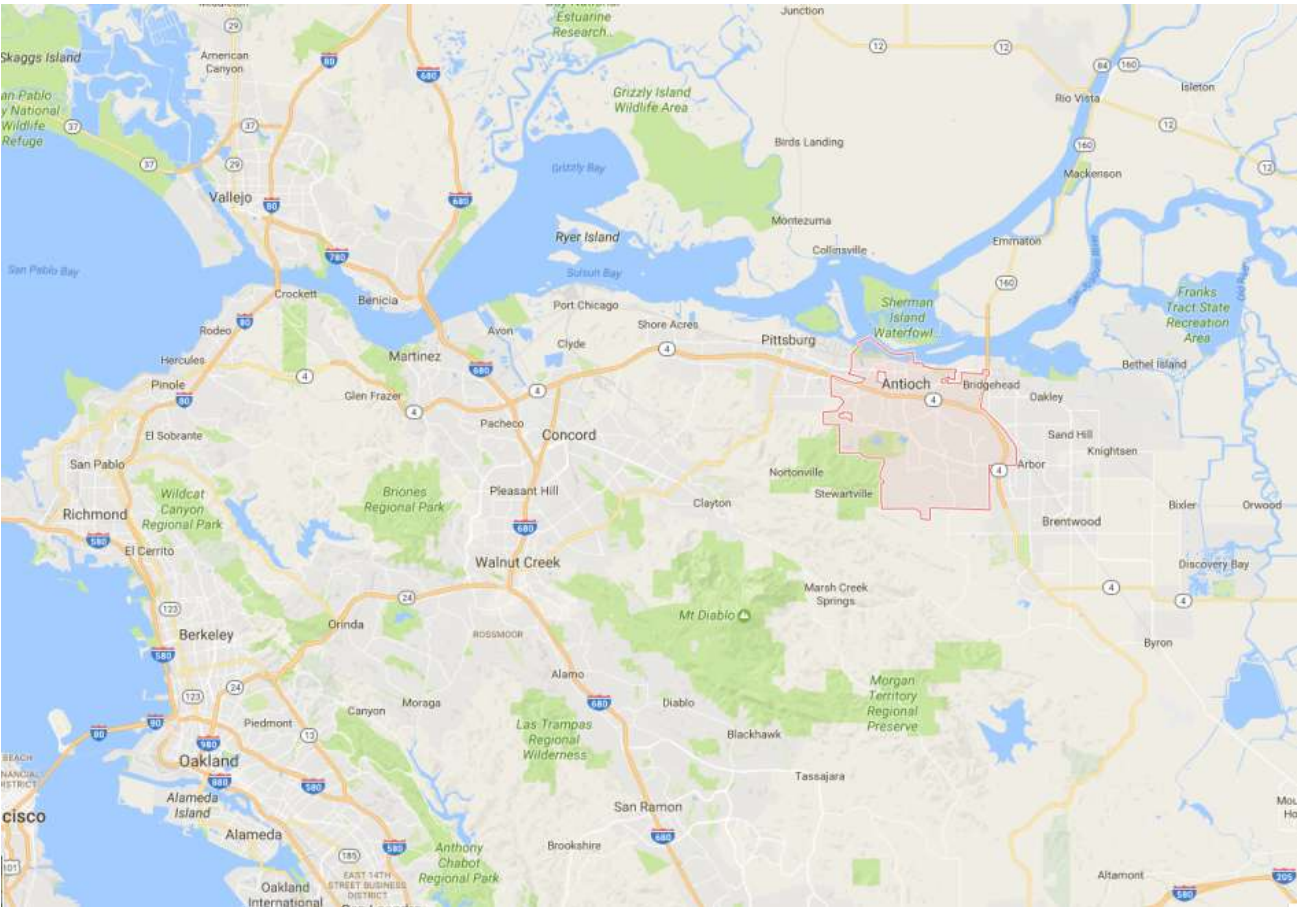
1.0 Vision, Guiding Principles, and Context

1.1 Planning Area

City of Antioch

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

Figure 1.1 Regional Map

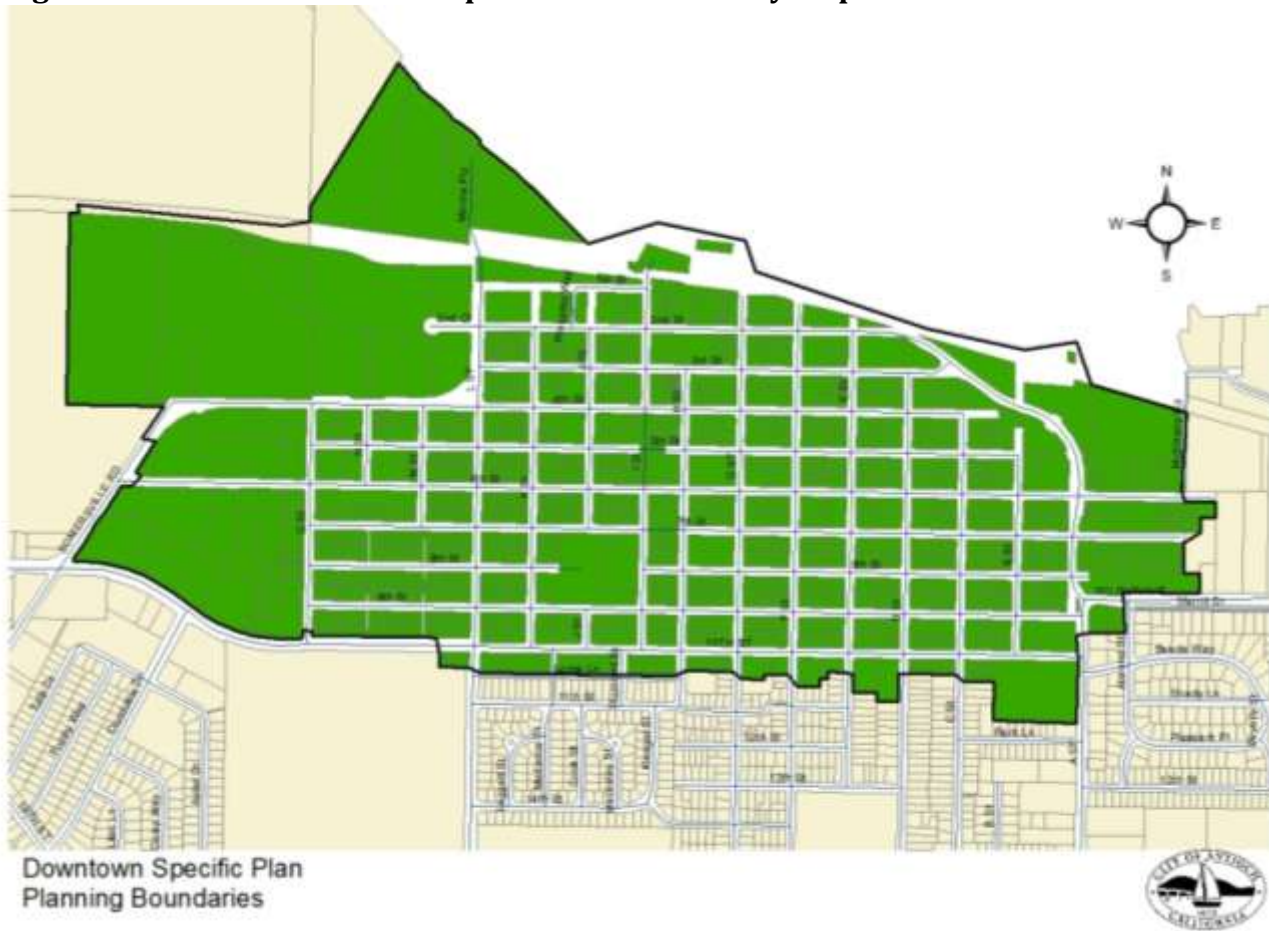


The City is bisected by State Route 4, which runs east and west parallel to the San Joaquin River. This freeway runs from Interstate 80 in the San Francisco Bay Area to State Route 89 in the Sierra Nevada. It provides access to the East Bay and Oakland, San Francisco, Stockton, the San Joaquin Valley, State Route 242, Interstate 680 and San Jose, Interstate 5, and State Route 99. In addition, State Route 160 forms the eastern boundary of the City and provides access to the California Delta, Sacramento River and, ultimately, the City of Sacramento.

Downtown Antioch

The Planning Area boundaries of Downtown Antioch, for the purposes of this Specific Plan, are generally the San Joaquin River to the north, Fulton Shipyard Road to the east, 10th Street to the south, and Auto Center Drive to the west. This area is approximately 1.5 miles wide and 0.5 mile deep, with a total area of 0.75 square miles. The Planning Area boundaries generally reflect the traditional grid that was developed during the 19th and early 20th centuries.

Figure 1.2 Downtown Antioch Specific Plan Boundary Map



History

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

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

of the East Bay. The City of Antioch is now committed to reclaiming its role as a complete full-service community with a lively downtown as its centerpiece.

1.2 Vision, Guiding Principles, Goals and Policies

Vision

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

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

Figure 1.3 Downtown Aerial



Guiding Principles for a Successful Downtown

While the downtown of every city is different, there are basic building blocks that can make it attractive, welcoming and successful. People are first and foremost. Without people willing to spend time there, a downtown lacks life and ambience. The presence of people enlivens a

downtown, promote safety, and contribute to the activity level that can make it an inviting, clean place with a unique Community Character.

Unique Identity

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

Variety of Uses

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

Walkability, Accessibility and Parking

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

Attractive, Well Designed Environment

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

Goals and Policies

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

Goal I: Preserve Downtown Antioch's Unique Character

Objective 1.1: Preserve Downtown Antioch's special character by insisting on high quality design, landscaping, and protection of health and the environment. New development will complement the eclectic architecture and historic richness of our Downtown, and provide a

pleasing and safe experience.

Policy 1.1.1. To promote the long-term sustainability of Antioch, this plan recognizes the value of Downtown as a unique place with a rich character. Downtown's riverfront, historic and architectural resources and streetscape contribute to an eclectic mix that attracts residents, business and visitors. By preserving and enhancing that character through a commitment to high quality design, this plan lays the groundwork for the long term vitality of Downtown as the historic heart of Antioch.

Policy 1.1.2. Fostering a unique sense of place will help establish the identity of Downtown Antioch in the region, by developing a mixed-use, pedestrian-oriented district, linked to the assets of the San Joaquin Riverfront and Waldie Plaza.

Policy 1.1.3. Noise and vibration from train traffic in Downtown can be significant, especially in areas abutting the tracks. This Plan provides that noise and vibration be evaluated as part of the environmental review of any new development abutting the railroad tracks. Proper site planning, the location of buildings and/or sound barriers, and use of building techniques and elements that control noise and vibration intrusion will help lead to successful high quality development along the Downtown rail corridor.

Goal II: Preserve and Enhance Public Spaces

Objective 1.2: Maintain and enhance Downtown public features such as parks, streetscapes and open spaces. Provide access to and re-connect Downtown to the San Joaquin River. Enhance Waldie Plaza as a venue for public events and enjoyment of the River. Encourage development and events that activate public spaces.

Policy 1.2.1. The City is responsible for improvements to public spaces that attract private investment. Public spaces in the Downtown includes streets, alleyways, sidewalks, lighting, landscaping and street furniture such as benches, bike racks, newsracks and fountains, as well as the River, promenade Waldie Plaza, City Hall, Community and Senior Centers. The Downtown streetscape provides an existing asset consisting of a well designed and coordinated grid pattern including decorative sidewalks, crosswalks, street lights, landscape planters, street trees, street furniture and street name signs. By preserving and enhancing the streetscape and public places, and providing greater opportunities for community gathering and outdoor dining, the City can help foster the unique quality of Downtown.

Policy 1.2.2. The improvement of Waldie Plaza as a public gathering and event space, with attractive shops and seating in which people can view the River, shop, dine, and attend events, will add ambiance and enliven Downtown to attract visitors, and build on the beauty of our Riverfront.

Policy 1.2.3. Maintaining and expanding the number and variety of events at the Downtown Nick Rodriguez Community Center, Senior Citizens Center, and Waldie Plaza can help attract greater numbers of visitors and residents to Downtown.

Goal III: Preserve Economic Vitality

Objective 1.3: Establish Downtown as a preferred place to live, work and visit. Ensure the future economic stability of Downtown by providing an active daytime workforce in shops, restaurants, offices and studios, and by promoting tourism and the provision of high quality businesses and jobs.

Policy 1.3.1. According to downtown revitalization expert Christopher Leinberger: “Critical mass is created when there is enough activity to occupy a visitor for four to six hours” (The Shape of Downtown, Urban Land magazine (ULI), December, 2004). To attract, retain and enhance the restaurants, shops and entertainment assets of Downtown in the face of existing challenges, successful dining and retail must be attracted to rebuild Antioch’s historic Downtown core as a preferred destination.

Policy 1.3.2. A sense of place has emerged as an important factor in shopping environments across the nation. Downtown Antioch must capitalize on this desire for attractive environments in which people will spend their time and money while enjoying themselves.

Policy 1.3.3. Position Downtown to succeed by utilizing assets such as City land holdings to help leverage and facilitate new residential, commercial and mixed use development.

Policy 1.3.4. Foster building designs that meet current retail operational design requirements, and focus on high wage, high quality jobs as an important factor in economic viability for Downtown. Bringing back first class dining, shopping and housing uses that appeal to entrepreneurial endeavors is crucial to helping Downtown’s economic base become sustainable in the long term. By identifying priority retail markets and attracting establishments that meet special Downtown niches, as well as everyday community shopping needs, the City can promote and strengthen retail diversification.

Policy 1.3.5. The Land Uses allowed by this Plan can help bolster the balance of housing, retail, office, and institutional uses in the Downtown. Such a balance can increase the daytime population so that it supports Downtown businesses by expanding opportunities for visitor serving and office uses to locate Downtown.

Policy 1.3.6. Providing development clarity to encourage investment, incorporating flexible development standards that respond to changing market conditions, Downtown land use and parcel patterns, and streamlining permitting in the Downtown, including more administrative permits, can promote a “business friendly” environment, and reduce the burden on business owners, developers and City staff.

Policy 1.3.7. Tourism-related establishments can help support Downtown’s continued development by distinguishing Antioch as an active and friendly to all ages destination in the heart of the Delta. Highlighting Downtown as the historic center of

activity in Antioch, and establishing new businesses and activities can create a regional draw in Downtown. The enhancement of linkages to regional assets such as the San Joaquin River, Prewitt Water Park, Lone Tree Golf Course, County Fairgrounds, Hillcrest eBART Station and future ferry terminal, can bring Downtown into greater focus as a unique shopping, dining and entertainment center.

Policy 1.3.8. Continue to promote more activities and attractions in Downtown, including more restaurants, entertainment venues, art, cultural, and special events.

Policy 1.3.9. This Plan facilitates opportunities to support entrepreneurial efforts for artisans and crafts persons to produce and/or sell their products in ground floor or above spaces in the Downtown. Their wares could be showcased in conjunction with events in Waldie Plaza, at the El Campanile Theater, and/or other Downtown festivals.

Policy 1.3.10. Although ground floor retail uses make the most sense for long term economic development and pedestrian ambiance in the Downtown core, in the near-term, this Plan allows office uses that can increase occupancies, pedestrian traffic, and patrons for Downtown businesses.

Goal IV: Support a Housing Renaissance

Objective 1.4: Facilitate the provision of high quality, market rate and affordable housing to support the creation of a Downtown Core that is active throughout the day and evening, and to support Downtown businesses. Encourage efficient use of Downtown's land resources by promoting infill development.

Policy 1.4.1. The City has an important role in promoting Downtown housing by establishing policy, helping facilitate projects and, in some cases, by leveraging development.

Policy 1.4.2. Providing high quality market rate and affordable housing in Downtown is a crucial step toward revitalization that can result in a lively Downtown that can sustain around-the-clock activity. The policies and actions in this Plan are intended to stimulate the production of mixed use and residential development to create housing opportunities for new and existing Antioch residents and workers, while being harmonious and compatible with good examples of the existing urban fabric, building strong neighborhoods and strengthening the local economy.

Policy 1.4.3. Achieving residential development in Downtown can be complex and expensive due to multiple factors, including small parcel sizes, multiple ownerships, the difficulty of land assembly, high land costs, physical and environmental constraints and infrastructure costs. The administrative permitting process, development and design standards provided within this Plan are intended to reduce or eliminate regulatory obstacles to development.

Policy 1.4.4. The Plan provides flexibility in design to encourage the construction of housing, while raising the bar on quality and creativity for materials and architecture that are

harmonious and compatible with good examples of the existing Downtown built environment.

Goal V: Support Mobility

Objective 1.5: Create an integrated multi-modal transportation system that effectively serves the Downtown area. Improve all modes of access to and within Downtown, and provide opportunities for residents, workers, and visitors to walk, bike, drive or access transit (including Amtrak, buses, future ferry service, and links to the Hillcrest eBART station), Downtown.

Policy 1.5.1. A wide range of circulation modes serve Downtown, including cars and trucks, several bus routes, Amtrak, the nearby Hillcrest EBART Station, bike and multi-use trails, and pedestrian sidewalks. Downtown ferry service is planned for the future. While most people will continue to arrive Downtown by car, this Plan encourages people to use alternative modes of transportation, rather than cars, to get to and around Downtown.

Policy 1.5.2. Downtown sidewalks and plazas will continue to be accessible to disabled persons, and accessibility will be improved where appropriate.

Policy 1.5.3. This Plan calls for the City to explore and implement feasible vehicular access and aesthetic improvements to the three main roadways into Downtown (A Street, L Street, and Auto Center Drive), and to work with schools, parents and bicycle clubs on the best ways to improve bike access into and around Downtown and schools between State Route 4 and Downtown.

Policy 1.5.4. With the expected opening of the Hillcrest eBART Station in 2018, commuters and visitors may begin to travel between the Station and Downtown. If that travel pattern materializes, there is the opportunity for the City to study it, and provide feasible means to improve it, if appropriate.

Policy 1.5.5. Downtown traffic is one indicator of economic health. As traffic increases due to the revitalization of Downtown, congestion issues may arise. Increasing roadway capacity to Downtown would be expensive, disruptive, and could harm existing good examples of community character, landscaping and architecture. Rather than widen streets, this Plan encourages the City to consider relaxing traffic level of service (LOS) thresholds into and in Downtown, if needed, to preserve the street environment, and prioritize pedestrian, bike and transit access.

Policy 1.5.6. The existing network of bicycle lanes and multi-use trails in and around Downtown is fragmented. This Plan encourages the City to explore the means to improve such access.

Goal VI: “Park Once” Management Strategy

Objective 1.6: Manage the existing ample supply of Downtown parking available in public and private lots, and on streets, in balance with parking demand to accommodate visitor, resident and employee parking needs.

Policy 1.6.1. Providing access to and around Downtown through various transportation options can help avoid traffic congestion, and enhance pedestrian ambience Downtown. However, most people visiting Downtown now and in the foreseeable future, will continue to arrive by car to visit, work, shop, dine or enjoy the Riverfront and Waldie Plaza. While this Plan encourages alternatives to the car, planning for, and provision of adequate parking is important for the success of Downtown.

Policy 1.6.2. While the “Existing Conditions: Opportunities and Constraints” report (February 2015) found that in Downtown, parking may not be a problem currently, that could change depending on future circumstances. Overall, there is currently more than sufficient parking capacity between public and private parking lots and on-street parking to accommodate typical demand, with numerous available spaces during weekday and weekend peak times. Parking is an important component that the City will need to monitor in the future to ensure an adequate, safe supply, as Downtown attracts more visitors, residents and businesses.

Policy 1.6.3. Where possible, reducing parking requirements in areas that have no opportunity to provide parking can encourage new business, transit use and reduce reliance on the private automobile

Goal VII: Sustainable Infrastructure

Objective 1.7: Safeguard public health, safety and prosperity by providing and maintaining standards and facilities that enable the community to live and work in balance with the natural environment. Continue to ensure that public services facilitate new development in Downtown.

Policy 1.7.1. The California Government Code requires a specific plan to include text and diagrams that specify: “The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.”

Policy 1.7.2. The availability of adequate sanitary sewer, electrical, water, natural gas and cellular services within the Downtown are a critical factor in the accommodation of new residential and non-residential development, and in attracting new uses within existing buildings. The “Existing Conditions: Opportunities and Constraints” report (February 2015) reviewed the major utility systems in the Downtown. Those findings for existing infrastructure and any future needs are reported in this Plan.

Policy 1.7.3. Promote green leadership in Antioch by expanding Downtown as a green and healthy community with sustainable building and landscape design, sustainable water use and irrigation practices, and reduced energy use. Encourage outdoor and active living with more opportunities for healthy choices including walking and biking, readily available access to transit, housing in close proximity to shopping, dining and workplaces, and access to parks, play spaces and open space for children and families to enjoy.

1.3 Planning Context

The Downtown area includes a mix of diverse land uses, with a traditional retail core predominantly along a portion of the riverfront, and along much of 2nd Street, that also includes some cross streets, such as G Street. Heading south from the River, the land uses contain a mix of retail, office and residential, with single family homes and some multi-family housing being the dominant land use between 5th and 9th Streets. The east and west ends of Downtown contain a mix of residential, mixed use, businesses and vacant land.

According to the allowable densities and land use designations in the 2003 General Plan, up to 3,980 residential units, housing an estimated 12,736 residents (based on approximately 3.2 persons per household per the 2010 Census) would be possible in the Downtown. The average allowed residential density under the 2003 General Plan is 12.9 dwelling units per acre.

1.4 Relationship to Existing Plans

This Downtown Specific Plan supersedes the 2003 General Plan provisions for Downtown/ Rivertown, replaces the Downtown Zoning Ordinance regulations, and incorporates by reference the City Design Guidelines.

The last comprehensive update of the Antioch General Plan occurred in November 2003. The General Plan contains a long range, comprehensive vision statement, and sets of goals, policies and objectives to guide the future

Consistency with General Plan vision, themes, goals, policies and objectives

- That Downtown be a community gathering place, providing retail, restaurant, entertainment and passive recreation uses along the Riverfront.
- Downtown will be a vibrant, active area, with both daytime and nighttime activities.
- A transit-oriented land use pattern will be established adjacent to the Hillcrest Avenue freeway interchange.
- The River will become the visual centerpiece of the Downtown, featuring a Riverwalk and area for community concerts.
- The Riverwalk will be a part of a pedestrian/Bicycle way running along the River.
- Creating an urban core within Downtown with diverse economic, housing, cultural, and entertainment opportunities.

development of the City over a 20 year horizon. The Downtown Specific Plan is consistent with the General Plan in that its purpose is to achieve many of the provisions of the vision statement, themes, goals, policies and objectives outlined in the General Plan.

1.5 Planning Process and Public Participation

Downtown Antioch is designated by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) as a Priority Development Area (PDA). This program encourages smart growth linking density appropriate land uses with multi-modal transit resources. In September 2014, with a \$426,857 grant from the Strategic Growth Council under the Sustainable Communities Planning Grant and Incentives Program to fund the project, the City of Antioch initiated the process to develop a Specific Plan for the Downtown Antioch area. The Specific Plan seeks to advance MTC's Transit Oriented Development (TOD) policies and the Sustainable Communities goals to reduce energy consumption, conserve water, improve air and water quality, and provide other community benefits.

The Downtown Specific Plan public participation and planning process evolved from a comprehensive community outreach effort including:

- 25 stakeholder interviews between October 2014 and March 2015 with employers, real estate professionals, service providers, resident group representatives, developers and land owners that helped to shape the Specific Plan Alternatives;
- A project website page launched in Fall 2014;
- Notices and flyers for two community workshops in Fall 2014, and a study session in June 2015 were broadly circulated, including postings, direct mailing, inserts in every water bill in May 2015, and website postings;
- Community Workshop #1 on November 12, 2014 with considerable input from approximately 75 residents and business owners who attended;
- Community Workshop #2, a joint session of the Planning Commission and Economic Development Commission on November 19, 2014 with substantial comments from about 70 people in attendance;
- A Market Analysis and Opportunity & Constraints Report;
- A Downtown placemaking draft conceptual plan and refined concept plan for Waldie Plaza;
- Joint public study session of the City Council, Planning Commission and Economic Development Commission to consider three draft land use alternatives, and public input on June 2, 2015;
- Public meeting of the City Council on June 23, 2015 to review three additional alternatives based on the June 2, 2015 input received from the Council, Commissions and public for a total of six alternatives, plus a visual preference survey of residential density examples, resulting in Council selection of a preferred alternative land use plan and a range of appropriate housing and mixed use densities;

- Planning Commission meeting on April 20, 2016 to review, comment on and receive public comment on a preliminary draft of the Downtown Specific Plan, including the Vision, Guiding Principles, Goals and Policies;
- City Council meeting on August 23, 2016 to review, comment on and garner public input on an administrative draft of the Specific Plan including the final draft Preferred Land Use Map; and
- Planning Commission meeting on September 15, 2016 to review, comment on and gain public input on the administrative draft of the Specific Plan.

The Downtown Specific Plan process was set up to allow the planning team and decision-makers to hear from and learn from City residents, business and property owners, stakeholders, and other community members about their thoughts, desires, needs and values, and to allow the public to provide input throughout the Plan development process.

1.6 Related Documents

Environmental Review

An Addendum to the Environmental Impact Report (EIR) for the City’s existing 2003 General Plan that was certified in 2003 is being prepared for this project, pursuant to the California Environmental Quality Act (CEQA). An EIR Addendum is being prepared because the Downtown Specific Plan will not generate any new environmental impacts or substantial changes not analyzed in the General Plan EIR, and will only result in minor technical changes, per CEQA. The Specific Plan will potentially reduce environmental impacts due to a reduction in the ultimate amount of development allowed in the Downtown under the DSP. Policies in the Plan, such as an emphasis on pedestrian orientation, transit use, and “park once,” and the increasing use of cleaner burning, more fuel efficient vehicles, such as electric, hybrid and partial zero emissions, provide additional existing and potential benefits for environmental conditions. This Plan does not propose any future development or land disturbance, nor does it require that any land uses be constructed, and the Plan area is only on land that was previously analyzed in the General Plan EIR. In this way, the Plan is “self-mitigating.” As with development in general, all future projects proposed as a result of implementation of the Downtown Specific Plan would be required to undergo site-specific environmental review on an individual basis, unless such projects are not considered projects under CEQA, or are exempt from CEQA.

Background Technical Work

In addition to the community outreach activities for this Plan, analyses of site and market conditions were done. Documents helping form the foundation for the Specific Plan include:

- Market Analysis, October 2014
- Stakeholder Interviews, October 2014 to March 2015
- City of Antioch Project Pipeline, October 2014
- Existing Condition: Opportunities & Constraints, February 2015
- City of Antioch General Plan, Rivertown/Urban Waterfront Planning Focus Area Policies, 2003

2.0 Land Use

2.1 Districts, Land Use, and Development Standards

The Downtown Area contains a variety of Land Use Districts with unique histories, building forms, land use compositions and influences. These Districts are identified so that specific approaches to their use/re-use and revitalization can be employed. In the following sections of this Chapter, the characteristics and purpose of each District is discussed, along with its relevant Goals, Objectives, Policies and Programs. At the end of this Chapter, Table 2.1 provides a user friendly matrix showing Allowed Land Uses and Permit Requirements in each District. Table 2.2 shows Development Standards for each District, also in a user friendly matrix format.

Mixed Use District (MU)

Introduction

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

Maximum Floor Area Ratio: 2.0

Maximum Residential Density: 28 units per acre.

Major Issues

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

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

Goals, Objectives, Policies, and Programs

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

Objective 2.1: A reduction in storefront vacancies and an increase in visitor-serving uses.

Policy 2.1.1: Though the City ultimately envisions predominantly retail, restaurant, and unique visitor-serving land uses, the interim use of ground-floor space for office or other similar uses should be accommodated to reduce the vacancy rate and improve the overall appearance of the District.

Policy 2.1.2: The City does not support the ongoing holding of chronically-vacant and under-maintained buildings.

Policy 2.1.3: The City encourages programs to allow the use of vacant storefronts for temporary displays by business, community, or historical organizations.

Program 2.1.3a: The City will continue to monitor and update the land use and development standards table to ensure that positive contributing land uses are not excluded.

Program 2.1.3b: The City will explore a program to offer short-term incentives for new business to locate in the Mixed Use District. These programs may include a business license fee deferral program where new businesses in the District are allowed to defer City business license fees for the first six months of operation with repayment over the following year.

Program 2.1.3c: The City will strictly enforce building and public nuisance codes for chronically-vacant and under-maintained buildings.

Program 2.1.3d: The City will pursue modification of the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties.

Objective 2.2: Improved visual and physical access to the San Joaquin River from public and private locations.

Policy 2.2.1: The City supports the continued use and conversion of riverfront property, including City-owned parking lots, to public-accessible walkways and observation areas.

Policy 2.2.2: The City encourages the expansion and clarification of public access at the Riverview Lodge Restaurant property at the terminus of I Street.

Policy 2.2.3: The City supports new private development projects that provide strong physical or visual connection to the San Joaquin River through balconies, roof-decks, walkways, etc.

Policy 2.2.4: The City discourages the expansion of heavy rail service except for commuter or passenger lines.

Program 2.2.4a: The City will pursue gap closure of a continuous walkway along historic 1st Street from E Street to L Street.

Objective 2.3: An increase in annual festivals and large community events occurring in the Mixed Use District.

Policy 2.3.1: The City supports the use of public streets, parking lots, and parks for annual festivals and large community events and will provide logistical support, as feasible.

Policy 2.3.2: The City recognizes that its financial contribution to these events occurs entirely through its support of the Antioch Community Foundation. As such, event applicants are expected to pay ordinary application and processing fees.

Program 2.3.2a: The City will create a streamlined application process administered by a single City Department, advertised on the City website, and supported by City staff.

Objective 2.4: A continuous high-quality pedestrian experience connecting parking facilities, the inner commercial blocks, and the riverfront.

Policy 2.4.1: The City supports the use of pedestrian-oriented signage, including A-frame signs and displays, when located on private property. As an alternative, the City may support a comprehensive program to allow limited use of public property or right-of-way for signs or displays if such a program did not detract from the overall aesthetic of the District.

Policy 2.4.2: The City supports the use of public property, where feasible, for outdoor dining areas.

Policy 2.4.3: New development and remodels should maximize pedestrian access through visible storefronts and other features that engage pedestrians. Solid, unadorned walls are prohibited.

Program 2.4.3a: The City will work with local business, community, or historical organizations to develop a cohesive pedestrian, bicycle and motorist directional signage program.

Program 2.4.3b: The City will prioritize street tree plantings and replacements, sidewalk improvements, and pedestrian infrastructure maintenance on the areas of highest pedestrian use. The planting of new and replacement street trees should use native, drought tolerant plants with non-invasive roots wherever possible to better ensure viability.

Program 2.4.3c: In the absence of flowing water in the Waldie Plaza water feature, the City will explore alternative decorative uses or treatment of the feature.

Program 2.4.3d: The City will study current trash and recycling service methods to identify and deter unsightly and messy trash collection on public sidewalks. Specifically, the City will explore construction of recycling receptacles for pedestrians and centralized consolidated trash enclosures to simplify collection and eliminate sidewalk impacts.

Objective 2.5: The preservation and restoration of historic resources throughout the Rivertown Historic District and Downtown Antioch

Policy 2.5.1: The City encourages the preservation and restoration of all qualifying historic resources.

Policy 2.5.2: Alterations to qualifying historic resources must comply with the United States Secretary of the Interior’s Standards for the Treatment of Historic Properties.

Policy 2.5.3: New buildings shall reflect the historic character and traditional architecture of the Rivertown Historic District.

Program 2.5.3a: The City shall prepare and adopt an ordinance specifically addressing the Citywide treatment of historic properties.

Neighborhood Commercial District (C-N) _____

Introduction

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

Maximum Floor Area Ratio: 1.0

Maximum Residential Density: 16 units per acre.

Major Issues

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

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

Goals, Objectives, Policies, and Programs

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

Objective 2.6: An attractive commercial district that evokes community pride, creates a sense of place, and is enjoyable to its tenants and patrons.

Policy 2.6.1: The City supports streetscape improvements, including private or non-profit sponsorship of banner programs, seasonal decorations, and similar enhancements.

Policy 2.6.2: The City supports the permanent improvement of sidewalks, medians, crosswalks and roadway surfaces to improve circulation and pedestrian safety along 10th Street and other neighborhood commercial corridors.

Policy 2.6.3: The City supports the use of pedestrian-oriented signage, including A-frame signs and displays, when located on private property. As an alternative, the City may support a comprehensive program to allow limited use of public property or right-of-way for signs or displays if such a program did not detract from the overall aesthetic of the District.

Policy 2.6.4: The City supports the use of public property, where feasible, for outdoor dining areas.

Policy 2.6.5: New development and remodels should maximize pedestrian access through visible storefronts and other features that engage pedestrians. Solid, unadorned walls are prohibited.

Policy 2.6.6: The City discourages the installation of parking lots at the front of lots, especially on 10th Street. As an alternative, parking lots should be installed behind buildings and adjacent to alleys.

Policy 2.6.7: The City supports the interconnection, where feasible, of adjoining commercial parking lots to improve vehicle movement, limit driveway cuts, and reduce road traffic.

Objective 2.7: A mix of commercial uses that provide convenience and add value to adjacent residential neighborhoods.

Policy 2.7.1: The City encourages neighborhood-serving uses including restaurants, certain retail uses, entertainment venues, personal services, coffee shops, and local small businesses.

Policy 2.7.2: The City discourages any use or operational conditional that detracts from the quality of life of adjacent residential neighborhoods.

Policy 2.7.3: The City supports the imposition of Conditions of Approval for approved land uses that limit or eliminate their operational impacts on adjacent residential neighborhoods. The City recognizes that some land uses may not necessarily be accommodated at every site, even if the land use is conditionally permitted in the district.

Policy 2.7.4: The City supports the conversion or revitalization of single-family residences into commercial uses only when an aggregate land area of 10,000 square feet can be created. The conversion of existing single-family residences on 5,000 square-foot lots into stand-alone commercial uses is generally discouraged.

Objective 2.8: A dynamic and engaged business district that cooperatively works with business owners to promote and improve the business climate throughout Downtown Antioch.

Policy 2.8.1: The City supports the creation of a Downtown Business Association, or similar organization, which is solely dedicated to the promotion and improvement of Downtown Antioch.

Program 2.8.1a: The City will participate in a supportive role with any such association upon its formation.

Objective 2.9: A gradual phase-out of automotive service and sales uses that are visually incompatible, noisy, potentially hazardous, and do not necessarily provide a neighborhood-serving use.

Policy 2.9.1: The City supports the continuance of automotive uses as legal non-conforming uses, but does not support their expansion.

Program 2.9.1a: The City will strictly enforce Use Permits and similar related ordinances governing current automotive uses.

Policy 2.9.2: The City supports the relocation of automotive uses to more appropriate areas.

Program 2.9.2a: The City will examine opportunities in industrial or heavy commercial areas to provide adequate lands for automotive uses.

Objective 2.10: A reduction in storefront vacancies and increased use of chronically-vacant or abandoned buildings.

Policy 2.10.1: The City does not support the ongoing holding of chronically-under-maintained buildings.

Policy 2.10.2: The City encourages programs to allow the use of vacant storefronts for temporary displays by business, community, or historical organizations.

Program 2.10.2a: The City will pursue modification of the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties.

Program 2.10.2b: The City will prioritize enforcement using the 'broken window' concept to address minor vandalism, graffiti, and similar quality of life and perception issues.

Downtown Residential Districts (MDR & HDR)

Introduction

This district includes the traditional residential neighborhoods that surround Downtown Antioch and once served as the City's primary residential area. The residential neighborhood is very eclectic and demonstrates complex and modest architectural styles from the late 19th and early 20th century, as well as more contemporary residential buildings. The neighborhood is very walkable and offers direct access to the commercial areas of Downtown Antioch and 10th



Street, as well as the Marina and waterfront. The neighborhood is laid out in a traditional grid arrangement and contains interspersed institutional and cultural buildings, churches, lodges, and Prosserville Park. Though most of the neighborhood consists of single-family dwellings, there are also several areas where apartment buildings and higher density housing is available.

Maximum Residential Density:

MDR – 12 units per acre

HDR – 18 units per acre

Major Issues:

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



Example of 18 units per acre residential density



Example of 12 units per acre residential density

The purpose of the Downtown Residential Districts is to promote policies that will enable further investment into these neighborhoods, strengthen property maintenance, enhance market competitiveness of these neighborhoods, create a viable residential adjunct to Downtown Antioch, and to improve the quality of life for its residents. The Downtown Residential District contains both Medium Density (MDR) and High Density (HDR) designations, which are applied based on existing development, adjacency to commercial areas, and potential for reuse or revitalization. Specific land uses and development standards are applied to each of these designations in Table 2-1 and Table 2-2.

Goals, Objectives, Policies, and Programs

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

Objective 2.11: Maintenance of the traditional single-family visual character of the neighborhood, while encouraging reinvestment.

Policy 2.11.1: New residential buildings and alterations, regardless of density, should reflect a traditional single-family architectural style, including scale, minimized visibility of parking (including garages), traditional porches, etc.

Program 2.11.1a: New residential buildings and alterations will be reviewed by the City to ensure compliance with the Design Guidelines for the Downtown Residential District, in order to address harmony and compatibility with the existing traditional neighborhood and housing styles.

Program 2.11.1b: The City will pursue a formal inventory of street lighting and develop strategies to improve under-lit public areas.

Policy 2.11.2: All modifications to existing buildings within the Downtown Specific Plan boundaries are subject to Design Review. Administrative design review may be used for minor projects, at the discretion of the Community Development Director.

Objective 2.12: An improvement in the value of residential properties to encourage owner-occupancy rates more similar to those elsewhere in the City of Antioch.

Policy 2.12.1: The City supports residential development standards that are unique to the Downtown Residential District and complement its traditional development patterns.

Policy 2.12.2: The City encourages re-investment in existing residential buildings through remodels and additions and recognizes that older homes may lack certain modern conveniences expected by many potential owners and that flexible standards to accommodate these elements may be necessary to allow for improvement of these buildings.

Policy 2.12.3: The City is committed to the preservation of qualifying historic structures and acknowledges that much of the value in the Downtown Residential District is largely derived from the continued presence of these buildings. The City will not permit the demolition or inappropriate modification of eligible historic structures.

Program 2.12.3a: The City will develop a contemporary historic preservation ordinance that reflects best practices, encourages preservation and restoration, and is consistent with applicable State and federal law. Until such ordinance is adopted, the City will apply the Secretary of the Interior's Standards for the Treatment of Historic Properties for all modifications to any structures constructed prior to 1950.

Objective 2.13: A reduction in the number of under-maintained or substandard residential properties in this district that may serve as a deterrent to investment in the residential neighborhood or patronage of the commercial districts.

Policy 2.13.1: The City supports the re-establishment of the residential rental inspection program for this neighborhood, on a priority basis, even if infeasible for the remainder of the City.

Policy 2.13.2: Community Development Block Grant (CDBG) funding sources should be prioritized for high-visibility, high-impact purposes in this neighborhood, as available.

Policy 2.13.3: The City supports the formation of an independent residential neighborhood association for the purposes of neighborhood watch, crime reduction, promotion, and coordination of activities to benefit the City.

Policy 2.13.4: The City promotes the abandonment, transfer, or sale of existing City-owned vacant right-of-way parcels, wherever feasible. Similarly, the City encourages other entities owning similar undeveloped parcels to make them available for development to further eliminate blight.

Program 2.13.4a: The City shall make an inventory of existing vacant parcels and develop a strategy for their development, which must include the potential for abandonment, transfer, or sale.

Policy 2.13.5: The City allows the construction of residential units within the MDR or HDR districts on individual lots as small as 33' wide and 100' deep (3,300 square feet), subject to a Use Permit from the Planning Commission.

Policy 2.13.6: The City supports the enforcement of all housing and building codes to the fullest extent permitted by law.

Commercial - Regional District (C-R)

Introduction

The Commercial-Regional District is limited to the existing commercial properties adjacent to Auto Center Drive, between 10th Street and 4th Street. This area currently contains a large commercial recreation (miniature golf, etc.) facility, automotive service uses, a large hotel, boating service/sales uses, a veterinary hospital, and other retail uses. The area once served as a gateway to Antioch as 10th Street served as a primary throughway. Today, the area largely remains undeveloped, especially, the parcels along 6th Street. Since Auto Center Drive and 10th

Street are both very prominent entries to Downtown Antioch, it important that these areas contain complementary land uses that make a positive impression.

Maximum Floor Area Ratio: 0.40

Major Issues

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

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

Goals, Objectives, Policies, and Programs

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

Objective 2.14: Strong commercial businesses that will contribute to the local economy directly through sales tax, user taxes, or employment.

Policy 2.14.1: New development must demonstrate direct financial benefit to the City and community through sales tax, user taxes, employment, or similar community benefit.

Policy 2.14.2: Uses that do not provide direct financial benefit to the City or Community are strongly discouraged and should not be approved. Examples of unacceptable, underperforming uses include personal storage facilities, warehousing, parking lots, vehicle storage, or other uses that do not provide a broader community benefit.

Policy 2.14.3: New uses should include automotive sales, retail commercial uses, large office users, light industrial parks, commercial recreation, or similar uses.

Policy 2.14.4: Land uses that are not specifically described in the land use table may be considered if they otherwise achieve the policies of the Downtown Specific Plan.

Objective 2.15: New development that is visually attractive and presents a positive image as a gateway to Downtown Antioch.

Policy 2.15.1: New development should provide enhanced landscaping along Auto Center Drive, 10th Street, and W. 6th Street.

Program 2.15.1a: For development of any site over 10,000 square feet along W. 6th Street, a comprehensive street and site design must be submitted to demonstrate a comprehensive design of landscape, building setbacks for all sites along W. 6th Street.

Policy 2.15.2: Parcels should not be subdivided to below 20,000 square feet to avoid awkward sites, flag lots, and similar undesirable elements.

Policy 2.15.3: Direct vehicle access from Auto Center Drive is discouraged and should be minimized. A maximum of one vehicle access may be permitted for each parcel along Auto Center Drive. Should further subdivision occur, the new lots must take access from W. 6th Street or 10th Street.

Policy 2.15.4: New buildings should demonstrate a high-quality, campus-like appearance.

Policy 2.15.5: If parking lots are located along Auto Center Drive, they must be separated from the public right-of-way by a landscaping border of at least 15’.

Waterfront (WF)

Introduction

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



Major Issues

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

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

Goals, Objectives, Policies, and Programs

Goal E: A popular, safe and attractive waterfront recreational facility that serves the community and attracts visitors.

Objective 2.16: A diverse array of commercial uses that complement the waterfront and are attractive to the general population.

Policy 2.16.1: The City supports the continued use of the restaurant building at the Antioch Marina for a high-quality restaurant that will attract visitors beyond the immediate area.

Policy 2.16.2: Other uses of the adjacent building should be relevant to, or dependent on, the waterfront, such as bait and tackle shops, marine supply shops, or similar uses that relate to the waterfront or marine recreation. Other uses that are not reliant on or relevant to the waterfront are discouraged.

Policy 2.16.3: The City encourages additional commercial activities or business opportunities that will attract additional visitors. This may include construction of new buildings.
Program 2.16.3a: The City will investigate the feasibility of additional building pads within the Marina area.

Policy 2.16.4: The Riverview Lodge building should remain as a restaurant use. The City is supportive of renovation or reconstruction of the building to ensure that it remains a viable attraction.

Objective 2.17: Open public access to the waterfront for boating, fishing, observation, or other waterfront-dependent activities.

Policy 2.17.1: The City supports retention of the fishing piers for general public use and for organized derbies or similar activities.

Policy 2.17.2: The City encourages use of the waterfront facilities for visiting historic ships and similar attractions.

Objective 2.18: A safe and clean environment that preserves the natural and scenic resources of the waterfront.

Policy 2.18.1: The City discourages use of the Marina parking lot for purposes other than accessing the waterfront.

Policy 2.18.2: The City promotes exclusive use of the developed path system to ensure that adjacent natural areas are preserved.
Program 2.18.2a: The City will conduct a general site security and access study to examine ways to discourage behavior or trespass that is detrimental to the visitor experience or the natural environment.

Policy 2.18.3: The City encourages extension of the park designation from Waldie Plaza through the park at the southwest corner of the Marina property to ensure consistent maintenance and management.

Opportunity Sites (OP)

Introduction

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

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

Opportunity Site A

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

OP Site A Policy-1: The property may be continued to be used for industrial purposes indefinitely, consistent with the zoning regulations currently assigned to the M-1 Light Industrial District, as may be amended.

OP Site A Policy-2: Both the development standards and land use regulations of the M-1 Light Industrial District shall apply. Should the M-1 Light Industrial District be eliminated, the site shall be subject to the comparable provisions of a replacement light industrial district.

OP Site A Policy-3: Future revitalization of the site should be comprehensive in nature. To that effect, a comprehensive development plan is required for any land use or revitalization that is not consistent with the M-1 Light Industrial District regulations. Such a comprehensive development plan shall be subject to review and approval through the Planned Development (PD) process through the Planning Commission and City Council.

OP Site A Policy-4: Future revitalization should contribute to the vitality of Downtown Antioch and may include residential uses, such as a large apartment or condominium complex offering river and wetlands views. Ownership units are encouraged.

OP Site A Policy-5: Any future revitalization must be sensitive to the adjacent wetlands and appropriate for the limited roadway access available.

Opportunity Site B

This 37-acre site contains a series of industrial buildings that are currently being used for RV storage and other miscellaneous uses. This is the site of a former major manufacturing facility and the smoke stack still stands. The site is directly adjacent to the Antioch Police Department and maintains frontages on W. 4th Street, L Street, N Street, O Street, and W. 2nd Street. The following policies apply to Opportunity Site B.

OP Site B Policy-1: The property may be continued to be used for industrial purposes indefinitely, consistent with the all zoning regulations currently assigned to the M-1 Light Industrial District. This district is described as follows:

- a. This district allows light industrial uses and excludes those heavy industrial uses with potentially hazardous or negative effects. Uses include the fabrication, assembly, processing, treatment, or packaging of finished parts or products from previously prepared materials typically within an enclosed building.

OP Site B Policy-2: Both the development standards and land uses regulations of the M-1 Light Industrial District shall apply, in general. Should the M-1 Light Industrial District be eliminated, the site shall be subject to the comparable provisions of a replacement light industrial district.

OP Site B Policy-3: Future revitalization of the site should be comprehensive in nature. To that effect, a comprehensive development plan is required for any land use or revitalization that is not consistent with the M-1 Light Industrial District regulations. Such a comprehensive development plan shall be subject to review and approval through the Planned Development (PD) process through the Planning Commission and City Council.

OP Site B Policy-4: Minor improvements and modifications to the site for continued industrial purposes, provided that said actions do not result in the demolition and replacement of more than 10,000 square feet or construction of 10,000 square feet or more of new building area. Any such larger projects are subject to the requirement for a comprehensive development plan.

OP Site B Policy-5: Future revitalization should contribute to the vitality of Downtown Antioch and may include the following:

- a. A mixed use village, containing a variety of residential and commercial/service uses.
- b. A large residential complex offering river views, Marina access, and high-quality on-site amenities.
- c. A large office complex providing employment at a rate comparable to business parks.

OP Site B Policy-6: To improve circulation, a connection between 2nd St. and O St. should be explored.

Opportunity Site C

This 10.5-acre site is the home of the former Hickmott Cannery and is currently vacant. The site is bisected by railroad tracks and access is to 6th Street and McElheny Road. Due to the historic use of the site for industrial purposes, there may be issues related to soils contamination that would need to be fully addressed prior to development. These issues may

even dictate the level of development appropriate for the site. This site, has nearly unobstructed views of the San Joaquin River and is ideal for a major anchor project. The following policies apply to Opportunity Site C.

- OP Site C Policy 1: The property is not currently in use and any new development or land use requires a comprehensive development plan.
- OP Site C Policy 2: The reuse of the property should provide a strong anchor to the east side of Downtown Antioch.
- OP Site C Policy 3: Future revitalization should contribute to the vitality of Downtown Antioch and may include the following:
 - a. A mixed use village, containing a variety of residential and commercial/service uses.
 - b. A large residential complex offering river views, Downtown access, and high-quality on-site amenities.
 - c. A large office complex providing employment at a rate comparable to business parks.
 - d. A large open space or park complex.
- OP Site C Policy 4: The existing houses on E. 6th Street must be incorporated into any future development plan.
- OP Site C Policy 5: With revitalization of the site, McElheny Road should be examined for its potential to provide a pedestrian/cycle connection to the waterfront on Fulton Shipyard Road.
- OP Site C Policy 6: Direct linkages to the existing enhanced sidewalk on A Street should be provided throughout the project.
- OP Site C Policy 7: The project should capitalize on the views of the waterfront and the San Joaquin River.
- OP Site C Policy 8: New development should include historical monuments or interpretation of the site's history as a cannery.
- OP Site C Policy 9: Architectural styles may reflect the industrial traditions of the site.

Blending Land Use Designation

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

For example, the MDR/C-N blending district combines the Medium Density Residential with the Neighborhood Commercial District. This blending allows for the continuation of the current low-density, single-family residential uses under the MDR District, but would allow for the entire site to be reused as a neighborhood commercial site under the C-N District designation. In order to be reused for neighborhood commercial purposes, the site would have to meet all of the development



standards for the C-N District, including the 10,000 square-foot minimum lot size and all parking requirements. As most residential lots are 5,000 square feet in size, conversion to commercial use would require the accumulation of multiple sites. This would deliver more reasonable, comprehensive conversions and well-functioning commercial sites and would avoid the piece-meal conversion of individual 5,000 square-foot lots to commercial use, which is not generally beneficial to a community. In some instances, the lots might be combined with adjacent commercial sites to the rear, such as along 10th Street.

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

Public Buildings (PB)

Public Buildings are located throughout Downtown Antioch, including City Hall, the Antioch Police Department, the Public Works Corporation Yard, the Antioch Senior Center and the Nick Rodriguez Community Center. In addition, the Antioch Historical Society maintains a museum and history center at 1500 W. 4th Street. Each of these buildings is intended to remain in its current use and, because of their unique nature, any major changes would be subject to a comprehensive review through the Use Permit process.

2.2 Land Use Review and Approval Process

In order to ensure that the provisions of this Downtown Specific Plan are met, all new development or alterations to properties within the Downtown Specific Plan Area are subject to review and approval by the Community Development Department. To minimize delay and encourage reinvestment, the following processes shall apply:

Administrative Review: Proponents of new development or alterations to properties within the Downtown Specific Plan area shall submit such plans to the Planning Division prior to submittal for building permits. Planning Division staff will review the plans and identify discrepancies, if any, between the submitted plan and the policies or development standards contained in the Downtown Specific Plan, or other applicable design guidelines. The plans will then be returned to the component for revision, if necessary, or submittal for building permits if no revisions are required. The plans will not be accepted by the Building Safety and Inspection Division until deemed compliant with the Downtown Specific Plan by the Planning Division. This process applies to all projects in the Downtown Specific Plan Area unless a greater process is otherwise required. A fee may be collected for this process.

Use Permits, Variances, and Appeals: The process for Use Permits, including Administrative Use Permits and Home Occupation Use Permits, Variances, Appeals, and other development review processes shall follow the procedures established in the Antioch Municipal Code (Title 9), including all requirements for public noticing, findings, and hearing procedures. The applicable existing Citywide fees may be collected for these processes.

Table 2.1 Allowable Uses and Permit Requirement

| TABLE 2.1 Allowed Uses and Permit Requirements | A | Allowed Use | | | | | | | | |
|---|-----------------------------|------------------------------------|-----|------|------|-----|--|-------------------------------------|--|--------------------------|
| | UP | Use Permit Required | | | | | | | | |
| | AUP | Administrative Use Permit Required | | | | | HOUP | Home Occupation Use Permit Required | | |
| | — | Use Not Allowed | | | | | All application processes are per Antioch Municipal Code | | | |
| LAND USE | PERMIT REQUIRED BY DISTRICT | | | | | | | | | Specific Use Regulations |
| | MU | C-N | C-R | MDR | HDR | I | WF | OS/PB | | |
| AGRICULTURE AND OPENSACE | | | | | | | | | | |
| RESIDENTIAL USES | | | | | | | | | | |
| Accessory residential uses and structures | A | A | — | A | A | — | — | — | | |
| Caretaker quarters | UP | UP | — | — | — | AUP | UP | — | | |
| Guest House | A | A | — | A | A | A | — | — | | |
| Home occupations | HOUP | HOUP | — | HOUP | HOUP | — | — | — | 9-5.901 | |
| Live/work facilities | AUP | AUP | — | — | — | AUP | — | — | | |
| Mixed Use Projects | AUP | UP | UP | — | — | — | — | — | | |
| Mobile home park | — | — | — | — | — | — | UP | — | | |
| Multi-family dwellings (3 or more units) | A | — | UP | — | A | — | — | — | | |
| Emergency shelters | — | — | — | — | — | UP | — | — | 9-5.3839 | |
| Secondary dwelling units | A | A | — | A | A | — | — | — | 9-5.3805 | |
| Single family dwellings | A | A | — | A | A | — | — | — | | |
| Transitional and Supportive Housing | — | — | — | — | UP | UP | — | — | | |
| Two family dwellings (Duplex) | A | A | — | A | A | — | — | — | | |
| RETAIL TRADE | | | | | | | | | | |
| Accessory retail uses | A | A | A | — | — | A | — | — | | |
| Adult entertainment business | — | — | — | — | — | — | — | — | 9-5.3808 | |
| Alcoholic beverage sales, off-site | UP * | UP * | UP | — | — | — | UP | — | * 500' separation required between outlets | |
| Animal sales and grooming | AUP | AUP | AUP | — | — | — | — | — | | |
| Art, antique, collectible, and gift stores | A | A | A | — | — | — | — | — | | |
| Auto parts sales | A | A | A | — | — | AUP | — | — | | |
| Auto sales and rental | — | — | UP | — | — | UP | — | — | | |
| Building material stores | A | A | A | — | — | A | — | — | | |
| Construction/heavy equipment sales and rental | — | — | UP | — | — | AUP | — | — | | |
| Convenience stores | UP | UP | UP | — | — | UP | — | — | | |
| Drive-in and drive-through sales and services | — | UP | UP | — | — | — | — | — | | |
| Firearms sales | UP | — | UP | — | — | UP | — | — | | |
| Furniture, furnishings & appliance stores | A | A | A | — | — | AUP | — | — | | |
| Gas stations | — | — | UP | — | — | UP | UP | — | 9-5.3815 | |
| General retail | A | A | A | — | — | — | — | — | | |
| Grocery stores | A | A | A | — | — | — | — | — | | |
| Mobile home and RV sales | — | — | — | — | — | UP | — | — | | |

| TABLE 2.1 Allowed Uses and Permit Requirements | | A | Allowed Use | | | | | | | |
|---|-----------------------------|-----|------------------------------------|-----|-----|-----|-----|--|-------------------------------------|----------|
| | | UP | Use Permit Required | | | | | | | |
| | | AUP | Administrative Use Permit Required | | | | | HOUP | Home Occupation Use Permit Required | |
| | | — | Use Not Allowed | | | | | All application processes are per Antioch Municipal Code | | |
| LAND USE | PERMIT REQUIRED BY DISTRICT | | | | | | | | Specific Use Regulations | |
| | MU | C-N | C-R | MDR | HDR | I | WF | OS/PB | | |
| Night clubs and bars | UP | — | — | — | — | — | — | — | — | |
| Outdoor retail sales, temporary | AUP | AUP | AUP | — | — | AUP | AUP | — | — | |
| Pawn Shops | UP | UP | UP | — | — | — | — | — | — | |
| Plant nurseries and garden supply stores | — | A | A | — | — | A | — | — | — | |
| Restaurants | A | A | A | — | — | AUP | UP | — | — | |
| Tobacco Retailer | — | — | — | — | — | — | — | — | — | |
| Warehouse retail | — | — | — | — | — | AUP | — | — | — | |
| SERVICES – BUSINESS, FINANCIAL, PROFESSIONAL | | | | | | | | | | |
| Automated teller machines (ATMs) | A | A | A | — | — | A | A | — | — | |
| Banks and financial services | A | A | A | — | — | A | — | — | — | |
| Business support services | A | A | A | — | — | A | — | — | — | |
| Medical services - clinics, offices, and labs | A | A | A | — | — | A | — | — | — | |
| Medical services - extended care | — | — | A | — | — | — | — | — | — | |
| Medical – hospitals | — | — | — | — | — | — | — | — | — | |
| Offices | A | A | A | — | — | A | A | A | A | |
| Professional Services | A | A | A | — | — | A | — | — | — | |
| SERVICES | | | | | | | | | | |
| Assembly - Major (over 30) | UP | UP | UP | UP | UP | UP | — | UP | — | |
| Assembly - Minor (30 or fewer) | A | A | A | AUP | AUP | AUP | — | UP | — | |
| Auto repair and maintenance | — | — | UP | — | — | UP | — | — | — | |
| Bed and breakfast inns (B&Bs) | UP | UP | — | UP | UP | — | — | — | — | |
| Boat repair and maintenance | — | — | UP | — | — | UP | UP | — | — | |
| Car wash | — | — | UP | — | — | UP | — | — | — | |
| Residential care facility (6 or fewer) | A | A | — | A | A | — | — | — | — | |
| Residential care facility (7 or more) | — | — | — | AUP | AUP | — | — | — | — | 9-5.3840 |
| Small Family day care home (up to 8) | A | A | — | A | A | — | — | — | — | 9-5.3817 |
| Large family day care home (9 to 14) | — | — | — | AUP | AUP | — | — | — | — | 9-5.3818 |
| Day care center | AUP | AUP | UP | UP | UP | — | — | UP | — | |
| Computer gaming and internet access business | — | — | — | — | — | UP | — | — | — | |
| Contractor storage yard | — | — | — | — | — | AUP | — | — | — | |
| Furniture repair and upholstery shops | AUP | AUP | AUP | — | — | AUP | — | — | — | |
| Hotels and motels | UP | — | AUP | — | — | — | — | — | — | |
| Mortuaries & funeral homes | AUP | — | AUP | — | — | A | — | — | — | |
| Personal services | A | A | A | — | — | A | — | — | — | |
| Pharmacies | A | A | A | — | — | — | — | — | — | |
| Recreational vehicle park | — | — | — | — | — | — | UP | UP | — | |
| Research and development | A | A | A | — | — | A | — | — | — | |

| TABLE 2.1 Allowed Uses and Permit Requirements | | A | Allowed Use | | | | | | | |
|---|-----------------------------|-----|------------------------------------|-----|-----|-----|----|--|-------------------------------------|--|
| | | UP | Use Permit Required | | | | | | | |
| | | AUP | Administrative Use Permit Required | | | | | HOUP | Home Occupation Use Permit Required | |
| | | — | Use Not Allowed | | | | | All application processes are per Antioch Municipal Code | | |
| LAND USE | PERMIT REQUIRED BY DISTRICT | | | | | | | | Specific Use Regulations | |
| | MU | C-N | C-R | MDR | HDR | I | WF | OS/PB | | |
| Storage – indoor | — | — | UP | — | — | UP | — | — | | |
| Storage – outdoor | — | — | UP | — | — | UP | — | — | | |
| Veterinary clinics, outpatient treatment only | AUP | AUP | AUP | — | — | A | — | — | | |
| Veterinary clinics, animal hospitals, kennels | — | — | UP | — | — | AUP | — | — | | |
| INDUSTRIAL, MANUFACTURING & PROCESSING, WHOLESALING | | | | | | | | | | |
| Accessory uses – industrial | — | — | — | — | — | AUP | — | — | | |
| Auto dismantling yard | — | — | — | — | — | UP | — | — | | |
| Crop Production | — | — | — | — | — | AUP | — | — | | |
| Electronics equipment manufacturing | — | — | — | — | — | UP | — | — | | |
| Food and beverage product manufacturing | — | — | UP | — | — | UP | — | — | | |
| Furniture/fixtures manufacturing, cabinet shops | — | — | UP | — | — | UP | — | — | | |
| Handcraft industries, small-scale manufacturing | AUP | AUP | AUP | — | — | A | — | — | | |
| Junkyard | — | — | — | — | — | — | — | — | | |
| Laundries and dry cleaning plants | — | — | — | — | — | AUP | — | — | | |
| Metal products fabrication, machine/welding | — | — | — | — | — | A | — | — | | |
| Industrial manufacturing – light | — | — | — | — | — | A | — | — | | |
| Industrial manufacturing - heavy | — | — | — | — | — | — | — | — | | |
| Printing and publishing | — | — | — | — | — | — | — | — | | |
| Quarry materials storage and processing | — | — | — | — | — | — | — | — | | |
| Recycling - reverse vending machines | — | AUP | AUP | — | — | AUP | — | — | 9-5.3811 | |
| Recycling - small collection facility | — | — | UP | — | — | AUP | — | — | 9-5.3812 | |
| Recycling - large collection facility | — | — | — | — | — | UP | — | — | 9-5.3813 | |
| Warehouses, wholesaling and distribution | — | — | — | — | — | A | — | — | | |
| TRANSPORTATION, COMMUNICATIONS & INFRASTRUCTURE USES | | | | | | | | | | |
| Ferry Terminal | UP | — | — | — | — | — | UP | — | | |
| Marina | UP | — | — | — | — | — | UP | — | | |
| Parking facilities | UP | UP | UP | — | — | UP | UP | UP | | |
| Telecommunications facilities | UP | UP | UP | UP | UP | UP | UP | UP | 17.36.140 | |
| Truck and freight terminals | — | — | — | — | — | UP | — | — | | |
| Vehicle storage | — | — | — | — | — | UP | — | — | | |
| Public utility facility | UP | UP | UP | UP | UP | UP | UP | UP | | |
| Cemetery | — | — | — | — | — | — | — | UP | | |
| Clubs, lodges, & membership halls | UP | UP | UP | UP | UP | UP | — | — | | |
| Community centers | A | A | A | A | A | A | A | A | | |
| Health/fitness facilities | AUP | AUP | AUP | — | — | AUP | — | — | | |
| Indoor amusement/entertainment facilities | AUP | AUP | AUP | — | — | AUP | — | — | Bingo: 9-5.3844 | |
| Libraries and museums | A | A | A | A | A | A | — | A | | |

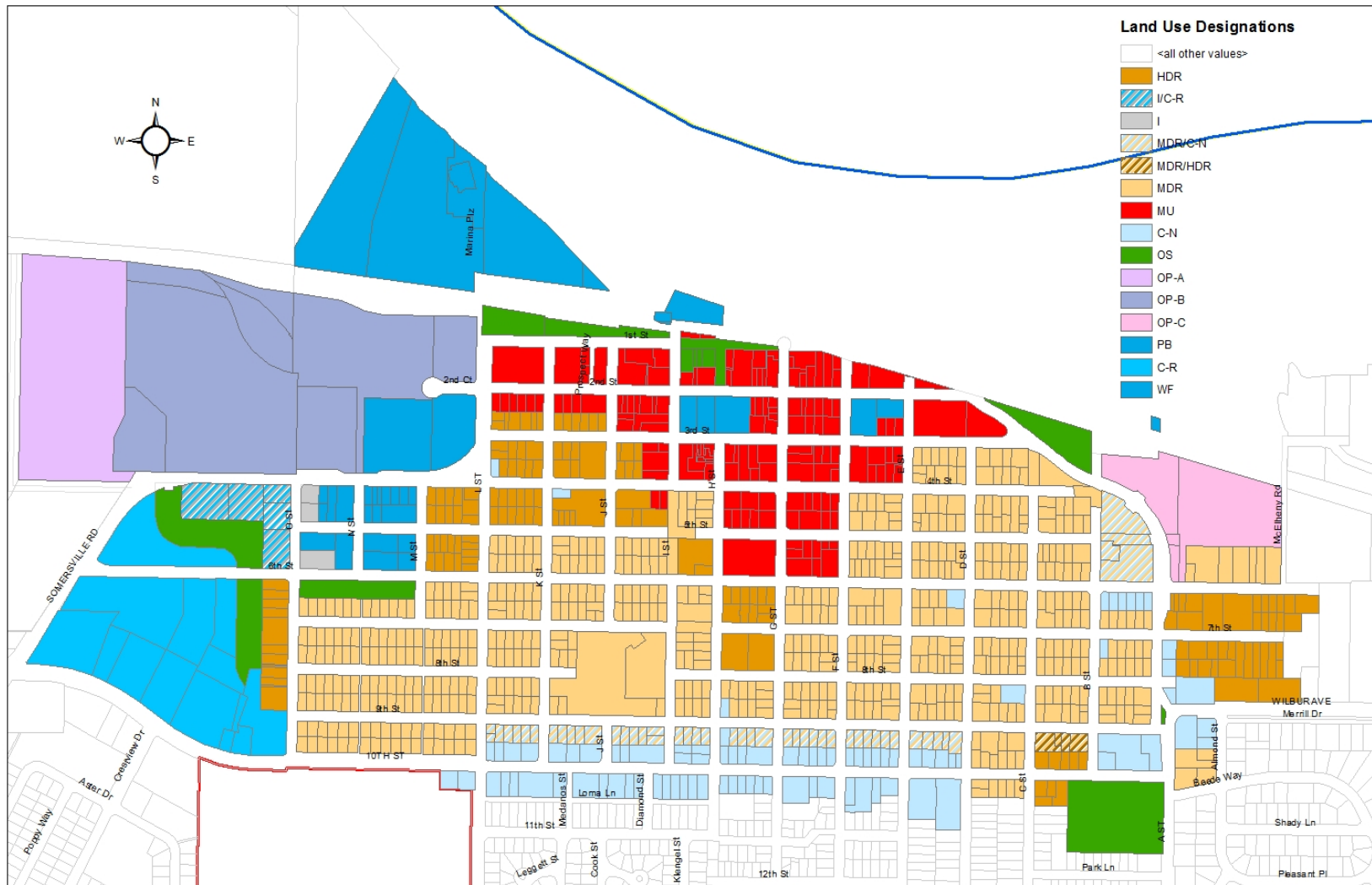
| | | | | | | | | | |
|---|----|---|---|----|---|-----|---|----|--|
| Outdoor recreation facilities | A | A | A | — | — | AUP | A | UP | |
| Parks and playgrounds | A | A | A | A | A | A | A | A | |
| Public safety facilities | A | A | A | A | A | A | A | A | |
| SUBDIVISION AND RESIDENTIAL | | | | | | | | | |
| Small lot subdivision – less than 5,000 sf | — | — | — | UP | — | — | — | — | |
| Res. density - greater than 28 units per acre | UP | — | — | — | — | — | — | — | |

Note: the Specific Use Regulations column in the above table refers to relevant sections within the Antioch Municipal Code, Title 9: Planning and Zoning; Chapter 5: Zoning

Table 2.2: Development Standards

| TABLE 2.2 Development Standards | | | | | | | | Notes |
|---|--|--|--------------------|---------------------------------------|-----------------------|--------------------|---|--|
| | MU | C-N | C-R | MDR | HDR | I | WF | |
| MINIMUM LOT SIZE | | | | | | | | |
| Area | 5,000 sq. ft. | 10,000 sq. ft. | 1 acre | 3,300 sq. ft. with a Use Permit | 5,000 sq. ft. | 1 acre | By Use Permit | Minimum area, width, and depth required for new parcels. |
| Width | 50 ft. | 100 ft. | 200 ft. | 33 ft. | 50 ft. | 200 ft. | | |
| Depth | 100 ft. | 100 ft. | 500 ft. | 100 ft. | 100 ft. | 500 ft. | | |
| MINIMUM SETBACKS | | | | | | | | |
| Front | 0 ft. min. (10 ft. max.) | 0 ft. | 30 ft. | 15' | 15' | 5 ft. | By Use Permit | Minimum and, maximum setbacks required. Exceptions are per AMC 9-5.601 |
| Sides (each) | 0 ft. min. | 0 ft. | 15 ft. | 5' | 5' | 5 ft. | | |
| Street side | 0 ft. min. (10 ft. max.) | 0 ft. | 15 ft. | 5' | 5' | 5 ft. | | |
| Rear | 0 ft. | 0 ft. (20' to res.) | 20 ft. | 15' | 15' | 5 ft. | | |
| OTHER STANDARDS | | | | | | | | |
| Maximum height limit | 4 stories/45 ft. | 3 stories/35 ft. | 3 stories/50 ft. | 2 stories/30 ft. | 2 stories/30 ft. | 60 ft. | By Use Permit | |
| Maximum residential density (dwellings per acre) | 28; greater with a Use Permit *18 at 2 nd /A St. | 16 dwellings per acre | - | 12 dwellings per acre | 18 dwellings per acre | - | | |
| Minimum land area per unit | 1,500 square feet | 2,750 square feet | - | 3,300 square feet | 2,500 square feet | - | | |
| Floor area ratio (FAR) | 2.0 | 1.0 | 0.4 | - | - | - | | |
| Site coverage | 1 | 0.75 | 0.5 | 0.6 | 0.6 | 0.5 | | |
| Parking | No requirement | 0-5,000 sq. ft.= no requirement; 5,001+ sq. ft.=1/1,000 square feet | Per AMC 9-5.1703.1 | 1 covered space per residential unit. | | Per AMC 9-5.1703.1 | Parking is required only for new construction/ additions or by Use Permit. Existing buildings are exempt. | |

Figure 2-1: Downtown Specific Plan Land Use Map



3.0 Streetscape and Design Guidelines

3.1 Introduction and Background

A place like Downtown Antioch is used and experienced based on the quality and character of the public realm. In the Downtown, the public realm is shaped by the San Joaquin River, buildings, streetscape, Waldie Plaza, City Hall, and the spaces in between, all of which contribute to the identity of our historic Downtown. This chapter provides Downtown policies that will guide new development and renovation of the existing built environment. It enhances the public and private realm through continuation of the existing high quality Downtown design, and by using Antioch's existing highly regarded Design Guidelines to further reinforce and shape the identity of the Downtown.



The City's Downtown decorative streetscape standards are to be maintained, and extended to any new streetscape improvements in the Downtown Core. The Citywide Design Guidelines already adopted by the City of Antioch are hereby incorporated by reference into this Downtown Specific Plan,

to serve as the Design Guidelines for the Downtown Specific Plan Area. In the case of any conflict between the Design Guidelines and the Specific Plan, the Plan shall prevail. In those cases where the interpretation and/or application of the Design Guidelines within the Downtown Specific Plan Area are unclear, the Planning Commission shall have the authority to determine the appropriate interpretation.

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

The Downtown is made up of public spaces, pedestrian oriented streets, bicycle and pedestrian paths, and connections that comprise the public realm. The Plan proposes to maintain and enhance the public realm by preserving the existing Downtown core area public streetscape that consists of decorative sidewalks, streetlights, street signs, street trees, landscape planters, benches and other street furniture. A continued emphasis on walkability and pedestrian orientation will maximize accessibility to and within Downtown and enhance the area as an attractive place to spend time. Key elements envisioned include Waldie Plaza improvements, diversity in building design, and various opportunities for community engagement, from existing amenities such as benches that encourage casual encounters, to outdoor dining that create a positive ambience.

3.2 Purpose and Goals

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



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

- Preserve and enhance Downtown Antioch's unique historic identity;
- Create opportunities to attract residential, commercial and other Downtown projects that will stimulate the economy and create an exciting live-work-play environment;
- Define standards and provide guidance for the design of new development and renovations that will encourage exceeding the desired design quality;
- Encourage architectural and landscaping criteria that stimulate walking, facilitate bicycling and reduce dependence on the automobile, while accommodating its continued use;
- Protect and maintain the quality and unique heritage and historical characteristics of the Downtown and ensure compatible design and historic preservation standards for new projects and renovations;
- Guide the revitalization of existing developed areas blending seamlessly the quality of newer and older portions of the Downtown;
- Communicate a clear public vision for the community.

The interpretation and implementation of the Design Guidelines will be based on these goals.

3.3 Applicability

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

4.0 Circulation and Access

4.1 Introduction

The potential for long term economic development and conservation efforts within the Downtown is directly affected by the diversity, capacity, features, amenities, and physical condition of the Antioch transportation network. In addition to local policies and programs, the Downtown transportation network is also influenced by regional policies and external conditions. The land uses established in this Plan are supported by a balanced transportation network that includes vehicular, transit, bicycle and pedestrian modes. Downtown benefits from existing and improving multi-modal transportation access, and is currently served by Tri-Delta Transit bus routes and an Amtrak station. An eBART station is under construction a short distance from Downtown Antioch on Hillcrest Avenue and State Route 4, and there are plans for a potential future Downtown ferry terminal. The existing Downtown traditional grid street pattern provides good access to vehicles and pedestrians. In addition to the street network and transit, there are existing bike and pedestrian paths and wide sidewalks, particularly in the Downtown Core. Yearly ongoing improvements are being made to make the entire downtown area wheelchair accessible.

In the past, alternative transportation has typically been subordinate to roadway and intersection planning. However, newer policies and practices are aimed at strengthening the connection between development and alternative transportation. For the Downtown Specific Plan it is expected that pedestrian, bicycle, and transit improvements will be given high priority.



The construction of parking lots and roadway improvements will have to be carefully balanced with the installation of new bicycle lanes, pedestrian paths, and transit connections. Future improvements may be needed in all of these areas to attract investment to Downtown Antioch. The challenge will be to allocate the limited resources available in a way that will most effectively facilitate implementation of the community's goals for the area.

In general, the roadways and intersections serving the Downtown have sufficient excess capacity to accommodate increases in automobile traffic from approved and pending projects, including some degree of future additional development. However, should the traffic generating potential of future development exceed the levels assumed in prior analyses, additional roadway enhancements may be necessary.

It is important to highlight that many progressive communities have found that Downtown congestion can actually be an indicator of a healthy economy, rather than a hindrance to traffic access. Further roadway capacity increases in the Downtown could disrupt the urban fabric and diminish the attractiveness of living, visiting or doing business Downtown. As a result, some communities have relaxed their level of service (LOS) thresholds in downtown areas to

LOS E or even LOS F in favor of preserving the street environment, mature street trees, and prioritizing pedestrian, bicycle, and public transit travel modes.

This Plan calls for the consideration of both aesthetic and pedestrian/bicycle improvements to the A Street, L Street and Auto Center Drive Corridors, in order to improve their function as principal entrances to the Downtown. Also, this Plan calls for consideration of possible street name changes to A and L Streets, in order to potentially better correlate those important corridors with their role as principal access ways to the Downtown.

General Plan Circulation and Growth and Management Elements

Chapters 7.0 (Circulation) and 3.0 (Growth Management) of the Antioch General Plan establish the goals and policies affecting vehicular, pedestrian and bicycle circulation, as well as the sequencing of improvements and related services within the City and Downtown. The Downtown Specific Plan relies upon and includes by reference all goals and policies of the General Plan, and the Circulation and Growth Management Elements in particular.

4.2 Existing Street Network

The roadway system that currently serves the Downtown and surrounding portions of the City are shown in **Figure 4-1**. For the most part, the Downtown street system is a traditional grid pattern, as found in many historic downtowns. A total of five General Plan designated Arterial roads directly connect the Downtown with other portions of Antioch, and to regional State Routes 4 and 160. These arterials that serve as gateways to the Downtown are (from west to east): (1) Auto Center Drive; (2) 10th Street; (3) L Street; (4) A Street; and (5) Wilbur Avenue. 9th Street inside the Downtown is designated in the General Plan as part of an Arterial (one way) Couplet with 10th Street between A and L Streets.

In addition, the Downtown contains a number of roadways designated as Major Collectors in the General Plan. These are: L Street from 4th Street to its northern terminus at Marina Park; 2nd and 4th Streets are labeled as a Major Collector (one way) Couplet, for 2nd Street from L Street east to E Street, and for 4th Street from L Street east to C Street; G Street from 4th Street south throughout and beyond the Downtown; and E Street from 2nd Street to 9th Street.

Future Street Improvements

The existing Downtown grid street network is efficient and effective at moving vehicles into, out of, and through the area. Therefore, any street improvements envisioned through this Plan are relatively minor. As conditions change in the future, and more development occurs, it may be determined appropriate that one or both of the Downtown one-way couplets described in the General Plan, or other alternatives as appropriate, be studied further as to whether implementation would benefit access. If benefits would accrue, the City would then proceed to develop related funding and implementation plans.

Some Downtown intersections have 4 way stop signs, while others have 2 way stop signs. The City will explore whether development of a "Downtown 4 way stop warrant" criteria would help standardize and streamline any future evaluation of implementation of 4 way stop intersections.

Goals, Objectives, Policies, and Programs

Goal A: A street network within and to Downtown Antioch that offers ease of connectivity and access.

Objective 4.1: Maintain a pedestrian-friendly environment.

Policy 4.1.1: In Downtown Antioch, the City of Antioch prioritizes pedestrians, cyclists, and quality of life for its residents over simple increases in traffic efficiency.

Program 4.1.1a: The City of Antioch will pursue a study to determine whether two way stop sign intersections should be converted to four way stop intersections.

Internal Circulation

General Plan Circulation Element Figure 7.1 (Circulation) designates 9th and 10th Streets between A and L Streets as an Arterial (one-way) Couplet, and 2nd and 4th Streets between A and L Streets as a Major Collector (one-way) Couplet that are intended to serve as one way traffic loops on those streets, in order to move traffic more efficiently through the Downtown.

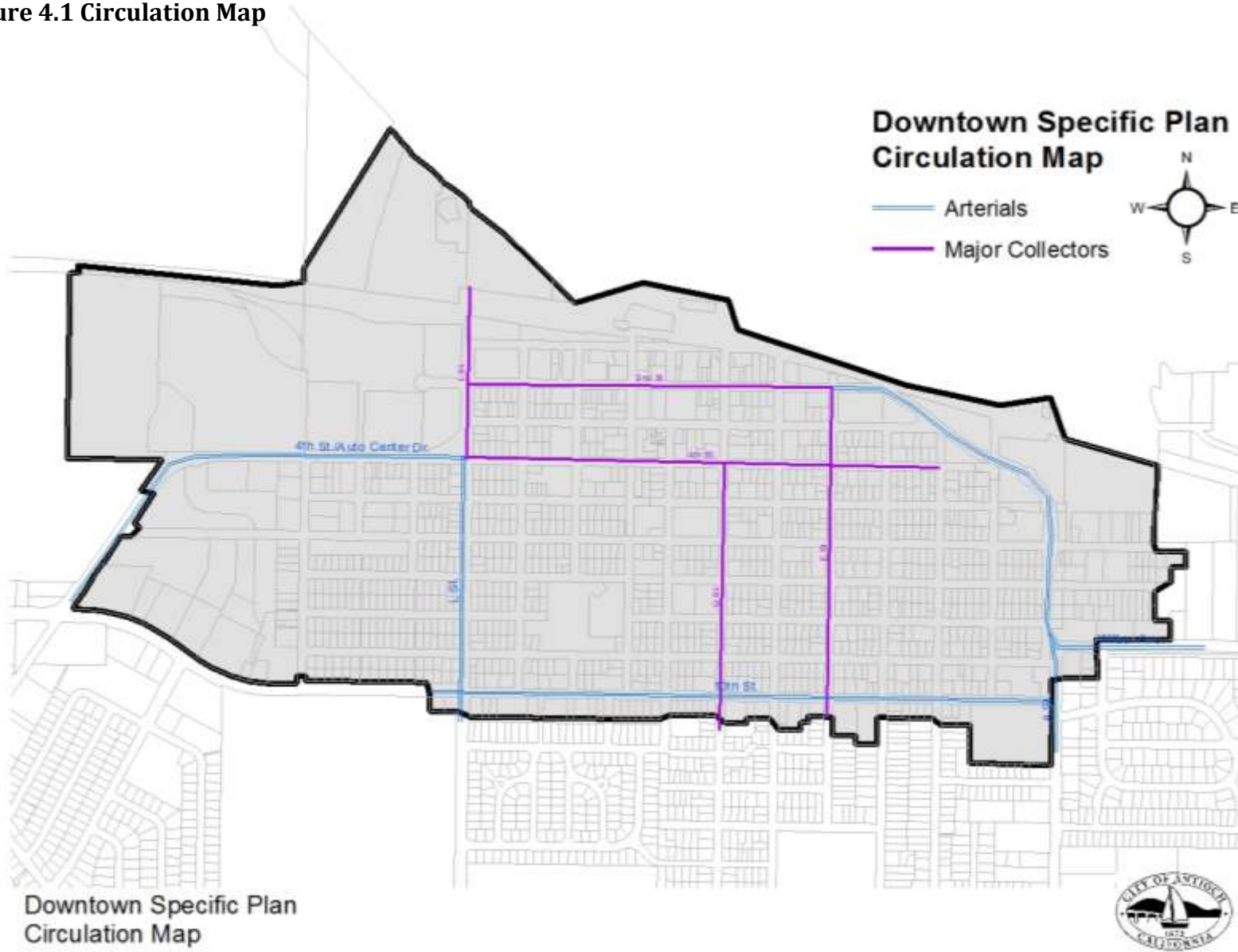
Program 4.1.1b: The City of Antioch will re-evaluate the benefits of converting 9th and 10th Streets to an Arterial Couplet and 2nd and 4th Streets as Major Collector one-way Couplets and the potential impacts on existing residents, quality of life, and pedestrians and cyclists.

L Street and A Street both provide very important connections to Downtown and offer a first impression for many visitors. They are also denoted on State Route 4 as the primary connectors to Downtown and the Marina. Although residents identify L Street as a connection to Downtown and the Marina, first-time visitors may not make the same connection.

Program 4.1.1c: The City of Antioch will consider changing street names for L and/or A Streets to more distinctive names that reflect the importance of these roadways, and their link to the history and character of Antioch and the Downtown.

Program 4.1.1d: The City of Antioch will study the potential benefits and costs of aesthetic or other enhancements to “A and/or L Streets between State Route 4 and the Downtown, to determine the feasibility of making them more inviting corridors for bringing visitors directly Downtown.

Figure 4.1 Circulation Map



4.3. Pedestrian and Bicycle Connections

The Downtown has a generally pleasant and varied streetscape. In the Downtown Core, pedestrian amenities including wide decorative sidewalks, street trees, historic street lamps, planters and street furniture make the area attractive to walkers. That rich existing character helps provide a sense of place and supports retail shopping activity. Existing and future bicycle and pedestrian paths are shown on Figures 4-2 and 4-3.

The City of Antioch adopted TRANSPLAN's East Contra Costa Bikeway Plan in 2001. In that Plan, Figure 1: Existing Eastern Contra Costa County Class I (a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized), Class II (a striped lane for one-way bicycle travel on a street or highway) and Class III (shared use with pedestrian or motor vehicle traffic) Bicycle Facilities – Area 1, that includes Antioch, shows no bike facilities in or very near Downtown. In the 2001 Plan's Figure 3: Ultimate Eastern Contra Costa County Class I, II and III Bicycle Facilities – Area 1, 10th Street from A Street to L Street is shown as a Class II route, connecting with Class II routes on Wilbur Avenue to the east, and the Pittsburg/Antioch Highway to the west. The route on 10th Street intersects with a Class II route shown on L Street, starting at 4th Street and running south to James Donlon Blvd.

In 2009, the CCTA adopted a Countywide Bicycle and Pedestrian Plan, which incorporated Antioch's local projects and programs, and was subsequently adopted by the City in 2009. An Antioch Community Development Department staff member served on the Countywide Bicycle and Pedestrian Advisory Committee that helped develop that Plan. The Antioch projects and programs in that Plan serve as the foundation for improving the safety and attractiveness of bicycling and walking in the City. The plan recommends links to the Countywide Bikeway Network along with various regional improvements and local projects, including both on-street and off-street bikeways and pedestrian facilities in the City. Furthermore, the Plan provides guidance and strategies for planning and funding of local and regional projects. Specifically, Figure D-1 in Appendix D to that Plan shows bicycle routes or lanes on:



- 4th Street from G to L Street – Existing Class II
- G Street from 4th to 10th Street and continuing south - Existing Class II
- L Street from 4th to 10th Street and beyond – Proposed Class II
- L Street from 4th Street to the Marina – Proposed Class III
- 9th Street between A and L Streets – Existing Class III
- 10th Street between A and L Streets – Existing Class II
- Wilbur Avenue connects to Downtown at A Street and running east – Existing and Proposed Class II

- Auto Center Drive heading east and turning into 4th Street connects to Downtown – Existing Class II

Current Conditions

While pedestrian access (including sidewalks, curb ramps, crosswalks, and other improvements) is generally available throughout the Downtown core, the area is in need of curb ramps at a number of intersections. Consistent with Section 7.4.2 of the Antioch General Plan, as future development proceeds in the Downtown, walkway, bicycle lane, lighting, and other circulation and access conditions will be evaluated, and appropriate public improvements will be considered as part of new developments, if a nexus would exist.

Despite the array of the eight existing and proposed bicycle facilities shown above and in the 2009 CCTA Countywide Bicycle and Pedestrian Plan, Downtown actually has:

- One existing Class II striped bicycle lane on L Street from 4th to 10th Streets.
- An existing Class III Shared Route bicycle route (routes that share the roadway and provide signage to alert bicyclists and motorists that a bicycle route exists) on 9th Street.
- An existing Class III route on “F” Street from 5th Street heading south.
- Wilbur Avenue has westbound bike lanes that connect to Downtown, going as far west as A Street.
- Bicycle/Pedestrian Path south of the railroad tracks between L Street and I Street.
- Bicycle/Pedestrian Path around the Marina (with a disconnected path to the Dow Wetland path).

The current on-street bicycle network within the Downtown is not thorough or connected, and therefore it does not facilitate bike usage.

Transportation infrastructure in undeveloped areas typically must be extended or expanded to serve new development. The Downtown has a well-connected street, transit and pedestrian system, and there are few constraints to new Downtown development related to providing new transportation infrastructure, with the exception of bicycle ways as discussed above.

Future Bicycle Improvements

While L Street has the sole Class II bike lane in Downtown for a six block stretch, there are gaps outside that area. As of the time of writing this Plan, the City is preparing to look at the needs of L Street for a “Pathway to Transit” project that could include street beautification from State Route 4 to the Marina. Downtown areas that lack bicycle facilities will be considered for bicycle friendly improvements, as shown in Figure 4-3. In the Downtown, those include:

- L Street: Continuous bicycle lanes from State Route 4 to the Marina.
- Auto Center Drive/4th Street Corridor: The costs/benefits of a connection along entire corridor up to L Street should be studied.
- The Rivertown to Southeast Antioch bike lane: The feasibility of this proposed bicycle facility as called for in the General Plan should be analyzed.
- Marina/Dow Wetlands to the Black Diamond Mines Regional Preserve should be explored with the City of Pittsburg.

- 9th Street: Has a few disparately spaced bike route signs on it, and it should be determined whether additional signs would be beneficial.
- G Street: Bike route from 6th Street south.
- Improvements on Wilbur Avenue from A Street to Almond Street with directional signage onto Merrill Drive for eastbound bicyclists.

Objectives, Policies, and Programs

Objective 4.2: Improve pedestrian access to and within the Downtown, and maintain a street and sidewalk system that enables walkability to major destinations, shopping, employment, housing and transit.

Policy 4.2.1: Close gaps in the sidewalk ramp network to ensure continuous pedestrian/wheelchair access to and within the Downtown. Currently, not all intersections have full four corner ramp access.

Program 4.2.1a: Close gaps in sidewalk/wheelchair ramp network

Policy 4.2.2: Ensure that new sidewalks, crosswalks, ramps and other pedestrian streetscape features are ADA compliant.

Objective 4.3: Improve bicycle access to and within the Downtown that is safe and inviting for bicyclists.

Policy 4.3.1: Fill in gaps in existing bicycle facilities and provide proposed new bicycle routes or trails as follows that connect key destinations, housing, shopping, employment and transit:

Program 4.3.1a: The Rivertown to Southeast Antioch bike lane: The feasibility of this proposed bicycle facility as called for in the General Plan should be analyzed.

Program 4.3.1b: 9th Street: Has a few disparately spaced bike route signs on it, and it should be determined whether additional signage would be beneficial.

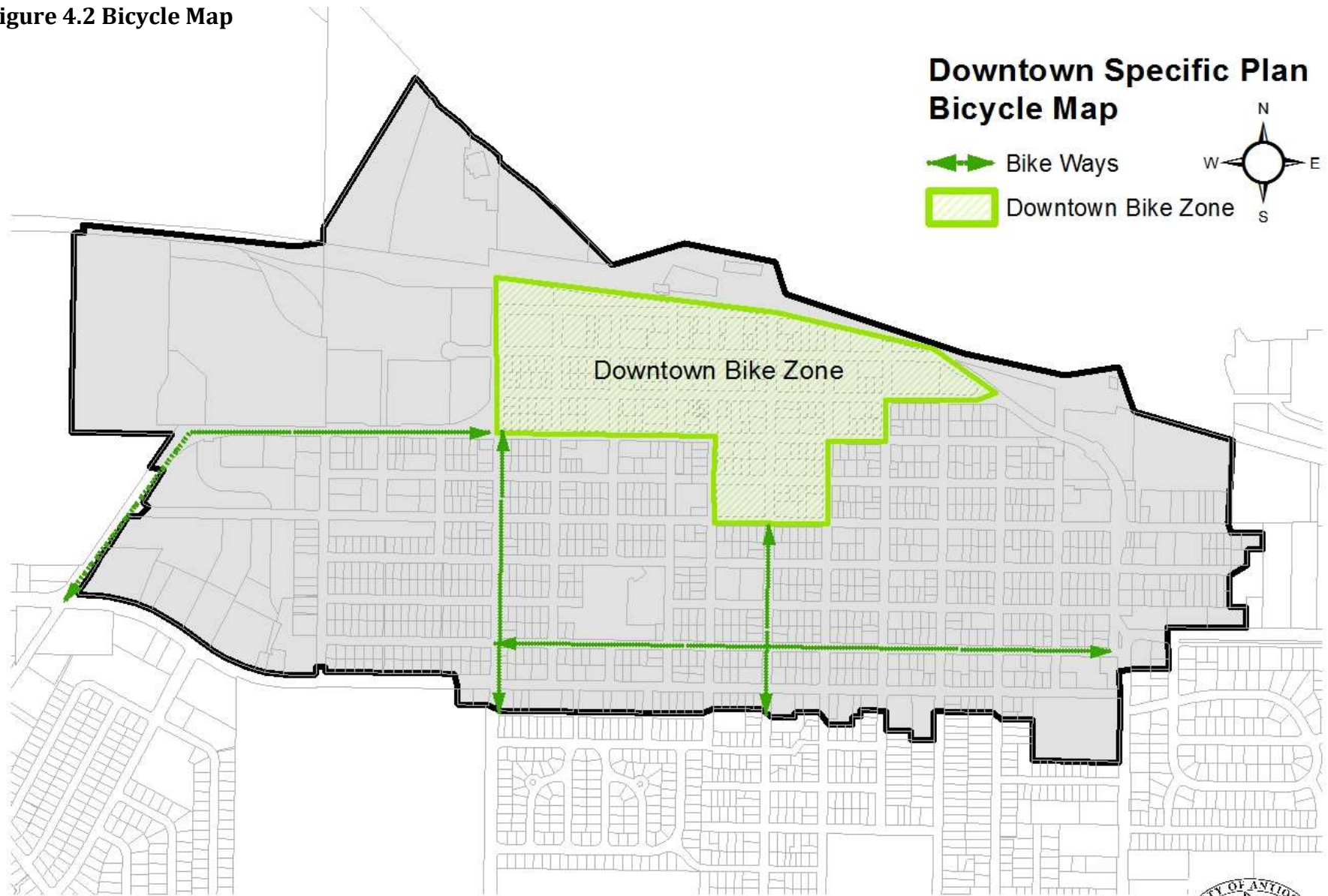
Program 4.3.1c: G Street: Bike route from 6th Street south.

Policy 4.3.2: Require bicycle racks or storage in all new multi-family residential developments, multi-tenant retail, office and mixed use developments, and government, transit and institutional uses.

Policy 4.3.3: Provide bicycle parking in a well distributed pattern as an amenity to facilitate bicycle usage, including in existing City parking lots.

Policy 4.3.4: The Downtown Bike Zone should be entirely and uniformly accessible to bicyclists. Bicycle infrastructure should be distributed throughout and bicycle access should be prioritized.

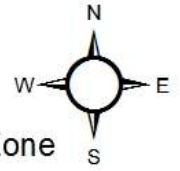
Figure 4.2 Bicycle Map



**Downtown Specific Plan
Bicycle Map**

←→ Bike Ways

▨ Downtown Bike Zone



Downtown Bike Zone

Downtown Specific Plan
Bicycle Map



4.4. Transit

The Downtown is currently served by three Tri-Delta Transit bus routes and an Amtrak station located at the northern waterfront. Tri-Delta bus route 387 runs weekdays from the Tri-Delta bus terminal in Antioch, through Downtown, to the Pittsburg Bart station. Route 388 runs weekdays from the current Hillcrest Park & Ride lot (that will become the Hillcrest eBART Station in 2018), fairly directly to and through Downtown, to the Pittsburg Bart Station. Route 392 runs weekends and holidays from the current Hillcrest Park & Ride lot (that will become the Hillcrest eBART Station in 2018), on a circuitous path to, and then through Downtown, to the Pittsburg/Bay Point Bart Station. The Amtrak station is unstaffed, and is located on the San Joaquin Oakland Amtrak route that stretches from Bakersfield to Stockton and beyond to Sacramento or the East Bay Area with connections to San Francisco. The current transit network serving the Downtown and surrounding areas is shown in Figure 4-4.



The extension of eBART service to Antioch at the Hillcrest Station that is currently under construction is scheduled to open in 2018. This station will introduce regional rail rapid transit service comprising approximately 10 miles of new track between the existing Pittsburg/Bay Point BART Station and the City of Antioch, connecting to the BART system, serving the San Francisco Bay Area. The location of the new eBART station is shown in Figure 4-5, along with the proposed eBART rail line extension shown in Figure 4-6.

Once the eBART station opens at Hillcrest, commuters and visitors may begin to travel between the station and Downtown. Tri-Delta bus route 388 provides fairly direct service between the station and Downtown on weekdays. Route 392 provides less than direct access on weekends. If that travel pattern emerges, and route 388 and/or 392 are not adequate to serve it, there is the opportunity for the City and Tri-Delta Transit to study it, and provide feasible means to improve the connecting access, if appropriate (at the time of writing this Downtown Specific Plan it is noted that Tri Delta Transit is in the process of redoing all of their routes to coincide with the eBART station opening).

The opportunity exists for a future ferry terminal to be located at the northerly extension of “I” Street at the Urban Waterfront west of Waldie Plaza and the Downtown Mixed Use Core. As located in the Land Use Diagram (Figure 3-13) and the Waldie Plaza Concept Plan (Figure 3-15), the terminal would provide an alternative mode of transportation to Oakland and San Francisco.

Objectives and Implementation Measures

Objective 4.4: Establish Downtown as a multi-modal transit destination and a connector for bus, Amtrak, eBART and ferry service.

Policy 4.4.1: Improve the accessibility of, educate the public about, facilitate the use of, and enhance linkages between the existing and future Downtown multi-modal transit resources, and local and regional sites.

Policy 4.4.2: Encourage comfortable, safe and convenient amenities be provided at the Amtrak, eBART and Ferry stations, including seating, bicycle racks and/or lockers, informational and directional signage.

Policy 4.4.3: Work with Tri-Delta Transit and Bart to promote regional transit service to and from Downtown.

Because of the pedestrian friendly, retail and nearby residential nature of Downtown, and the existing adequate supply of parking, many trips can be accomplished on foot, reducing the need for additional parking. The mix of uses Downtown promotes internal trips and enables people to park once to visit multiple destinations, further reducing parking need. For example, people can park once, have lunch, browse shops, walk along the river, and then return to their cars without having to move them. The three Tri-Delta Transit bus routes serving Downtown can also bring people there with no need for parking. There will be an opportunity for expanded Tri-Delta shuttle service to Downtown, from its newly proposed Park and Ride lot. Nearby residents can walk or bike Downtown from their homes without need to park Downtown at all. However, access by car will continue to be important for many people, including those accessing the Amtrak or future Ferry Stations, visiting from central or south Antioch, or from other towns.

Providing adequate parking is important for retail success, special events, and to reduce vehicle miles spent looking for parking. A broadly based parking strategy that minimizes the need for constructing excessive parking, meets community and business owner desires for convenient access to the Downtown, and provides commuter access to the Amtrak and future Ferry Stations is a key component of this Plan. Transportation Demand Management (TDM) is a combination of measures, services, incentives, and facilities that can help reduce the number of vehicle trips by encouraging the use of transit, bicycling, and walking. TDM can also assist with parking management and may help reduce the number of parked cars within the Downtown.

The existing two hour commercial-related parking time restrictions are driven by the need to provide parking turnover near shop frontages, increasing customer convenience and the perception that convenient parking is available. Time restrictions also help manage parking behavior by shifting employee, and other long-term parking to peripheral areas. This two hour limit must be balanced with the pedestrian friendly “park once” strategy where people can park and spend time dining, shopping, taking in a show at the El Campanile and viewing the River.

The parking and TDM objectives and implementation measures below are aimed at managing parking and transportation demand, and to improve the quality of the pedestrian and bicycle environment. Parking policies focus on a shared parking and flexible approach. Public parking options focus on on-street parking with key public parking lots that serve Downtown. Parking

standards are included in Chapter 2: Land Use. TDM measures consider a range of approaches appropriate for development in Downtown.

Objectives and Implementation Measures

Objective 4.5: Recognize that the historic character and layout of most commercial sites in the Downtown Core of Antioch are pedestrian oriented, and therefore do not and cannot provide on-site parking. Acknowledge the importance of preserving the historic character of the Downtown, and that pedestrian and other modes of transportation are available. Accept that the existing on-street and off-street parking supply is adequate for current conditions in the Downtown Core, and should be regularly evaluated for changing conditions and needs. Recognize that parking should not be a limiting factor on the use and development of commercial sites in the Downtown Core that cannot accommodate on-site parking without significantly limiting the use of such sites. Balance parking needs and supply with the desire to maintain Downtown’s ambiance, and promote transit, walking, and bicycling.

Policy 4.5.1: Regularly review on-street and off-street parking availability, requirements and restrictions (no parking, time limit parking) with downtown merchants and residents to determine if updated parking facilities, requirements or restrictions would better serve current and future parking needs.

Policy 4.5.2: Do not require the provision of on-site parking in the Downtown Core for changes of use to or rehabilitation of existing commercial buildings, or for development of new commercial buildings on sites that are of such size and configuration that they could not accommodate on-site parking without severely limiting the use or development of such sites, when compared to larger commercially designated sites.

Policy 4.5.3: Allow credit for on-street parking spaces directly adjacent to a property for visitors or retail uses, where appropriate. This should be on a one-to-one basis.

Policy 4.5.4: Allow “unbundled parking” within residential development projects. Unbundled parking separates the cost of parking from the housing, meaning that residents with no vehicles would realize a cost savings by not leasing or owning a parking space. Correspondingly, residents wishing to lease or purchase more than one space could pay “market price” to do so.

Policy 4.5.5: Encourage underground, or tuck-under parking in new development, to maximize occupied uses and open space at the ground level.

Policy 4.5.6: Maintain on-street parking where it exists to enhance access to stores and services and to provide a buffer between pedestrians and traffic.

Policy 4.5.7: Work with Tri-Delta Transit and Bart to publicize and incentivize the use of transit to and from Downtown, and for special events. This may include coordination to provide extra service on special event days.

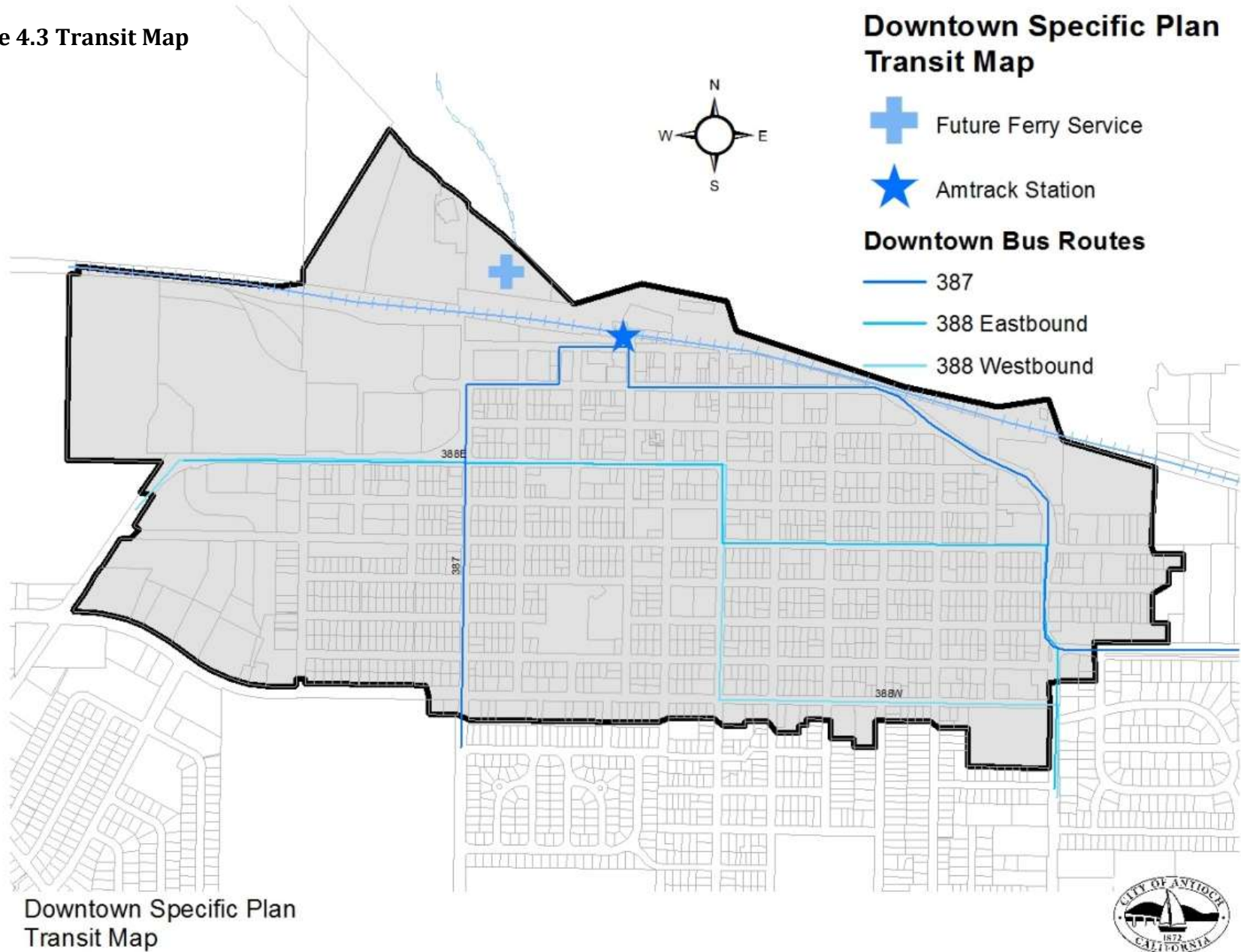
Policy 4.5.8: Design new mixed-use developments to enable parking to be shared efficiently between various uses, and coordinate with Tri-Delta Transit to provide shuttle service from its newly proposed Park and Ride lot to the Amtrak Station.

Objective 4.6: Reduce transportation demand by promoting alternative modes of transportation and ridesharing.

Policy 4.6.1: As development occurs within the Downtown, consider transportation demand management strategies as part of the approval process, which can include:

- > Promoting alternative modes of transportation
- > Working with Tri-Delta Transit and Bart to promote regional transit service. Refer proposed development projects to Tri-Delta Transit, and require the provision of bus bay turnouts and bus stops where appropriate.
- > Promoting bicycling to work
- > Ensuring buildings contain bicycle parking facilities, showers, and clothes locker facilities.

Figure 4.3 Transit Map



5.0 Environmental Quality

A high level of environmental quality is a key factor in the Downtown Specific Plan Area for helping facilitate a high quality of the health and safety for all residents, employees, and visitors in the Downtown, as well as protecting the ecological web and natural habitat. This Plan establishes goals and policies that help streamline the project review process, and based on General Plan policies, the California Environmental Quality Act (CEQA), and other local, State, and federal regulations, help avoid or mitigate any potentially negative impacts of development or activity that might adversely affect public health and safety. This Chapter of the Plan addresses noise, air quality, and biological resources.

The area contained within the Downtown Specific Plan was previously analyzed in the General Plan Update Environmental Impact Report (EIR) that was certified in November 2003 and subsequently amended. Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented, lower density residential and commercial land use pattern relative to what is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in potential residential and commercial land use buildout (see Chapter 2, Land Use, above). The purpose of these changes is not simply to reduce the ultimate buildout of the Downtown area, but to recognize current conditions and facilitate near-term improvements and investments. These efforts are expected to strengthen the real estate market and eventually spur larger-scale projects. Furthermore related to air quality, emission levels have declined over time as cars are more fuel efficient and there's a greater mix of hybrids, PZEVs & electric vehicles.

The Existing Conditions: Opportunities & Constraints report prepared in preparation for the Downtown Specific Plan and General Plan Update in February 2015, evaluated the potential constraints that noise, air quality and biological resources may pose to the various opportunities for revitalization of Antioch's Downtown Area. That report is Appendix B to this Specific Plan. Included in that report are descriptions of the fundamentals of noise, air quality and biological resources, a summary of applicable regulatory criteria, and the results of monitoring surveys that were prepared for the City. This chapter relies on, and incorporates by reference the information in the Existing Conditions: Opportunities & Constraints report related to noise, air quality, biological resources and land use compatibility with respect to local policies, and to identify potential constraints and solutions.

5.1 Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. Noise exposure that is excessive can cause negative physical and psychological effects, in addition to interfering with speech, concentration and performance. These responses are especially adverse for noise-sensitive receptors, including schools, religious institutions, hospitals, convalescent homes, and residences.

Antioch's General Plan Section 11.6 Noise Objective and Policies, and Section 2.6 Noise Constraints of the Existing Conditions: Opportunities and Constraints Report (incorporated herein by reference) identify how sound levels are measured, such as in decibels (dB), typically through an "A-weighted" scale, which emulates human hearing (all sound levels in the Antioch General Plan are A-weighted (dBA), unless specified otherwise - see Figure 11.1 in the General Plan).



Existing Noise Environment

The most significant sources of noise in the Downtown Area are generated when trains pass through, and train horns sound along the Burlington Northern Santa Fe (BNSF) Railroad line that runs east-west through Downtown along the waterfront and from automobile/truck traffic on Downtown streets.

An outdoor noise monitoring survey was conducted for the Existing Conditions: Opportunities & Constraints Report in 2014 to quantify existing noise throughout the Downtown. The survey found that there is the potential for noise impacts on new development from the BNSF Railroad. Therefore, at the time of new development being proposed in the Downtown, unless exempt from CEQA, an up to date noise analysis would be required, if appropriate, to evaluate the potential for any noise impacts per CEQA, and the necessity of requiring any mitigation measures for noise attenuation.

Objectives and Implementation Measures

Objective 5.1: Ensure that the Downtown is a pleasant place to live and work by protecting residents, workers and visitors from noise that affects comfort and health, while accommodating a mix of land uses in the area. Rail transportation-related noise is the most dominant source of noise within the Downtown. Through the General Plan and this Plan, the City is working to ensure maximum attenuation of noise effects along the Downtown rail corridor.

Policy 5.1.1: Require that new residential and other noise sensitive land uses within 200 feet of the rail line incorporate adequate noise attenuation into the design and site planning of the project, if needed, in order to achieve compliance with Chapter 11, Environmental Hazards, Section 11.6.1 Noise Objective and Section 11.6.2 Noise Policies of the General Plan, and CEQA. Conversion of existing buildings with non-residential or non-noise sensitive uses, to residential or noise sensitive uses are to comply with the General Plan noise objective and policies, to the extent possible, given the limitations of the original building siting and design.

Policy 5.1.2: Explore the potential benefits and costs of a railroad Quiet Zone, while still ensuring that safety is maintained at grade crossings.

5.2 Hazardous Materials, Flooding, and Air Quality

The Downtown Specific Plan, similar to other urban infill plans, must address the public health risks associated with hazardous materials and toxic air contaminants, as well as the risk of flooding. This section describes these hazards and includes policies designed to reduce the potential risks associated with Plan buildout.

Hazardous Materials

Hazardous materials are substances with physical or chemical properties that pose an existing or potential future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials and wastes are extensively regulated by Federal, State, regional, and local agencies. The California Department of Toxic Substances Control has identified the former Hickmott Cannery site at the intersection of 6th and A Streets, Downtown, as a contaminated site. This location may face challenges associated with previous uses on the site, which has resulted in contamination that must be cleaned up before new uses can be developed. Section 11.7, Hazardous Material Objective and Policies of the General Plan is incorporated by reference into this Specific Plan related to this matter. Project-specific investigations will be necessary for projects on or adjacent to this or other Downtown sites that may contain contamination; to ensure that potential health risks are fully addressed per the Contra Costa County Hazardous Waste Management Plan and CEQA.

Flooding

Portions of the Downtown are located within the 100 year flood zone (areas subject to inundation by the one percent annual chance flood event), or are prone to flooding during times of heavy rain. Per General Plan Section 11.4, Flood Protection Objective and Policies (incorporated by reference into this Specific Plan), a 100 year flood hazard zone runs adjacent to the San Joaquin River. In the vicinity of B Street, the 100 year flood hazard zone extends from the San Joaquin River south across the BNSF Railroad, and then spans East Antioch Creek. This flood zone is approximately 1,600 feet wide, just south of the Railroad. Prior to any new development in areas prone to flooding, unless exempt from CEQA, potential impacts, and any necessary mitigation measures would need to be determined through the CEQA process.

Air Quality

Toxic air contaminants (TACs) are air pollutants that may cause or increase mortality or serious illness, or that may pose a present or potential hazard to human health, and are linked to both short-term (acute) or long-term (chronic and/or carcinogenic) adverse human health effects. A challenge for the Plan is to ensure adequate buffers and/or mitigation measures between sensitive receptors and existing and potential sources of TACs. A significant, common source of TACs is onroad motor vehicles, such as trucks and cars (mobile sources). In Downtown Antioch, another significant source of TACs and airborne carcinogens is the BNSF Rail line.

Potential health effects related to air quality from railroad traffic along the BNSF rail line in Antioch was evaluated in the Existing Conditions: Opportunities & Constraints Report. The evaluation found that there is the potential for air quality impacts on new development within 200 feet of the BNSF Railroad. Therefore, per Policy 5.2.2 below, at the time of new Downtown development proposals within 200 feet of the BNSF Railroad line, a project level TAC and Greenhouse Gas analysis if needed, would have to be considered for any project during environmental review on a case-by-case basis, if appropriate per CEQA, to evaluate the potential for any air quality impacts, and the necessity of requiring any mitigation measures for air filtering or other measures.

Objectives and Implementation Measures

Objective 5.2: Ensure that the exposure of new development in the Downtown to hazards is minimized.

Policy 5.2.1: Due to the presence of the BNSF Railroad in the Downtown, and the related potential for toxic air contaminants, the potential for localized flooding, and the possibility of limited areas of soil contamination, development within the Downtown will require careful assessment to ensure that potential air quality, flood and soil contamination environmental and/or health risks are fully addressed.

Policy 5.2.2: For proposed development within 200 feet of the BNSF Railroad line, air quality risk analysis and risk reduction strategies (including for airborne diesel exhaust emissions), if needed, would have to be considered for any project during environmental review on a case-by-case basis. Mitigation, including but not limited to, installation of indoor air quality equipment, such as mechanical high-efficiency particulate air filtration systems (HEPA filters), or equivalent mechanisms to minimize health risks for future residents, may be appropriate, if so determined by an air quality analysis.

Policy 5.2.3: Require new large commercial projects to prepare a loading plan aimed to minimize truck idling and reduce diesel particulate emissions related to truck loading.

Policy 5.2.4: Require standard temporary construction related air quality mitigation measures for all proposed projects, as applicable.

Policy 5.2.5: Ensure new projects within the 100 year flood zone, or areas prone to flooding are designed to reduce flood risk, per General Plan Section 11.4, Flood Protection Objective and Policies, and CEQA. Strategies include site planning to minimize flood risk and applying flood safe standards to new construction.

Policy 5.2.6: Require remediation and clean-up of any contaminated sites prior to development in the Downtown, in accordance with federal, State, County, General Plan Section 11.7 Hazardous Material Objective and Policies, and CEQA standards.

Policy 5.2.7: The City supports efforts to restrict the regular transportation of hazardous materials along the BNSF railroad lines along the waterfront.

5.3 Biological Resources

With its proximity to the San Joaquin River, and other sensitive natural habitat areas, Downtown Antioch is part of a regional biological resource environment in which continuing urbanization, including infill development, may continue to affect the range, population and overall health of a number of special status plants and animals. Although the Downtown is mostly urbanized, containing primarily developed residential, commercial, and public uses, there are a few vacant sites. New development and reuse of previously urbanized properties in the Downtown may impact biological resources, depending on the location and scale of improvements, and the manner in which improvements are planned.



Biological Resource Habitats

As detailed in Section 2.8, Biological Resources, of the Existing Conditions: Opportunities and Constraints Report, and Section 10.4 biological Resources Objective and Policies of the General Plan (both of which are incorporated herein by reference), the Downtown is directly adjacent to 3 biologically sensitive areas: (1) San Joaquin River; (2) Antioch Dunes National Wildlife Refuge; and (3) Dow Wetland Preserve. These resources support a diversity of plant, animal and bird species surrounding the Downtown. In general, developed areas are considered to contain low biological sensitivity. Areas mapped as Non-native Grassland and Ruderal as well as Undeveloped Areas adjacent to highly sensitive habitats, are considered to be of moderate sensitivity. A high level of sensitivity is associated with other habitat types, including Open Water, Riparian, Seasonal Wetland, Tidal Wetland and Creek habitats. Most Downtown sites available for new or revitalized development are located within areas of low to moderate sensitivity. However, site-specific conditions within these properties will need to be further evaluated as part of the environmental and development review process, prior to approval of any development.

Special Status Resources

Figure 2.8.2 in the Existing Conditions: Opportunities & Constraints report, identifies the known occurrence and range of several special status animals identified in the California Natural Diversity Database (CNDDDB) which may be present within or directly adjoining portions of the Downtown Area, including the California tiger salamander, Delta smelt, Lange's metalmark butterfly, longfin smelt, salt-marsh harvest mouse, steelhead – Central Valley DPS, western pond turtle and western red bat. Figure 2.8.3 in the Existing Conditions: Opportunities & Constraints report, identifies those listed CNDDDB bird species likely to be nesting and/or foraging within the Downtown Area, including the song sparrow. Shoreline areas are known to contain a higher number of special-status species including fish, plants and terrestrial wildlife due to the interface of multiple habitat types. Riparian and wetlands habitat types are also biologically diverse with numerous special-status species occurrences.

Butterfly, bat and avian species are mobile and are therefore generally identified on the CNDDDB maps rather than specific locations. Specific habitat types must be present for their occurrence. While not identified on the map, special-status fish species such as steelhead may utilize portions of the two creek channels. A number of CNDDDB listed special status plants are known to occur within or adjoining the Downtown Area, and are shown in Figure 2.8.4 in the Existing Conditions: Opportunities & Constraints report. The Dune and Shoreline areas are known to contain a higher number of special-status plant species due to the interface of multiple habitat types. These special-status plants are normally associated with non-disturbed native habitat types.

Biological Constraints

Figure 2.8.5 in the Existing Conditions: Opportunities & Constraints report, provides an overall summary of biological constraints that affect future development and use of properties within and adjoining the Downtown Area. The classifications of Low, Medium and High levels of potential constraints are based on the following factors:

- Low – Assumes existing development is present.
 - Minimal or no biological sensitivity.
 - Primary biological concerns include potential presence of bat species in buildings and nesting avian species in vegetation.
 - Assumes that no resource agency permitting would be required.

- Medium – Assumes no development but may include managed (disked) lands or areas which have experienced minor grading in the past.
 - Includes moderately sensitive habitat.
 - Biological concerns would include potential for special-status plants and wildlife species typical of grassland communities including burrowing owls, California tiger salamander, Lange's metalmark butterfly, and various avian species.
 - Resource agency permits may be needed depending on presence/absence of listed plant and wildlife species.
 - Species mitigation may be required.

- High – Assumes presence of native habitat or areas which have experienced little or no disturbance. Would also include shoreline areas and those areas adjacent to creeks or containing wetlands.
 - Includes highly sensitive biological habitats.
 - Biological concerns would include high probability for occurrence of federally and state listed plants and wildlife species typical associated with dune, creek, wetland and shoreline communities.
 - Resource agency permits would be needed for activities in these areas.
 - Habitat and species mitigation would be required.

Several key Downtown sites may either contain or directly adjoin areas of High constraint sensitivity, indicating the need for further analysis and documentation of avoidance or mitigation of the specific potential constraints, per CEQA, prior to any development activity.

Objectives Policies, and Programs

Objective 5.3: Protect and improve the quality of biological resources and habitat areas.

Policy 5.3.1: Where feasible along the River, allow public access in the form of open space or a multi-use trail, and incorporate interpretive signage for educational purposes in public access areas.

Policy 5.3.2: Encourage new development to face the River and to promote public access to the Riverfront.

Policy 5.3.3: Require that proposed development sites that may include habitat that supports special-status species with a moderate or greater potential to exist in the Downtown, inventory sensitive resources, and develop adequate measures to avoid or mitigate any impacts. The inventory must be conducted by an independent, qualified biologist, and follow guidelines established for federally-listed species. If special-status species are identified, an avoidance strategy must be pursued where feasible.

Policy 5.3.4: Comply with all applicable Federal, State, CEQA and City regulations and policies for biological resource protection, prior to any new development activity.

5.4 Seismic Hazards Identification and Mitigation

Eastern Contra Costa County, as well as the San Francisco Bay Area as a whole, is located in one of the most seismically-active regions in the United States. Although no known active faults are located within Antioch, per General Plan Section 11.3, Geology and Seismicity Objective and Policies (incorporated herein by reference), major earthquakes have occurred near Antioch in the past, and can be expected to happen again in the near future. There is at least a 70 percent probability of at least one magnitude 6.7 or greater earthquake to occur on one of the major faults within the Bay Area before 2030. The Hayward Fault, in the Berkeley Hills, is approximately 30 miles west of Downtown. This fault is considered the highest risk for major damage in the Bay Area, as it is overdue for a major earthquake, and this fault is capable of producing quakes of up to about magnitude 7. Buildings constructed since the 1970's in California have incorporated seismic safety design and construction factors of various levels aimed at protecting life safety and structures. Buildings constructed prior to the 1970's pose potential seismic hazards in the event of a strong earthquake.

Buildings at Risk Due to Earthquakes

The City of Antioch has identified 57 properties located north of State Route 4 which contain structures that are potentially unsafe during major seismic events. All except one of these properties is situated within the Downtown (see Figure 2.13.1, Sub-Area 1, in the Existing Conditions: Opportunities & Constraints report). The buildings on these properties are reported to have been built with unreinforced masonry structural walls. Per the General Plan, unreinforced masonry buildings (URMs) constructed of brick or concrete block pose the most severe hazards. Under strong intensity ground shaking, many of these structures may be expected to collapse or require demolition, as has occurred in strong earthquakes in downtowns with URMs in Santa Cruz, Napa Valley, and Whittier. The City has sent letters to the owners of all 57 properties noted above, to notify them that their buildings are potentially unsafe in a seismic event. Many of these identified structures do not comply with State Law requiring seismic risk placard noticing. These properties represent an opportunity to

structurally improve or replace the existing structures with earthquake safe buildings, and are a constraint to private investment (and safety risk), due to the additional cost associated with seismically improving a property as opposed to simple reuse of the existing structure.

Low lying portions of the Downtown adjacent to the San Joaquin River could be affected by a seismically generated tsunami. However, projected wave height and tsunami run-up is expected to be small in the interior portions of the Delta. Some coastal inundation and damage could occur in Antioch if a tsunami coincided with very high tides or an extreme storm. Per the United States Geological Service, and as shown on General Plan EIR Figure 4.5.4, some areas of Downtown adjacent to the River have a very high to low potential for liquefaction in the event of a significant earthquake. New construction or significant remodels in the high risk areas will be subject to seismic analysis as part of the City's building plan review process.

Objectives, Policies, and Programs

Objective 5.4: Minimize the potential for loss of life, physical injury, property damage, and social disruption resulting from seismic groundshaking and other seismic events.

Policy 5.4.1: Comply with the Geology and Seismicity Policies in the General plan.

Policy 5.4.2: Explore the potential adoption by the City of a Seismic Hazards Identification and Mitigation Program for URM's in Antioch, similar to the program adopted by the City of El Cerrito in 2009.

Policy 5.4.3: Require that all URM's identified by the City post seismic hazard risk signs on the exterior of their building, as required by State law.

Policy 5.4.4: Provide information to and explore the establishment of incentives for property owners to rehabilitate hazardous URM buildings (such as reductions in permit fees, and expedited plan checking), using updated construction techniques to mitigate seismic hazardous posed by their buildings.

5.5 Cultural and Historic Resources

Downtown Antioch's historic buildings contribute largely to its community character and identity. Section 10.9 Cultural Resources Objective and Policies of the General Plan (incorporated herein by reference), states that prehistoric cultural resources in the San Francisco Bay Area tend to be located near sources of fresh water, and along the bay or Delta shore. Prehistoric and historical archaeological sites and fossil sites have been recorded in Antioch. The Downtown waterfront is a distinctive on- and off-shore cultural and historic resource containing shipwrecks mapped offshore, and many of the City's most historic buildings. Fiftysix Antioch buildings and four monuments to vanished sites are listed on national, state, and local registers of historic properties and landmarks.

The Directory of Properties in the Historic Property Data File (HPD), maintained by the State Office of Historic Preservation, is a master list of all resources that have been evaluated for potential eligibility for State and national registers of historic places. The HPD listing for Antioch, as of February 2001, forms Appendix B of the General Plan. The Antioch Historical

Society maintains a separate list of City landmarks. Downtown historic resources are also listed in the General Plan EIR.

Objectives, Policies, and Programs

Objective 5.5: Preserve archaeological, paleontological, and historic resources within the Downtown for the ambiance, cultural benefit, and education of future generations.

Policy 5.5.1: Comply with Section 10.9.2 Cultural Policies of the Antioch General Plan.

Policy 5.5.2: Prior to approval of any planning permit approval or permit for construction, alteration or demolition, an in-depth study/assessment shall be prepared to determine if the site and/or building is a significant cultural and/or historic resource (as defined by CEQA). The study shall be prepared by an archeologist and/or architectural historian or professional that is knowledgeable of cultural and/or historic resources and local, state and federal cultural/historic preservation regulations.

Policy 5.5.3: Development and construction involving alterations, additions, or exterior modifications shall meet the Secretary of the Interior's Standards. The improvements shall also be consistent with the Antioch Design Guidelines.

6.0 Public Facilities, Services, and Infrastructure

This Plan anticipates that the Downtown will experience future residential and commercial growth and development. A complete network of public facilities, services, and infrastructure will be necessary to support existing and new residents and businesses. This chapter describes the major utility systems serving the Downtown, and the additional facilities, services and infrastructure that will be required under future potential buildout of this Plan, and includes policies to ensure a high quality environment in the Downtown.

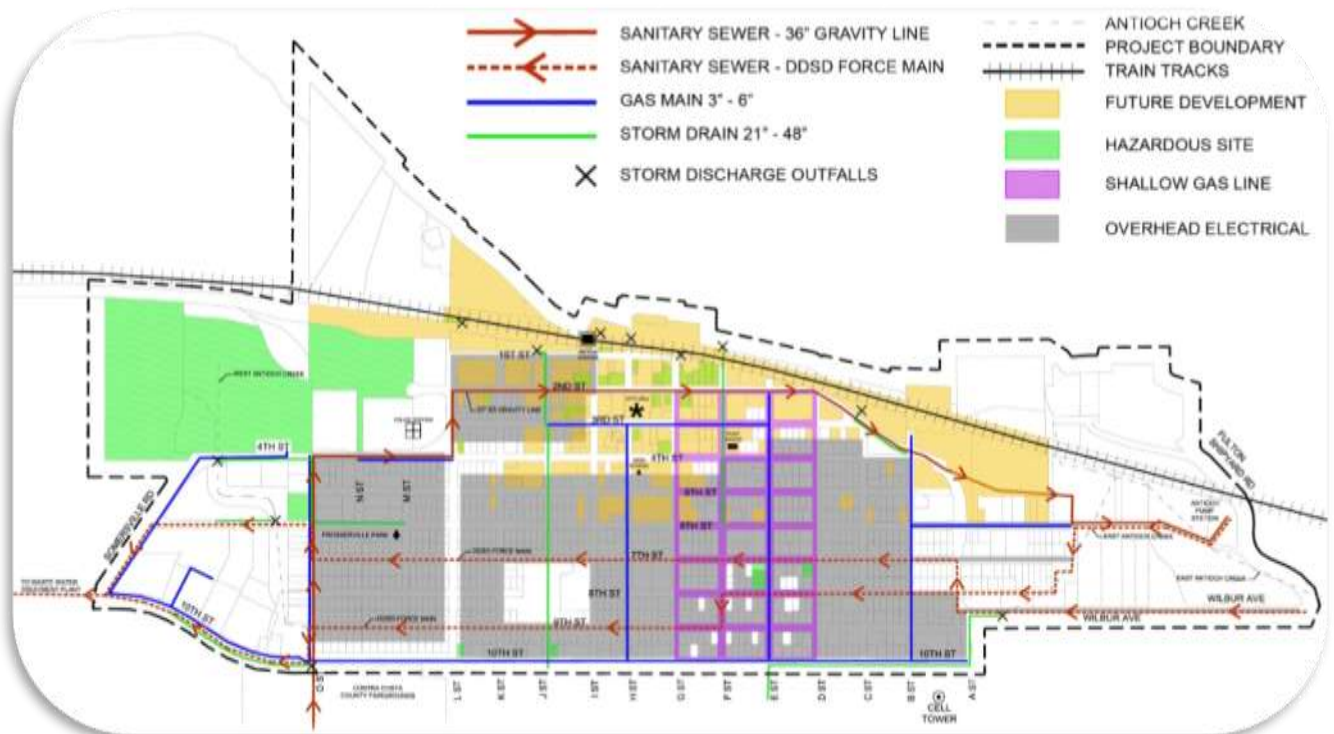
6.1 Sanitary Sewer Service

Antioch’s Sanitary Sewer system consists of gravity sewer systems, manholes, rodding inlets and other access structures. In addition to the City owned and operated wastewater collection systems, there are several other sewer conveyance facilities that are owned and operated by Delta Diablo (DD). The Downtown includes several gravity lines flowing northerly towards the San Joaquin River, and then predominantly flowing easterly towards the Antioch Pump Station (APS). This area also includes two force mains flowing westerly from the APS to the Waste Water Treatment Plan (WWTP) located west of Antioch, which is owned and operated by DD.

Utility System Constraints

Figure 6.1.1 shows utility constraints in the Downtown, including for sewers, as described more fully in Chapter 2.7.2 of the O & C Report.

Figure 6.1 Summary of Utility Constraints within Downtown



Following are the key constraint issues identified for Sanitary Sewer Facilities within the Downtown Area:

- The City's Sewer Master Plan indicates that most of the main line pipes were built prior to 1960. Pipes of that vintage may have cement mortar joints. After 1960 sewer pipe joints were primarily rubber compression, with improved leakage protection. The Master Plan identifies leakage from aged pipes combined with the high groundwater table as a possible cause of infiltration and inflow issues. However, the City lacks current information and soils samples regarding sewage leaks due to pipe joints. Consequently, soil sampling within the Downtown may be considered at the time of major new development to help determine if there are any potential leak issues that might need to be addressed.
- The Sewer Master Plan also identifies a segment of the 33-inch sewer main east of the A Street extension as having a negative slope. Negative pipe slope has the potential to create a pressure system in gravity pipes that can reduce system capacity that may need to be improved at the time of major future development and/or significant land use intensification.
- The sewer system has been computer modeled using HYDRA. The Master Plan calls for using unit flow factors to forecast population and land use demands. That methodology will be used to evaluate sewer capacity needs associated with future major development and land use intensification proposals.
- DD has identified potential capacity restrictions in the trunk line from the Wilbur overpass to the Antioch Pump Station located east of Downtown, resulting in: (a) The occurrence of diversions to storage at APS Equivalent Storage Basins (ESB) during peak dry weather flow (PDWF); (b) Overflow at APS ESB during peak wet weather flows (PWWF); and (c) Surge in the collection system. To address the above limitations, DD's Master Plan identifies a phased construction process consisting of the following:
 - Eliminating the Bridgehead gravity lines to APS and connecting FM-1 & FM-2 to AFM-102 via a 24-inch force main. APS operating only on AFM-101 with existing pumps.
 - Upgrade pumps at APS to have capacity equivalent PDWF and optimize use of existing storage at ESB.

6.2 Electrical Service

Existing Conditions

Downtown has streets with overhead power lines and streets that are undergrounded, as shown on the PG&E record maps (and summarized in Figure 6.1.1). The City has previously undergrounded electrical lines on L Street between 10th and 4th Streets, 4th Street, and portions of 3rd Street, 2nd Street and 1st Street. With the exception of L Street, the following streets still have overhead electrical between O and A Streets: 5th; 6th; 7th; 8th; and 9th Streets.

Electrical System Constraints

1. As shown on the Utility Constraint Map, there remains an island of overhead power lines in the Downtown bounded by L Street, I Street, 1st Street, and 3rd Street. This island of overhead power lines could be funded as a potential underground utility district, under PG&E Rule 20A.

2. The City receives a Rule 20A allocation of \$212,000 per year. The PG&E procedure to process and design a Rule 20A undergrounding project requires approximately 5 years. The City's Rule 20A funds are estimated to reach nearly \$1,000,000 in 2020. The City also has the option of borrowing 5 years into the future, so there could be significant Rule 20A funding available for a Downtown undergrounding project by 2020.

6.3 Water Service

Existing Conditions

The City owns and operates the water system in Downtown. Water is supplied to the City from via the San Joaquin River through an inlet at the Roger's Point boat ramp, or purchased from the Contra Costa Water District and pumped from the canal.. The water system in the Downtown area is divided into Zones 1 and 2. The Downtown Core is primarily in Zone 1. Zone 2 is the area west of O Street towards Auto Center Drive and the Pittsburg Antioch Highway. Within Zone 1 the pipelines range from 2" diameter to 24" diameter. A 24" ductile iron transmission waterline lies within D Street, and there are 10" and 12" ductile iron, cast iron and asbestos cement waterlines on 4th and 6th Streets between K Street and O Street. A 12" cast iron pipe loop system encompasses K, 2nd, A, and 9th Streets, with portions of 9th Street being asbestos cement pipe.

Water System Constraints

Future development within the Downtown could be constrained by available fire flows and pressures in the City water system. The City estimates that pressure readings for Downtown to be about 50 psi. The City does not have current flow readings. Therefore, at the time that future major development or land use intensification is proposed, analysis of water system capacity in that vicinity, with localized fire flow and pressure readings would be needed to confirm fire flow and pressure readings at existing fire hydrants.

6.4 Gas Service

Existing Conditions

As shown in Figure 6.1.1, PG&E gas line service for Zone 3, from Somersville Road to Marie Avenue (West to East) and from the San Joaquin River shoreline to 10th Street (North to South), is via gas mains that vary from 2" through 6" within the Downtown. Gas laterals varying in size from ¼" to 1" serve residential units, and some laterals larger than 1" serve commercial and industrial establishments. The majority of the gas main pipes consist of welded steel pipe with some smaller segments of plastic pipe.

A 6" gas main is located along 10th Street from A Street to E Street, which reduces to a 4" pipe beyond E Street to Somersville Road, and ties back into an existing 6" gas main. There are two 6" gas mains along Somersville road within the Downtown. The 4"- 6" gas main along 10th Street has several 2"- 6" laterals feeding the Downtown. An existing 6" gas main is located along B Street up to 4th Street. An existing 3" line runs along F Street from West 10th to 2nd Street. A 4" gas main on H Street runs to 3rd Street and on O Street up to 4th Street. Several other smaller 2" gas mains are located along other streets.

Gas Line Constraints

1. In October 2014, it was learned from PG&E that there are shallow and old gas lines in the Downtown. The shallow gas lines shown in Figure 6.1.1 are less than 24" deep in the areas between G Street and D Street, and 2nd Street and 10th Street. City staff has encountered some shallow gas lines in the Downtown during various roadway reconstruction and concrete replacement activities.
2. Any development and/or major expansion or renovation of existing buildings within the vicinity of these shallow lines must address the potential risks associated with rupture and/or leakage, prior to approval of building improvements. Such an effort will draw from information from PG&E regarding their on-going program to replace old gas lines, and examination of the process to increase the priority level for funding of such efforts within the Downtown.

6.5 Cellular Service

Existing Conditions

Per the leased cell tower record drawing for Antioch, dated October 2014, the closest cell tower to the Downtown is at the City Park on 10th and A Streets. This is the only cell tower north of State Route 4.

Cellular Service Constraints

Cell phone reception in the Downtown is reportedly poor for all carriers, based on Downtown stakeholder input from late 2014. This is in part based on Downtown's location at the edge of the wide San Joaquin River. This limitation, if it continues, could be a disincentive for businesses and residents considering locating within the Downtown. Improvement of service may come with pressure on cell providers from new residents or businesses. Better service could require placement of one or more cell antennas within the area.

6.6 Storm Drainage

Existing Conditions

The City's storm drainage conveyance system is designed to capture, direct, and convey peak storm flows away from buildings, thereby protecting life and property from flood hazards. The mean annual precipitation in Downtown is 13 inches. The drainage flow is primarily from south to north.

As shown in Figure 6.1.1, there are 12 different storm drain systems present, and each system ultimately discharges into the San Joaquin River. Storm drain pipe size varies anywhere from 6" to 72". There are seven different discharge locations into the San Joaquin River, one into the East Antioch Creek, and three into the West Antioch Creek.

Storm Drainage System Constraints

Future development and reuse of existing buildings within the Downtown Area will be affected by the following storm drain system issues:

1. FEMA’s Flood Insurance rate map identifies the majority of the area surrounded by West Antioch Creek between L Street and Somersville Road north of West 10th Street, as designated Flood Zones where base flood elevations will need to be analyzed.
2. At times of heavy rains and high tides, storm drains may overflow onto some industrial parcels. Interviews conducted as part of the public outreach process included reports of flooding on several sites within the Downtown (including developed properties). Additional hydrology/hydraulics information will be requested from at the time of development to analyze storm drain capacity and provide any needed improvements.

6.7 Emergency Services

Antioch Emergency Response Plan

As more fully described in Chapter 11.8, Disaster Response, of the General Plan, and in Chapter 4.5, Geologic and Seismic Hazards, of the General Plan Update EIR (and as incorporated herein by reference), the City’s approved 1996 Emergency Plan addresses response to disasters, including but not limited to earthquakes, floods, fires, hazardous spills or leaks, major industrial accidents, major transportation accidents, major storms, airplane crashes, environmental response, civil unrest, and national security emergencies. The plan outlines the general authority, organization, and response actions for City staff in case of disaster. Emergency Operations Centers are maintained by the City at the Police Station and the Water Treatment Plant. The objectives of the plan are to reduce life, injury, and property losses through effective management of emergency forces.

Objectives, Policies, and Programs

Objective 6.1: Continue to successfully provide, maintain and operate infrastructure, public utilities and emergency preparedness that protects life and property, and maintains the quality of life and sustainability of the Downtown.

Policy 6.1.1: Continue efforts to safeguard the quality and availability of water supplies.

Policy 6.1.2: Actively pursue and secure additional water sources and supplies for the City to meet the community’s future water needs.

Policy 6.1.3: Implement needed infrastructure improvements at the time of development and/or if and when other funding sources become available.

Policy 6.1.4: To reduce water consumption, require new development to install all standard water conservation fixtures, irrigation and landscaping, and also that they include the use of rainwater harvesting systems, bioswales and rain gardens in planting areas and curb extensions.

Policy 6.1.5: To the extent possible (for projects with substantial landscaping, or where it is cost effective), extend recycled water infrastructure to serve new development areas, require new development to be plumbed to receive recycled water for landscape irrigation, and require that all new and retrofitted water connections to

the potable system use recycled water to the greatest extent feasible for irrigation, provided adequate recycled water can be reliably delivered to the user.

Policy 6.1.6: Support local utility providers in the undergrounding of utilities. Work with PG&E and other public agencies to underground existing overhead utility lines to the extent feasible.

Policy 6.1.7: Refer to the Fire Protection Objective and Policies in Chapter 8.10 of the General Plan.

Policy 6.1.8: Refer to the Police Services Objective and Policies in Chapter 8.11 of the General Plan.

Policy 6.1.9: Refer to the Disaster Response Objective and Policies in Chapter 11.8 of the General Plan

6.8 Public Facilities

Public facilities in the Downtown include City Hall, the Police Station, Animal Services, City Corporation Yard, Waldie Plaza, the Marina and Barbara Price Marina Park, Prosserville Park, the Contra Costa County Fairgrounds, the Antioch Unified School District Administration Building, Nick Rodriguez Community Center, and the Senior Center. These facilities provide important services to the community, including administrative and public safety, recreation, and entertainment. Some serve as public meeting places and venues where citizens can communicate face to face with their elected and appointed officials, and City staff.

Objectives, Policies, and Programs

Objective 6.2: Continue to provide, and enhance as necessary, high quality public facilities that facilitate daily operations and services provided by the City to its citizens.

Policy 6.2.1: Develop plans for the improvement of Waldie Plaza as public gathering place, and venue for outdoor entertainment.

Policy 6.2.2: Maintain City Hall in the Downtown as the focal point for citizens to obtain information and City services, and participate in public meetings of the City Council, Boards and Commissions.

Policy 6.2.3: Maintain the Nick Rodriguez Community Center and the Senior Center to provide ongoing social, civic and recreational activities for the public.

Policy 6.2.4: Refer to the School Facilities Objective and Policies in Chapter 8.8 of the General Plan.

Policy 6.2.5: Refer to the Parks and Recreation Objective and Policies in Chapter 8.9 of the General Plan.

7.0 Implementation

While the Downtown Specific Plan is a comprehensive planning, economic development and policy document intended to guide the growth, development and evolution of Downtown Antioch into the future, realizing the full potential of the Plan will require a number of actions on the part of the City, property owners and any developers involved. These efforts include carrying out the regulatory measures as needed, providing infrastructure improvements, and securing any necessary financing. This Chapter details the actions required for the implementation of the Downtown Specific Plan.

7.1 General Plan and Zoning Ordinance Amendments

The City must adopt General Plan and Zoning Ordinance amendments to ensure consistency of both with the Downtown Specific Plan, across all three documents, as required by State law.

General Plan

The General Plan will need to be amended to reflect the Specific Plan's vision, goals and policies, and recognize the development potential of the Downtown. Concurrent with preparation of this Downtown Specific Plan, the City is also doing a focused update of its General Plan, so that the Specific Plan will be integrated into the ongoing update of the General Plan. The General Plan Update will be presented to the Planning Commission for recommendation of approval to the City Council, and then for approval at a public hearing of the City Council. The City also will need to bring the General Plan Map into conformance with the Specific Plan.

Zoning Ordinance

Per State law, the General Plan establishes a general citywide policy framework. The Zoning Ordinance implements the General Plan, and any Specific Plans within the City. The Zoning Ordinance prescribes more detailed land use provisions than the General Plan, but a Specific Plan may provide the same level of land use specificity as the Zoning Ordinance. In addition, the Zoning Ordinance, or a Specific Plan (for a defined area of the City) provide specific development standards, rules, procedures, and performance criteria for land use and development that further define General Plan policies that govern development on individual properties. The Specific Plan (for the defined area of Downtown Antioch) replaces the Zoning code standards, and provides regulations for new and modified land use districts and overlays, use and development standards, and density and intensity limits, consistent with the General Plan, and Chapter 2, Land Use, of the Downtown Specific Plan. The new land use and development standards that are contained in the Specific Plan will need to be incorporated by reference into the Zoning Code, through a public hearing process to amend the Zoning Ordinance. That process involves a public hearing by the Planning Commission, where the Commission considers recommending approval of the amendment to the City Council. Following that hearing, the City Council will conduct a public hearing to consider adoption of the Zoning Ordinance Amendment. The City also will need to bring the Zoning Map into conformance with the Specific Plan.

Until such time as the Zoning Ordinance is updated by adding a reference as described above, development would be in accordance with the land use designations and development regulations outlined in the Specific Plan. Other rules and procedures as established in the Zoning Ordinance would also apply.

7.2 Design Guidelines

Chapter 3, Streetscape and Design Guidelines, of the Downtown Specific Plan, incorporates by reference into the Plan, the City's adopted Design Guidelines. Therefore, no further action is required to implement application of the Design Guidelines into the Plan, or other documents.

7.3 Implementation Program and Phasing

Implementation of the Downtown Specific Plan will require action by several City Departments, including Community Development, Economic Development, Public Works, Parks and Recreation, and Police. Much of the look and feel of the Downtown will evolve through the site planning, architecture, landscaping, improvements and maintenance of new developments and remodels, as provided for in the standards contained in the Specific Plan. However, the City must take the lead in coordinating a number of actions to enable complete implementation of the Plan and its Vision, Goals and Policies. Table 7.1 lays out the programs, responsible parties, and the estimated timeframe/phasing and cost associated with successful implementation of the Plan. Most of the Programs and/or Policies listed below are described in greater detail in the body of the Specific Plan itself, and are listed in this Table in the same order as in the text of the Plan. Estimated costs are included where available; cost estimates are preliminary, and there may be additional costs associated with improvements as streetscape, traffic, and infrastructure plans develop over time. Costs are estimated using symbols ranging from one to three dollar signs (\$) to denote a scale of costs.

Table 7.1 Implementation and Phasing Plan

| Programs or Policies | Department/Agency Responsible | Timeframe/ Phasing | Estimated Cost |
|--|---|--|----------------|
| <i>Land Use and Planning</i> | | | |
| Amend the General Plan Map and text to reflect the land uses, density/intensity standards and policy direction in the Specific Plan. | Community Development | Concurrent with adoption of the Downtown Specific Plan | \$ |
| Amend Zoning Map and Ordinance to conform to the land uses, parking standards, and development standards established in the Specific Plan. | Community Development | Concurrent with adoption of the Downtown Specific Plan | \$ |
| Promote the existence of the new Specific Plan | Community Development, Economic Development | Concurrent with adoption of the Downtown Specific Plan | \$ |
| <i>Mixed Use District (MU)</i> | | | |
| 2.1.3a: Monitor and update the land use and development standards table to ensure that positive contributing land uses are not excluded | Community Development | Ongoing | N/A |
| 2.1.3b: Explore a program to offer short-term incentives for new business to locate in the Rivertown Mixed Use Historic District | Community Development, Economic Development | Within 1 year | N/A to \$\$ |
| 2.1.3c: Enforce building and public nuisance codes for chronically-vacant and under-maintained buildings | Community Development | Ongoing | N/A |
| 2.1.3d: Modify the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties | Community Development | Within 2 years | N/A |
| 2.2.4a: Pursue gap closure of a continuous walkway along historic 1st Street from A Street to L Street | Community Development, Public Works | Within 1-10 years as funding is available, and/or development occurs | \$\$ - \$\$\$ |

| Programs or Policies | Department/Agency Responsible | Timeframe/ Phasing | Estimated Cost |
|---|---|---------------------------|----------------|
| 2.3.2a: Create a streamlined application process for Downtown festivals and community events | Community Development | Within 1 year | N/A |
| 2.4.3a: Work with local business, community, or historical organizations to develop a cohesive pedestrian, bicycle and motorist directional signage program | Community Development, Public Works | Within 1 – 2 years | \$ - \$\$ |
| 2.4.3b: Prioritize street tree plantings and replacements, sidewalk improvements, and pedestrian infrastructure maintenance on the areas of highest pedestrian use, using native plans wherever possible. | Public Works | Ongoing | \$ - \$\$\$ |
| 2.4.3c: In the absence of flowing water in the Waldie Plaza water feature, explore alternative decorative uses or treatment of the feature | Public Works | Ongoing | \$ - \$\$ |
| 2.4.3d: Study current trash and recycling service methods to identify and deter unsightly and messy trash collection on public sidewalks. Explore construction of recycling receptacles for pedestrians and centralized consolidated trash enclosures to simplify collection and eliminate sidewalk impacts | Community Development, Public Works | Ongoing | \$ - \$\$ |
| 2.5.3a: Adopt an ordinance addressing Citywide treatment of historic properties | Community Development | Within 2 – 3 years | N/A |
| <i>Neighborhood Commercial District (C-N)</i> | | | |
| 2.8.1a: Support any Downtown Business Association, or similar organization upon its formation | Economic Development, Community Development | At the time of occurrence | N/A |
| 2.9.1a: Enforce Use Permits and ordinances governing current automotive uses to prevent their expansion | Community Development | Ongoing | N/A |
| 2.9.2a: Examine opportunities in industrial or heavy commercial areas to provide adequate lands for | Community Development | Ongoing | N/A |

| Programs or Policies | Department/Agency Responsible | Timeframe/ Phasing | Estimated Cost |
|--|-------------------------------|--------------------|----------------|
| automotive uses | | | |
| 2.10.2a:Pursue modification of the development impact fee program to eliminate credit for existing floor area for chronically-vacant or abandoned buildings as a means to encourage the reuse or sale of such properties | Community Development | Within 1 year | N/A |
| 2.10.2b:Prioritize enforcement using the 'broken window' concept to address minor vandalism, graffiti, and similar quality of life and perception issues | Community Development | Ongoing | N/A |
| <i>Downtown Residential Districts (MDR & HDR)</i> | | | |
| 2.11.1a: New residential buildings and alterations will be reviewed by the City to ensure compliance with the Design Guidelines for the Downtown Residential District, in order to address harmony and compatibility with the existing traditional neighborhood and housing styles | Community Development | Ongoing | N/A |
| 2.11.1b: Pursue a formal inventory of street lighting and develop strategies to improve under-lit public areas | Public Works | Within 2 years | \$\$ |
| 2.12.3a: Develop an historic preservation ordinance that reflects best practices, encourages preservation and restoration, and is consistent with applicable State and federal laws. Until such ordinance is adopted, the City will apply the Secretary of the Interior's Standards for the Treatment of Historic Properties for all modifications to any structures constructed prior to 1950 | Community Development | Within 2 years | N/A |
| 2.13.4a: Inventory vacant parcels and develop a strategy for their development, which must include the potential for abandonment, transfer, or sale | Community Development | Within 2 years | N/A |
| <i>Commercial - Regional District (C-R)</i> | | | |

| Programs or Policies | Department/Agency Responsible | Timeframe/ Phasing | Estimated Cost |
|---|---|---|----------------|
| 2.15.1a: For development of sites over 10,000 square feet along W. 6 th Street, a comprehensive street and site design must be submitted to demonstrate comprehensive design of landscape, & building setbacks | Community Development | Ongoing | N/A |
| <i>Waterfront District (WF)</i> | | | |
| 2.16.3a: Investigate the feasibility of additional building pads within the Marina area | Economic Development, Community Development | Within 2 years | N/A |
| 2.18.2a: Conduct a general site security and access study to examine ways to discourage behavior or trespass that is detrimental to the visitor experience or the natural environment | Police, Community Development | Within 2 years | N/A |
| <i>Street Improvements</i> | | | |
| 4.1.1a: Study conversion of 2 way to 4 way stop sign intersections. | Public Works, Community Development, Economic Development | Within 2 years, as staff resources become available | N/A |
| <i>Internal Circulation</i> | | | |
| 4.1.1b: Downtown one-way couplets on 2nd and 4th, and 9 th and 10th Streets will be studied to determine if they would be beneficial | Public Works, Community Development | At such time as may be appropriate | \$ |
| 4.1.1c: Consider street name changes for the A and L Street corridor connections from Hwy. 4 to the Downtown | Public Works, Community Development, Economic Development | Within 1-2 years | \$ |
| 4.1.1d: Study wayfinding and other feasible aesthetic or other improvements to A & L Streets, from Hwy. 4 to the Downtown | Public Works, Community Development, Economic Development | Within 2-5 years, as funding becomes available | \$\$\$ |
| <i>Pedestrian & Bicycle</i> | | | |
| 4.2.1a: Close gaps in sidewalk/wheelchair ramp network | Public Works | Within 1-5 years, as funding becomes | \$\$ |

| Programs or Policies | Department/Agency Responsible | Timeframe/ Phasing | Estimated Cost |
|--|---|---|----------------|
| | | available | |
| 4.3.1a: Feasibility of Rivertown to Southeast Antioch bikeway should be analyzed | Public Works, Community Development | Within 1-5 years as funding is available, and/or development occurs | \$\$-\$ |
| 4.3.1b: Determine if additional bikeway signs should be added to 9 th Street | Community Development, Public Works | Within 1-5 years as funding is available, and/or development occurs | \$\$ |
| 4.3.1c: Study improvements for G Street bikeway from 6 th Street south | Community Development, Public Works | Within 1-5 years as funding is available, and/or development occurs | \$\$ |
| 4.3.2, 4.3.3 & 4.3.4: Ensure provision of bicycle racks, storage & parking, while providing the Downtown Bike Zone is bicycle accessible with needed infrastructure and access prioritized | Community Development, Public Works | Within 1-5 years as funding is available, and/or development occurs | \$\$ |
| <i>Transit</i> | | | |
| 4.4.1: Improve and facilitate the use of and linkages for multi-modal transit to and from Downtown | Community Development, Public Works, Tri-Delta Transit, BART, Amtrak, potential Ferry | As resources are available and needs arise | \$\$\$ |
| 4.4.2: Encourage provision of amenities at Amtrak, eBART and Ferry Stations | Community Development, Public Works, Tri-Delta Transit, BART, Amtrak, potential Ferry | As resources are available and needs arise | \$\$ |
| 4.4.3: Coordinate to promote regional transit service to and from Downtown | Community Development, Public Works, Tri-Delta Transit, BART | As resources are available and needs arise | \$\$\$ |
| <i>Parking & TDM</i> | | | |
| 4.5.1: Regularly review parking with merchants and residents to determine if changes are needed | Community Development, Public Works | Ongoing | \$ |

| Programs or Policies | Department/Agency Responsible | Timeframe/ Phasing | Estimated Cost |
|--|---|--------------------|----------------|
| 4.5.2: Limit requirement of on-site parking for commercial uses on constrained Downtown sites | Community Development | Ongoing | N/A |
| 4.5.3: Allow credit for on-street parking, where appropriate | Community Development | Ongoing | N/A |
| 4.5.4: Allow “unbundled parking” for residential development projects | Community Development | Ongoing | N/A |
| 4.5.5: Encourage underground or tuck under parking | Community Development | Ongoing | N/A |
| 4.5.6: Maintain existing on-street parking | Community Development, Public Works | Ongoing | N/A |
| 4.5.7: Work with Tri-Delta Transit and Bart to publicize & incentivize transit use to & from Downtown & for special events | Community Development, Tri-Delta Transit & Bart | Ongoing | N/A |
| 4.5.8: Enable shared parking in new mixed use development | Community Development | Ongoing | N/A |
| <i>Promote Alternative Transportation</i> | | | |
| 4.6.1: Consider TDM as Downtown development occurs, including: alternative modes; car sharing; reduce peak hour trips; and promote bicycling | Community Development | Ongoing | N/A |
| <i>Noise Attenuation</i> | | | |
| 5.1.1: Require adequate noise attenuation for new residential and noise sensitive uses within 200’ of the rail line | Community Development | Ongoing | N/A |
| 5.1.2: Explore the potential benefits and costs of a railroad Quiet Zone | Community Development | Within 2 years | N/A |
| <i>Hazardous Materials, Flooding, and Air Quality</i> | | | |
| 5.2.1: Ensure that development within the Downtown undergoes careful assessment to ensure that potential air quality, flood and soil contamination environmental and/or health risks are fully addressed | Community Development | Ongoing | N/A |
| 5.2.2: For proposed development | Community | Ongoing | N/A |

| Programs or Policies | Department/Agency Responsible | Timeframe/ Phasing | Estimated Cost |
|---|-------------------------------------|---------------------|----------------|
| within 200 feet of the BNSF Railroad line, air quality risk analysis and risk reduction strategies (mitigation), if needed, would have to be considered for any project during environmental review on a case-by-case basis | Development | | |
| 5.2.3: Require new large commercial projects to prepare a truck loading plan to minimize idling and emissions | Community Development | Ongoing | N/A |
| 5.2.4: Require standard temporary construction air quality mitigation measures | Community Development | Ongoing | N/A |
| 5.2.5: Ensure new projects within the 100 year flood zone, or areas prone to flooding are designed to reduce flood risk | Community Development, Public Works | Ongoing | N/A |
| 5.2.6: Require remediation and clean up of any contaminated sites prior to development | Community Development | Ongoing | N/A |
| <i>Biological Resources</i> | | | |
| 5.3.1: Where feasible, allow public access in the form of open space or a multi-use trail along the River | Community Development, Public Works | Within 1 – 10 years | N/A to \$\$\$ |
| 5.3.2: Encourage new development to face the River and to promote public access to the Riverfront | Community Development | Immediately | N/A |
| 5.3.3: Require proposed development on sites with special-status species habitat potential (moderate or greater), inventory sensitive resources, and avoid or mitigate impacts | Community Development | Ongoing | N/A |
| 5.3.4: Comply with all applicable Federal, State, CEQA and City regulations and policies for biological resource protection | Community Development | Ongoing | N/A |
| <i>Seismic Hazards Identification and Mitigation</i> | | | |
| 5.4.1: Comply with General Plan Geology and Seismicity Policies | Community Development | Ongoing | N/A |
| 5.4.2: Explore the potential adoption of a Seismic Hazards Identification | Community | Within 1 – 5 | N/A |

| Programs or Policies | Department/Agency Responsible | Timeframe/ Phasing | Estimated Cost |
|--|-------------------------------------|--|----------------|
| and Mitigation Program for URMs | Development | years | |
| 5.4.3: Require that all URMs identified by the City post seismic hazard risk signs on the exterior of their building, as required by State law | Community Development | Within 3 months | \$ |
| 5.4.4: Provide information to and explore the establishment of incentives for property owners to rehabilitate hazardous URM buildings | Community Development | Within 1 year | N/A to \$\$\$ |
| <i>Cultural and Historic Resources</i> | | | |
| 5.5.1: Comply with the Cultural Policies of the Antioch General Plan | Community Development | Ongoing | N/A |
| 5.5.2: Prior to approval of permits, construction, alteration or demolition, study/assess if the site and/or building is a significant cultural and/or historic resource | Community Development | Ongoing | N/A |
| 5.5.3: Alterations, additions, or exterior modifications shall meet the Secretary of the Interior's Standards, and Antioch Design Guidelines | Community Development | Ongoing | N/A |
| <i>Services & Infrastructure</i> | | | |
| 6.1.1: Continue efforts to safeguard the quality and availability of water supplies | Public Works | Ongoing | N/A |
| 6.1.2: Actively pursue and secure additional water sources and supplies for the City to meet the community's future water needs | Public Works | Ongoing | N/A to \$\$\$ |
| 6.1.3: Implement needed infrastructure improvements at the time of development and/or if and when other funding sources become available | Public Works, Community Development | Ongoing | N/A to \$\$\$ |
| 6.1.4: Require new development to install water conserving fixtures, irrigation, landscaping, and include rainwater harvesting, bioswales and rain gardens | Community Development, Public Works | Ongoing and within 6 months | N/A |
| 6.1.5: To the extent possible, (for projects with substantial landscaping, or where it is cost effective) extend | Public Works | Within 1-10 years as funding is available, | N/A to \$\$\$ |

| Programs or Policies | Department/Agency Responsible | Timeframe/ Phasing | Estimated Cost |
|---|-------------------------------------|--|----------------|
| recycled water infrastructure to new development areas, require new development be plumbed for recycled water landscape irrigation, and require that new and retrofitted potable system water connections use recycled water to the greatest extent feasible for irrigation, provided adequate recycled water can be reliably delivered to the user | | and/or development occurs | |
| 6.1.6: Support undergrounding of utilities. Work with PG&E and other agencies to underground existing overhead utility lines to the extent feasible | Public Works | Within 1-10 years as funding is available, and/or development occurs | N/A to \$\$\$ |
| 6.1.7: Refer to the Fire Protection Objective and Policies in Chapter 8.10 of the General Plan | Contra Costa County Fire Department | Ongoing | N/A to \$\$\$ |
| 6.1.8: Refer to the Police Services Objective and Policies in Chapter 8.11 of the General Plan | Police | Ongoing | N/A to \$\$\$ |
| 6.1.9: Refer to the Disaster Response Objective and Policies in Chapter 11.8 of the General Plan | Police | Ongoing | N/A to \$ |
| <i>Public Facilities</i> | | | |
| 6.2.1: Develop plans for the improvement of Waldie Plaza as public gathering place, and venue for outdoor entertainment | Administration | Ongoing | \$ to \$\$\$ |
| 6.2.2: Maintain City Hall in the Downtown as the focal point for City services | Administration | Ongoing | N/A |
| 6.2.3: Maintain the Nick Rodriguez Community Center and Senior Center to provide ongoing social, civic and recreational activities for the public | Parks & Recreation | Ongoing | N/A to \$\$ |
| 6.2.4: Refer to the School Facilities Objective and Policies in Chapter 8.8 of the General Plan | School Districts | Ongoing | N/A to \$\$\$ |
| 6.2.5: Refer to the Parks and Recreation Objective and Policies in Chapter 8.9 of the General Plan | Parks & Recreation | Ongoing | N/A to \$\$\$ |

7.4 Infrastructure Financing Strategies

There are a number of ways that public agencies can fund the types of improvements that are called for in the DSP, as listed above. However, funding of infrastructure in the Downtown is challenging due to limited funding sources, lingering effects of the recession, the slow rate and small scale of Downtown development, and competing demands for limited resources. Redevelopment tax increment (formerly a major source of infrastructure financing within redevelopment areas) has been eliminated due to changes in State law. Other funding sources shown in Table 7.2 below, include: the Capital Improvement Program; Development Impact Fees; Developer Contributions; Special Assessment Districts; and other Grants and Loans. The choice of the appropriate funding mechanism depends on the nature of the improvement. For instance, development impact fees place the burden on developers (and ultimately the occupant of the home or business being built), but assessment districts place the financial responsibility on existing and new property owners. Capital improvement plan financing spreads the cost city-wide. The City determines who benefits from improvements, then can decide on the best funding sources.

The Plan provides opportunities to consider making Waldie Plaza, pedestrian, bicycle, aesthetic, and wayfinding, and other public improvements. Private development in the Downtown is envisioned to be on a relatively small to moderate scale. Therefore, development impact fees and direct construction of public improvements by developers will also be of a limited scale.

Table 7.2 Infrastructure Financing – Financing Sources and Strategies

| Project Type | Capital Improvements Fund (General Fund) | Impact Fees | Developer Contributions | Special Assessment Districts | Other Grants & Loans |
|---------------------------------------|--|-------------|-------------------------|------------------------------|----------------------|
| Streetscape & Pedestrian Improvements | X | X | X | X | X |
| Bicycle Lanes & Trails | X | X | | X | X |
| Transit Improvements & Access | X | | | X | X |
| Streets & Traffic Improvements | X | X | | X | X |
| Utilities & Public Services | X | X | X | X | X |
| Public Open Spaces | X | X | X | X | X |
| Parking & TDM | | X | X | X | X |

Infrastructure obligations not met through developer fees, conditions of project approval, as negotiated through a development agreement, or as environmental mitigation measures, can also be met through impact fees, user fees, and Community Financing Districts (CFDs, Mello Roos Districts, Special Assessment Districts). Each of the funding sources shown in the chart above can be used separately or in combination with others.

Capital Improvement Program

The 5 year Capital Improvement Program (CIP) 2016 - 2021, was adopted by the City Council on June 14, 2016. The CIP is a discretionary funding plan for the City that describes specific public improvement projects in detail, with schedules and anticipated funding. It includes various City financing sources, including the CIP Fund, Marina Fund, Measure J Fund, Mello Roos Fund, Traffic Signal Fund, Water & Sewer Related Reserve Funds, Gas Tax, General Fund, Park Development, Grants Funds, Development Impact and Park-In-Lieu Fees, and certain outside funding sources. The Planning Commission must review the CIP for consistency with the General Plan, and then make a recommendation to the City Council, which adopts it. The 5 year CIP is designed as a financial and planning document, to assist in coordinated private or public development and construction of necessary public facilities and infrastructure, consistent with City goals and policies.

Impact Fees

Development Impact Fees and Park In-Lieu Fees have been adopted by the City Council, and became effective in June 2014. These fees are imposed on new development on a one-time basis to cover the cost of capital improvements that are required to serve new growth. Recent projects in or near Downtown, funded by impact fees include Marina Boat Launch and Parking Lot Improvements and Downtown Road Rehabilitation.

Developer Contributions

Payments may be made by developers in addition to normal impact fees as part of the development review and approval process for specific projects to help fund large projects with significant capital impacts or needs, or that generate new public service needs. Contributions fund infrastructure and improvements including dedications of right-of-way for streets and utilities, or additional service needs that would be generated by the new development, subject to adoption of a Development Agreement by the City Council, such as for public safety.

Special Assessment or Benefit Districts

Property owners, developers and businesses can cooperate to create special assessment or benefit districts in which they tax themselves (outside the limitations of Proposition 13) or collect fees in order to fund specific benefits, such as landscaping, infrastructure improvements, and parking facilities.

Community Facilities District

The formation of Community Facilities Districts (CFDs) by cities to finance the construction of needed infrastructure is possible through the Mello-Roos Community Facilities Act of 1982. A CFD is allowed to levy additional fees on property tax rolls on land inside the

district. This creates a dependable revenue stream that can be used in issuing bonds to pay for new infrastructure. Formation of a CFD requires approval by two-thirds of the District's property owners. However, CFDs are popular among developers as a way to finance improvements they would otherwise have to pay for on their own. Although not planned, the City could seek to create a new Downtown CFD to help pay for future Downtown infrastructure improvements if they are ever needed and are found to be financially feasible.

It is usually good practice to keep total tax rates under a certain level to avoid annual tax hardships on property owners, and to prevent taxes from hindering the willingness of potential buyers of homes, non-residential buildings or vacant land.

Landscape and Lighting District

The Landscape and Lighting Act of 1972 permits cities to form Landscape and Lighting Districts to finance infrastructure such as the landscaping and lighting of public areas, including in the public right of way, plazas and parks.

Business Improvement District

Within specified geographic areas, such as Downtown, business and/or property owners may form a Business Improvement District (BID) that would assess them annual fees to fund activities and programs to improve the business environment. Such improvements can include promotions, advertising, marketing, streetscape improvements, security and special events. There has to be a collective willingness to be assessed, and a level of cooperation among the owners of an area forming a BID, to agree on which improvements will be funded by their contributions. Annual BID fees are mandatory for businesses/properties within the BID, once it is established. BIDs are typically used most often in existing retail commercial areas. BIDs are not used for infrastructure funding due to the limited revenue base, and the relatively short-term nature of BIDs that make debt issuance impossible.

Infrastructure Finance District

Financing entities created to fund regional public facilities and infrastructure are known as Infrastructure Finance Districts (IFDs). Property tax increment revenues can be diverted for 30 years through an IFD to finance highways, transit, water and sewer systems, flood control, child care facilities, libraries, parks, and solid waste facilities. Maintenance, repairs, operating costs, and services cannot be paid for by an IFD. There are no blight findings that have to be made for an IFD, even though it is a tax increment finance tool. The use of IFDs can be limited though, as they require two-thirds approval by voters to form a district and issue bonds.

Parking District and In-Lieu Fee

Special districts to finance parking improvements, including for land acquisition, construction of parking lots and structures, operating costs, and bonds, may be formed by cities. District formation must be approved by a majority of affected property owners. Many cities offer an option to developers and businesses that cannot provide on-site parking, by establishing a parking in-lieu fee. Funds collected by such a fee are used by the city to acquire land, construct, and/or operate public parking facilities.

The City of Antioch had a Downtown Parking District in the late 1950's that developed plans and constructed public parking lots in the Downtown. In 2013 the City Council approved an Exclusive Parking District Zoning Designation for certain parcels in Rivertown that contain public parking lots, or portions of parking lots. This Zone permitted those parcels to only be used for parking purposes.

Grants and Loans

Community Development Block Grant (CDBG) and HOME Program

The Community Development Act of 1974 and 1987 created the CDBG Program. Its primary objective is the development of viable communities through the provision of decent housing, a suitable living environment and expansion of economic opportunities primarily for lower income persons. The City of Antioch is an Entitlement City under the U.S. Department of Housing and Urban Development's (HUD) CDBG Program. As such, Antioch receives funding from HUD on an annual basis and is able to provide grants to non-profit and governmental agencies to develop viable urban communities through the provision of services to the low and moderate income community. Programs and services include housing, services to the elderly, disabled, and children, expanded economic opportunities, and public improvements. Additionally, affordable housing developments in the City have been able to utilize funding from the Home Investment Partnership Program (HOME) through Contra Costa County to expand the supply of decent, safe, sanitary, and affordable housing for very-low and low-income households.

CDBG is the primary source of funds for community development and housing programs in the City of Antioch. Program funding is administered through the Community Development Department. To obtain funding, applicant projects and/or programs must meet eligibility requirements and demonstrate that they benefit very low- and low-income persons within the City. CDBG funds can be used for the following activities:

- Acquisition
- Rehabilitation
- Home Buyer Assistance
- Economic Development
- Homeless Assistance
- Public Services
- Public Improvements
- Rent Subsidies (short term)

Contra Costa County and the cities of Antioch, Concord, Pittsburg, and Walnut Creek joined together to form the CDBG and HOME Consortium for purposes of developing consistent training, application, and monitoring processes and for participation in the CDBG and HOME programs. HOME funds, through the Contra Costa County HOME program, may be used for projects to acquire, rehabilitate, and construct housing for lower-income households in the Consortium area. HOME funds can be used for the following activities:

- New Construction

- Acquisition
- Rehabilitation
- Home Buyer Assistance
- Rental Assistance

Other Grant Possibilities

Funding possibilities for improvements in Downtown are limited, and often require matching funds that the City may not currently have available. However, those factors can change over time. Any future proposals for new significant development or infrastructure improvements in the Downtown may provide additional justification and funding leverage for obtaining future grant funding. The City should continue to monitor and pursue financing opportunities from the sources below, as well as others as they arise:

- Some of the past, and future potential grant funding sources include:
- Safe, Accountable, Flexible, Efficient Transportation Equity Act, also known as SAFETEA-LU, a funding source for small neighborhood based projects relating to streetscape improvements and bicycle and pedestrian facilities;
- California Infrastructure and Economic Development Bank (CIEDB), a funding source for low cost financing for infrastructure projects;
- Infrastructure Bonds, Statewide bonds approved by voters for local government improvements to roads, housing and public facilities; and
- Focus Priority Development Areas (PDAs) that are designated by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), are eligible for a Technical Assistance Program, and potential MTC One Bay Area grants for projects that have transit accessibility and the potential for revitalization, and the MTC Lifeline Program for low income residents. Downtown Antioch is a designated PDA.

8.0 Definitions

As used in this Downtown Specific Plan, the following terms and phrases shall have the meaning ascribed to them in this section, unless the context in which they are used clearly requires otherwise.

"Accessory residential uses and structures" means any use and/or structure that is customarily a part of, and clearly incidental and secondary to, a residence and does not change the character of the residential use. These uses include the following detached accessory structures, and other similar structures normally associated with a residential use of property: Garages; Gazebos; Greenhouses; Spas and hot tubs; Storage sheds; Studios; Swimming pools; Tennis and other on-site sport courts; Workshops.

Also includes the indoor storage of automobiles (including their incidental restoration and repair), personal recreational vehicles and other personal property, accessory to a residential use. Does not include: accessory dwelling units, which are separately defined, or home satellite dish and other receiving antennas for earth-based TV and radio broadcasts (see "telecommunications facilities").

"Accessory retail uses" means the retail sales of various products (including food) and/or the provision of personal services (e.g., hair cutting, etc.) within a health care, hotel, office, or industrial complex for the purpose of serving employees or customers, and is not visible from public streets. These uses include pharmacies, gift shops, and food service establishments within hospitals; convenience stores and food service establishments within hotel, office and industrial complexes.

"Accessory structure" means a structure that is physically detached from, secondary and incidental to, and commonly associated with the primary structure. For the purposes of this development code, accessory structures and uses include: detached garages, greenhouses, artist's studios, and workshops; hot tubs, jacuzzis, spas, and swimming pools, together with any enclosures; and any other open air enclosures, including gazebos and detached patio covers.

"Accessory use" means a use customarily incidental to, related and clearly subordinate to a principal use established on the same parcel, which does not alter the principal use nor serve property other than the parcel where the principal use is located.

"Adult entertainment businesses" means any business as defined in the Antioch Municipal Code 9-5.203.

"Alcoholic beverage sales" means the retail sale of beer, wine, and/or other alcoholic beverages for on- or off-premise consumption.

"Animal Sales and Grooming" means the retail sale of household pets, including dogs, cats, birds, reptiles, and similar small animals. Also includes the primary or incidental grooming of such animals. Does not include overnight kenneling.

Apartment. See "multi-family dwellings."

"Art, antique, collectible and gift stores" means retail sales uses including antique shops, art galleries, curio, gift, and souvenir shops, and the sales of collectible items including sports cards and comic books.

"Assembly" means the congregation of people in a single location for a common purpose such as entertainment, religious practice, therapy or counseling service, education, fitness or martial arts classes, or similar activity. "Minor" includes less up to 30 persons and/or occupying 2,000 square feet or less. "Major" includes over 30 persons and/or occupying more than 2,000 square feet.

"Auto parts sales" means stores that sell new automobile parts, tires, and accessories. May also include minor parts installation (see "vehicle services"). Does not include tire recapping establishments, which are found under "vehicle services" or businesses dealing exclusively in used parts, which are included under "recycling—scrap and dismantling yards."

"Auto repair and maintenance" means the repair, alteration, restoration, towing, painting, cleaning (including self-service and attended car washes), or finishing of automobiles, trucks, recreational vehicles, and other vehicles as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use. This use includes the following categories:

1. Major Repair/Body Work. Repair facilities dealing with entire vehicles. These establishments provide towing, collision repair, other body work, and painting services; and also include tire recapping establishments.
2. Minor Maintenance/Repair. Minor facilities specialize in limited aspects of repair and maintenance (e.g., muffler and radiator shops, quick-lube, etc.).

Does not include automobile parking (see "parking facilities or vehicle storage"), repair shops that are part of a vehicle dealership on the same site (see "auto sales and rental," and "recreational vehicle sales and rental"), automobile service stations, which are separately defined, or automobile dismantling yards, which are included under "recycling—scrap and dismantling yards."

"Auto sales and rental" means retail establishments selling and/or renting automobiles, trucks and vans. May also include repair shops and the sales of parts and accessories, incidental to vehicle dealerships. Does not include: the sale of auto parts/accessories separate from a vehicle dealership (see "auto parts sales"); bicycle and moped sales (see "general retail"); mobile home sales (see "mobile home and RV sales"); tire recapping establishments (see "auto repair and maintenance"); businesses dealing exclusively in used parts, (see "recycling — scrap and dismantling yards"); or "service stations," which are separately defined.

"Automated teller machines (ATM)" means computerized, self-service machines used by banking customers for financial transactions, including deposits, withdrawals and fund transfers, without contact with financial institution personnel. The machines may be located at or within banks, or in other locations.

Automobile Dismantling Yard. See "recycling—scrap, and dismantling yards."

"Banks and financial services" means financial institutions including: Banks and trust companies; Credit agencies; Holding (but not primarily operating) companies; Lending and thrift institutions; Other investment companies; Securities/commodity contract brokers and dealers; Security and commodity exchanges; Vehicle finance (equity) leasing agencies. See also, "automated teller machine," above.

Bar. See "night clubs and bars."

"Bed and breakfast inns (B&Bs)" means residential structures with one family in permanent residence with up to five bedrooms rented for overnight lodging, where meals may be provided subject to applicable health department regulations. A bed and breakfast inn with more than five guest rooms is considered a hotel or motel, and is included under the definition of "hotels and motels." Does not include room rental, which is separately defined (see "rooming and boarding houses").

"Boat repair and maintenance" means the repair, alteration, restoration, or maintenance of boats as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use.

"Building material stores" means retail establishments selling lumber and other large building materials, where most display and sales occur indoors. Includes paint, wallpaper, glass, fixtures. Includes all these stores selling to the general public, even if contractor sales account for a major proportion of total sales. Includes incidental retail ready-mix concrete operations, except where excluded by a specific zoning district. Establishments primarily selling electrical, plumbing, heating, and air conditioning equipment and supplies are classified in "warehousing, wholesaling and distribution." Hardware stores are listed in the definition of "general retail," even if they sell some building materials.

"Business support services" means establishments primarily within buildings, providing other businesses with services including maintenance, repair and service, testing, rental, etc., also includes: Blueprinting; Business equipment repair services (except vehicle repair, see "Vehicle Services"); Commercial art and design (production); Computer-related services (rental, repair); Copying and quick printing services; Equipment rental businesses within buildings (rental yards are "outdoor sales yards"); Film processing laboratories; Heavy equipment repair services where repair occurs on the client site; Janitorial services; Mail advertising services (reproduction and shipping); Outdoor advertising services; Photofinishing; Protective services (other than office related); Soils and materials testing laboratories; Window cleaning.

"Car washes" means permanent, self-service and/or attended car washing establishments, including fully mechanized facilities. May include detailing services. Temporary car washes are fund-raising activities, typically conducted at a service station or other automotive-related business, where volunteers wash vehicles by hand, and the duration of the event is limited to one day. See Section 17.40.030 (Temporary Use Permits).

"Caretaker quarters" means a residence that is accessory to a nonresidential primary use of the site, where needed for security, or twenty-four-hour care or supervision.

"Cemetery" means land and structures principally dedicated to the burial of the dead, including mausoleums, columbariums, and related administrative and maintenance facilities.

"Clubs, lodges, and membership meeting halls" means permanent, headquarters-type and meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, including facilities for: Business associations; Civic, social and fraternal organizations; Labor unions and similar organizations; Political organizations; Professional membership organizations; Other membership organizations.

"Community care facility" means any place or building which is maintained and operated to provide twenty-four-hour non-medical residential care, or day care services for children, adults, or both limited to the following:

1. Residential Care Facility. A home, group care facility, residential care facility for the elderly, foster home, alcohol and/or drug recovery facility, intermediate care facility or similar facility, for twenty-four-hour non-medical care of persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual.

2. Family Day Care. Regularly provided care, protection and supervision of children, in the care giver's own home, for periods of less than twenty-four hours per day, while the parents or authorized representatives are away.

a. Small Family Day Care Home. A home that provides family child care for up to six children, or for up to eight children, including children under age ten who live in the licensee's home, if all of the following conditions are met: i. At least two of the children are at least six years of age. ii. No more than two infants are cared for during any time when more than six children are being cared for. iii. The licensee notifies each parent that the facility is caring for two additional school age children and that there may be up to seven or eight children in the home at one time. iv. The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented.

b. Large Family Day Care Home. A home that provides family child care for up to twelve children, or for up to fourteen children, including children under age ten who live in the licensee's home and the assistant provider's children under age ten, if all of the following criteria are met: i. At least two of the children are at least six years of age. ii. No more than three infants are cared for during any time when more than twelve children are being cared for. iii. The licensee notifies each parent that the facility is caring for two additional school age children and that there may be up to thirteen or fourteen children in the home at one time. iv. The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented.

3. Day Care Center. Commercial or non-profit child or adult day care facilities designed and approved to accommodate fifteen or more. Includes infant centers, preschools, extended day care facilities, and facilities for adults who require supervision and care because of advanced

age, mental or physical deterioration, dementia, Alzheimer's disease, or similar disabling condition. These may be operated as part of a business, school, or religious facility, or as an independent land use.

"Community centers" means multi-purpose meeting and recreational facilities typically consisting of one or more meeting or multi-purpose rooms, kitchen and/or outdoor barbecue facilities, that are available for use by various groups for activities including meetings, parties, receptions, dances, etc.

"Community garden" means a site used for growing plants for food, fiber, herbs, flowers, which is shared and maintained by nearby residents.

"Construction/heavy equipment sales and rental" means retail establishments selling or renting heavy construction equipment, including cranes, earth moving equipment, heavy trucks, etc.

"Contractor storage yards" means storage yards operated by, or on behalf of a contractor for storage of large equipment, vehicles, or other materials commonly used in the individual contractor's type of business; storage of scrap materials used for repair and maintenance of contractor's own equipment; and buildings or structures for uses such as offices and repair facilities.

"Convenience stores" means retail stores of generally three thousand five hundred square feet or less in gross floor area, which carry a range of merchandise oriented to convenience and travelers' shopping needs.

"Crop production" means commercial agricultural field and orchard uses including production of: Field crops; Flowers and seeds; Fruits; Grains; Grapes; Melons; Ornamental crops; Tree nuts; Trees and sod; Vegetables; Also includes associated crop preparation services and harvesting activities, such as mechanical soil preparation, irrigation system construction, spraying, crop processing and retail sales in the field, including sales sheds.

"Drive-in and drive-thru sales" means facilities where food or other products may be purchased by motorists without leaving their vehicles. These facilities include fast-food restaurants, drive-through coffee, dairy product, photo stores, etc.

"Drive-in and drive-thru services" means facilities where services may be obtained by motorists without leaving their vehicles. These facilities include drive-up bank teller windows, dry cleaners, etc. Does not include: automatic teller machines (ATMs) or automobile service stations, or car washes, which are separately defined.

"Duplex" means a residential structure under single ownership containing two dwellings.

"Dwelling, dwelling unit, or housing unit" means a room or group of internally connected rooms that have sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis.

"Electronics equipment manufacturing" means establishments engaged in manufacturing machinery, apparatus, and supplies for the generation, storage, transmission, transformation and use of electrical energy, including: Appliances such as stoves/ovens, refrigerators, freezers, laundry equipment, fans, vacuum cleaners, sewing machines; Aviation instruments; Computers, computer components, and peripherals; Electrical transmission and distribution equipment; Electronic components and accessories, semiconductors, integrated circuits, and related devices; Electronic instruments, components and equipment such as calculators and computers; Electrical welding apparatus; Lighting and wiring equipment such as lamps and fixtures, wiring devices, vehicle lighting; Industrial apparatus; Industrial controls; Instruments for measurement, testing, analysis and control, associated sensors and accessories; Miscellaneous electrical machinery, equipment and supplies such as batteries, X-ray apparatus and tubes, electromedical and electrotherapeutic apparatus, electrical equipment for internal combustion engines; Motors and generators; Optical instruments and lenses; Photographic equipment and supplies; Pre-recorded magnetic tape; Radio and television receiving equipment such as television and radio sets, phonograph records and surgical, medical and dental instruments, equipment, and supplies; Surveying and drafting instruments; Telephone and telegraph apparatus; Transformers, switch gear and switchboards; Watches and clocks; Does not include testing laboratories (soils, materials testing, etc.) (see "business support services"), or research and development facilities separate from manufacturing (see "research and development").

"Emergency Shelter" means a temporary, short-term residence providing housing with minimal support service for homeless families or individual persons where occupancy is limited to six months or less, as defined in Cal. Health and Safety Code § 50801. Medical assistance, counseling, and meals may be provided.

"Ferry Terminal" means a fixed location for the boarding, departure, or arrival of a ferry service. Includes associated parking, ticket sales, and similar ancillary uses.

"Firearm Sales" means the selling, leasing or transferring of any firearm or firearm ammunition in quantity, in series, in individual transactions, or in any other manner indicative of trade.

"Food and beverage manufacturing" means manufacturing establishments producing or processing foods and beverages for human consumption, and certain related products. Includes: Bakeries; Bottling plants; Breweries; Candy, sugar and confectionery products manufacturing; Catering services separate from stores or restaurants; Coffee roasting; Dairy products manufacturing; Fats and oil product manufacturing; Fruit and vegetable canning, preserving, related processing; Grain mill products and by-products; Meat, poultry, and seafood canning, curing, by product processing; Soft drink production; Miscellaneous food item preparation from raw products. May include tasting and accessory retail sales of beverages produced on site. A tasting facility separate from the manufacturing facility is included under the definition of "night clubs and bars" if alcoholic beverages are tasted, and under "restaurant" if beverages are non-alcoholic. Does not include: Bakeries which sell all products on-site, which are included in the definition of "general retail;" or beer brewing as part of a brew pub, bar or restaurant (see "night clubs and bars").

"Furniture, furnishings and appliance stores" means stores engaged primarily in selling the following products and related services, including incidental repair services: Computers and computer equipment; Draperies; Floor coverings; Furniture; Glass and chinaware; Home appliances; Home furnishings; Home sound systems; Interior decorating materials and services; Large musical instruments; Lawn furniture; Movable spas and hot tubs; Office furniture; Other household electrical and gas appliances; Outdoor furniture; Refrigerators; Stoves; Televisions.

"Furniture/fixtures manufacturing, cabinet shops" means manufacturers producing: wood and metal household furniture and appliances; bedsprings and mattresses; all types of office furniture and public building furniture and partitions, shelving, lockers and store furniture; and miscellaneous drapery hardware, window blinds and shades. Includes wood and cabinet shops, but not sawmills or planing mills.

"Furniture repair and upholstery shops" means the repair of household or office furniture, including the upholstery of said items.

"Garage, or carport" means parking space and shelter for automobiles or other vehicles, where the size of the parking space complies with the provisions of Chapter 17.32 (Parking and Loading).

1. A garage is an attached or detached accessory structure with a door, enclosed on at least three sides. 2. A carport is an attached or detached accessory structure enclosed on no more than two sides.

"Garage sale" means any sale held for the purpose of selling, trading or otherwise disposing of household furnishings, personal goods or other tangible properties of a resident of the premises on which the sale is conducted in a residential zone.

"Gas station" means a retail business selling gasoline or other motor vehicle fuels, which may also provide services which are incidental to fuel services. These secondary services may include vehicle engine maintenance and repair, towing and trailer rental services. Does not include the storage or repair of wrecked or abandoned vehicles, vehicle painting, body or fender work, or the rental of vehicle storage or parking spaces.

"General retail" means stores and shops selling many lines of merchandise. These stores and lines of merchandise include but may not be limited to: Art galleries; Artists' supplies; Bakeries (all production in support of on-site sales); Bicycles; Books; Cameras and photographic supplies; Clothing and accessories; Collectibles (cards, coins, comics, stamps, etc.); Department stores; Drug and discount stores; Dry goods; Electronics/TV; Fabrics and sewing supplies; Florists and houseplant stores (indoor sales only, outdoor sales are "plant nurseries"); Furniture, home furnishings and equipment; Gift and souvenir shops; General stores; Hardware—no outside storage; Hobby materials; Jewelry; Luggage and leather goods; Musical instruments, parts and accessories; Newsstands; Orthopedic supplies; Pet supplies sales with no animals but fish; Religious goods; Small wares; Specialty shops; Sporting goods and equipment; Stationery; Toys and games; Variety stores;

"Grocery store" means a retail business where the majority of the floor area open to the public is occupied by food products packaged for preparation and consumption away from the site of the store.

"Guest house" means a detached structure accessory to a single-family dwelling, accommodating living/sleeping quarters, but without kitchen or cooking facilities.

"Handcraft industries, small-scale manufacturing" means establishments manufacturing and/or assembling small products primarily by hand, including jewelry, pottery and other ceramics, as well as small glass and metal art and craft products.

"Health/fitness facilities" means fitness centers, gymnasiums, health and athletic clubs including any of the following: indoor sauna, spa or hot tub facilities; indoor tennis, handball, racquetball, archery and shooting ranges and other indoor sports activities.

"Home occupations" means the conduct of a business within a dwelling unit or residential site, employing occupants of the dwelling, with the business activity being subordinate to the residential use of the property, as governed by the Antioch Municipal Code.

"Hotel or motel" means facilities with guest rooms or suites, provided with or without kitchen facilities, rented to the general public for transient lodging (less than thirty days). Hotels provide access to most guest rooms from an interior walkway, and typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Motels provide access to most guest rooms from an exterior walkway. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc.

"Indoor amusement/entertainment facilities" means establishments providing indoor amusement and entertainment services for a fee or admission charge, including: Bowling alleys; Coin-operated amusement arcades; Dance halls, clubs and ballrooms; Electronic game arcades; Ice skating and roller skating; Pool and billiard rooms as primary uses. Five or more electronic games or coin-operated amusements in any establishment, or a premises where fifty percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above, three or less machines are not considered a land use separate from the primary use of the site.

"Industrial Manufacturing – Light" means establishments engaged in light industrial activities taking place primarily within enclosed buildings and producing minimal impacts on nearby properties. This classification includes manufacturing finished parts or products primarily from previously prepared materials; micro-breweries where retail sales are clearly incidental and no alcoholic beverages are consumed on-site; commercial laundries and dry cleaning plants; monument works; printing, engraving and publishing; computer and electronic product manufacturing; furniture and related product manufacturing; and industrial services.

"Industrial Manufacturing – Heavy" means manufacturing of products from extracted or raw materials or recycled or secondary materials, or bulk storage and handling of such products and materials. This classification includes operations such as food and beverage processing (excluding animal food manufacturing); production apparel manufacturing; photographic

processing plants; leather and allied product manufacturing; wood product manufacturing; paper manufacturing; plastics and rubber products manufacturing; nonmetallic mineral product manufacturing; primary metal manufacturing; fabricated metal product manufacturing; and automotive and heavy equipment manufacturing. This classification does not include recycling or rendering.

"Junkyard" means automobile wrecking yards, any area where junk vehicles are stored, keeping or abandonment of junk, including scrap metal or other scrap materials, or for the dismantling, demolition or abandonment of automobiles or other vehicles or machinery or parts thereof.

Large Family Day Care Home. See "community care facility".

"Laundries and dry cleaning plants" means service establishments engaged primarily in high volume laundry and garment services, including: power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; carpet and upholstery cleaners. Does not include coin-operated laundries or dry cleaning pick-up stores without dry cleaning equipment; see "personal services."

"Libraries and museums" means public or quasi-public facilities including aquariums, arboretums, art galleries and exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, and planetariums, which are typically non-commercial, other than an accessory gift/book shop.

"Live/work facilities" means an integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes: 1. Complete kitchen space and sanitary facilities in compliance with the California Building Code; and 2. Working space reserved for and regularly used by one or more occupants of the unit.

Lot Coverage. See "site coverage."

"Lot depth" means the average linear distance between the front and the rear lot lines or the intersection of the two side lot lines if there is no rear line. See Figure 7-1 (Lot Features). The director shall determine lot depth for parcels of irregular configuration.

"Lot frontage" means the boundary of a lot adjacent to a public street right-of-way.

"Lot line or property line" means any recorded boundary of a lot. Types of lot lines are as follows (see Figure 7-1 (Lot Features)):

1. Front Lot Line. On an interior lot, the property line separating the parcel from the street. The front lot line on a corner lot is the line with the shortest frontage. (If the lot lines of a corner lot are equal in length, the front lot line shall be determined by the director.) On a through lot, both lot lines are front lot lines and the lot is considered to have no rear lot line.
2. Interior Lot Line. Any lot line not abutting a street.
3. Rear Lot Line. A property line that does not intersect

the front lot line, which is most distant from and most closely parallel to the front lot line. 4. Side Lot Line. Any lot line that is not a front or rear lot line.

"Lot of record" means a parcel of land held in separate ownership as shown on the county assessors records at the time of the passage of the ordinance codified in this title.

"Lot width" means the horizontal distance between the side lot lines, measured at right angles to the lot depth at a point midway between the front and rear lot lines. See Figure 7-1 (Lot Features). The director shall determine lot width for parcels of irregular shape.

"Marina" means a dock or basin providing secure moorings for pleasure boats and often offering supply, repair, and other facilities.

"Medical services—clinics, offices, and labs" means facilities primarily engaged in furnishing outpatient medical, mental health, surgical and other personal health services, but which are separate from hospitals, including: Health management organizations (HMOs); Medical and dental laboratories; Medical, dental and psychiatric offices; Out-patient care facilities; Other allied health services. Counseling services by other than medical doctors or psychiatrists are included under "offices."

"Medical services—extended care" means residential facilities providing nursing and health-related care as a primary use with in-patient beds, such as: board and care homes; convalescent and rest homes; extended care facilities; skilled nursing facilities. Long-term personal care facilities that do not emphasize medical treatment are included under "community care facility".

"Medical services—hospitals" means hospitals and similar facilities engaged primarily in providing diagnostic services, and extensive medical treatment, including surgical and other hospital services. These establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. May include on-site accessory clinics and laboratories, accessory retail uses and emergency heliports (see the separate definition of "accessory retail uses").

"Metal Products fabrication, machine and welding shops" means establishments engaged primarily in the assembly of metal parts, including the following uses that produce metal duct work, tanks, towers, cabinets and enclosures, metal doors and gates, and similar products: Blacksmith and welding shops; Sheet metal shops; Machine shops and boiler shops.

"Microbrewery" means a facility where beer brewed on the premises is sold for on-site consumption.

"Mixed-use project" means a project which combines both commercial and residential uses, where the residential component is typically located above the commercial.

"Mobile home" means a trailer, transportable in one or more sections, that is certified under the National Manufactured Housing Construction and Safety Standards Act of 1974, which is over eight feet in width and forty feet in length, with or without a permanent foundation and

not including recreational vehicle, commercial coach or factory-built housing. A mobile home on a permanent foundation is included under the definition of "single-family dwellings."

"Mobile home park" means any site that is planned and improved to accommodate two or more mobile homes used for residential purposes, or on which two or more mobile home lots are rented, leased, or held out for rent or lease, or were formerly held out for rent or lease and later converted to a subdivision, cooperative, condominium, or other form of resident ownership, to accommodate mobile homes used for residential purposes.

"Mobile home and RV sales" means an establishment where mobile homes and/or Recreation Vehicles (RV) are sold.

"Mortuaries and funeral homes" means funeral homes and parlors, where deceased are prepared for burial or cremation, and funeral services may be conducted.

"Multi-Family dwellings" means a building or a portion of a building used and/or designed as residences for three or more families living independently of each other. Includes: triplexes, fourplexes (buildings under one ownership with three or four dwelling units, respectively, in the same structure) and apartments (five or more units under one ownership in a single building); townhouse development (three or more attached single-family dwellings where no unit is located over another unit); and senior citizen multi-family housing; see also "common interest developments."

"Night clubs and bars" means businesses where alcoholic beverages are sold for on-site consumption, which are not part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages or not provided at all. May include entertainment (e.g., live music and/or dancing, comedy, etc.). May also include beer brewing as part of a microbrewery, and other beverage tasting facilities.

"Offices". This Specific Plan distinguishes between the following types of office facilities. These do not include: medical offices (see "medical services—clinics offices, and labs"); or offices that are incidental and accessory to another business or sales activity that is the primary use. Incidental offices that are customarily accessory to another use are allowed as part of an approved primary use.

1. Administrative/Business. Establishments providing direct services to consumers, such as insurance agencies, real estate offices, utility company offices, etc.
2. Government. City, and other local, state, and federal government agency or service facilities. Includes post offices, but not bulk mailing distribution centers, which are under "truck and freight terminals."
3. Production. Office-type facilities occupied by businesses engaged in the production of intellectual property. These uses include: Advertising agencies; Architectural, engineering, planning and surveying services; Computer software production and programming services; Educational, scientific and research organizations; Media postproduction services; Photography and commercial art studios; Writers and artists offices.

4. Professional. Professional offices including: Accounting, auditing and bookkeeping services; Attorneys; Counseling services; Court reporting services; Data processing services; Detective agencies and similar services; Employment, stenographic, secretarial and word processing services; Literary and talent agencies; Management and public relations services.

5. Temporary. A mobile home, recreational vehicle or modular unit used as a temporary office facility. Temporary offices may include: construction supervision offices on a construction site or off-site construction yard; a temporary on-site real estate office for a development project; or a temporary business office in advance of permanent facility construction.

6. Temporary Real Estate. The temporary use of a dwelling unit within a residential development project as a sales office for the units on the same site, which is converted to residential use at the conclusion of its office use.

"Outdoor recreation facilities" means facilities for various outdoor participant sports and types of recreation, including: Amphitheaters; Amusement and theme parks; Health and athletic club outdoor facilities; Miniature golf courses; Skateboard parks; Stadiums and coliseums; Swim and tennis clubs; Tennis courts; Water slides; Zoos. May also include commercial facilities customarily associated with the above outdoor commercial recreational uses, including bars and restaurants, video game arcades, etc. Does not include parks and playgrounds, which are separately defined.

"Temporary outdoor retail sales" means temporary outdoor retail operations including: Christmas trees, pumpkins or the sale of other seasonal items; Farmers' markets; Food vendors; Semi-annual sales of art/handcrafted items in conjunction with community festivals or art shows; Sidewalk or parking lot sales longer than one weekend; Retail sales from individual vehicles in temporary locations outside the public right-of-way.

"Parking facilities" means service establishments in the business of storing operative cars, trucks, buses, recreational vehicles, and other motor vehicles for clients for a period of less than 24 hours.

"Parks and playgrounds" means public parks, play lots, playgrounds, and athletic fields for non-commercial neighborhood or community use, including tennis courts. See also "outdoor recreation facilities."

"Pawn shops" means indoor retail establishments that accept personal property as collateral for loans, and offer the property for sale to the public.

"Personal services" means establishments providing non-medical services as a primary use, including, but not limited to: Barber and beauty shops; Clothing rental; Dry cleaning pick-up stores with limited equipment; Home electronics and small appliance repair; Laundromats (self-service laundries); Massage (licensed, therapeutic, non-sexual); Psychic readers; Shoe repair shops; Spas and hot tubs; Tailors; Tanning salons; Tattoo parlors. These uses may also include accessory retail sales of products related to the services provided.

"Plant nurseries and garden supply stores" means commercial agricultural establishments engaged in the production of ornamental plants and other nursery products, grown under cover or outdoors. Includes stores selling these products, nursery stock, lawn and garden supplies, and commercial scale greenhouses. The sale of house plants or other nursery products entirely within a building is also included under "general retail stores." Home greenhouses are included under "accessory residential uses and structures."

"Professional Services" means an establishment which provides to the general public, general business or professional services, including but not limited to, architectural, management, clerical, accounting, legal, consulting, insurance, real estate brokerage, and travel services. It also includes business offices of building, plumbing, electrical, painting, roofing, furnace or pest control contractors, if no storage of equipment or items for wholesale use are located on-site. It may also include incidental accessory storage of office supplies and samples.

"Printing and publishing" means establishments engaged in printing by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying; and other establishments serving the printing trade such as bookbinding, typesetting, engraving, photoengraving and electrotyping. This use also includes establishments that publish newspapers, books and periodicals; establishments manufacturing business forms and binding devices. "Quick printing" services are included in the definition of "business support services."

"Public safety facilities" means facilities operated by public agencies including fire stations, other fire prevention and fire fighting facilities, police and sheriff substations and headquarters, including interim incarceration facilities.

"Public utility facilities" means fixed-base structures and facilities serving as junction points for transferring utility services from one transmission voltage to another or to local distribution and service voltages. These uses include any of the following facilities that are not exempted from land use permit requirements by Government Code Section 53091: Corporation and maintenance yards; Electrical substations and switching stations; Natural gas regulating and distribution facilities; Public water system wells, treatment plants and storage; Telephone switching facilities; Wastewater treatment plants, settling ponds and disposal fields. These uses do not include office or customer service centers (classified in "offices"), or equipment and material storage yards.

"Quarry materials storage and processing" means manufacturing facilities for the sorting, grading, and storage of aggregates as construction materials; includes concrete batch plants. A retail ready-mix concrete operation as an incidental use in conjunction with a building materials outlet is defined under "building material stores."

"Recreational vehicle (RV)" means a motor home, travel trailer, truck camper, or camping trailer, with or without motive power, originally designed for human habitation for recreational, emergency, or other occupancy, which meets all of the following criteria:

1. Contains less than three hundred twenty square feet of internal living room area, excluding built-in equipment, including wardrobe, closets, cabinets, kitchen units or fixtures, and bath or toilet rooms;

2. Contains four hundred square feet or less of gross area measured at maximum horizontal projections;
3. Is built on a single chassis; and
4. Is either self-propelled, truck-mounted, or permanently towable on the highways without a towing permit.

"Recreational vehicle park" means a site where one or more lots are used, or are intended to be used, by campers with recreational vehicles or tents. Recreational vehicle parks may include public restrooms, water, sewer, and electric hookups to each lot and are intended as a higher density, more intensively developed use than campgrounds. May include accessory retail uses where they are clearly incidental and intended to serve RV park patrons only.

"Recyclable material" means reusable domestic containers and other materials which can be reconstituted, re-manufactured, or reused in an altered form, including glass, metals, paper and plastic. Recyclable material does not include refuse or hazardous materials (see "recycling facilities" below).

"Recycling facilities" means this land use type includes a variety of facilities involved with the collection, sorting and processing of recyclable materials.

1. Small Collection Facility. A facility occupying an area of five hundred square feet or less where the public may donate, redeem or sell recyclable materials, which may include the following, where allowed by the applicable zoning district: a. Reverse Vending Machine(s). An automated mechanical device which accepts at least one or more types of empty beverage containers and issues a cash refund or a redeemable credit slip with a value not less than the container's redemption value, as determined by State law. These vending machines may accept aluminum cans, glass and plastic bottles, and other containers. b. Mobile Recycling Unit. An automobile, truck, trailer, or van used for the collection of recyclable materials, carrying bins, boxes, or other containers. c. Bulk reverse vending machine is a reverse vending machine that is larger than fifty square feet, is designed to accept more than one container at a time, and issues a cash refund based on total weight instead of by container. d. Kiosk-type units which may include permanent structures.

2. Large Collection Facility. A facility which occupies an area of more than five hundred square feet and/or include permanent structures which may include the following: a. Processing Facility. A structure or enclosed space used for the collection and processing of recyclable materials for shipment, or to an end-user's specifications, by such means as baling, briquetting, cleaning, compacting, crushing, flattening, grinding, mechanical sorting, re-manufacturing and shredding. Processing facilities include the following types, both of which are included under the definition of "recycling-scrap and dismantling yards," below: i. Light processing facility occupies an area of under forty-five thousand square feet of collection, processing and storage area, and averages two outbound truck shipments each day. Light processing facilities are limited to baling, briquetting, compacting, crushing, grinding, shredding and sorting of source separated recyclable materials sufficient to qualify as a certified processing facility. A light processing facility shall not shred, compact, or bale ferrous metals other than food and

beverage containers; and ii. A heavy processing facility is any processing facility other than a light processing facility.

3. Scrap and Dismantling Yards. Outdoor establishments primarily engaged in assembling, breaking up, sorting, and the temporary storage and distribution of recyclable or reusable scrap and waste materials, including auto wreckers engaged in dismantling automobiles for scrap, and the incidental wholesale or retail sales of parts from those vehicles. Includes light and heavy processing facilities for recycling (see the definitions above). Does not include: places where these activities are conducted entirely within buildings; pawn shops, and other secondhand stores; the sale of operative used cars; or landfills or other waste disposal sites.

"Religious facilities" means facilities operated by religious organizations for worship, or the promotion of religious activities, including churches, mosques, synagogues, temples, etc.; and accessory uses on the same site, including living quarters for ministers and staff, child day care facilities and religious schools where authorized by the same type of land use permit required for the religious facility itself. May also include fund-raising sales, bazaars, dinners, parties, or other outdoor events on the same site. Other establishments maintained by religious organizations, including as full-time educational institutions, hospitals and other potentially-related operations (for example, a recreational camp) are classified according to their respective activities.

"Research and development (R&D)" means indoor facilities for scientific research, and the design, development and testing of electrical, electronic, magnetic, optical and mechanical components in advance of product manufacturing, that are not associated with a manufacturing facility on the same site. Includes pharmaceutical, chemical and biotechnology research and development. Does not include computer software companies (see "offices—production"), soils and other materials testing laboratories (see "business support services"), or medical laboratories (see "medical services—clinics, offices, and laboratories").

Residential Care Home. See "community care facility".

"Residential project" means a housing development at one location including all units for which permits have been applied for or approved within a twelve-month period, intended and designed for permanent occupancy, including but not limited to single-family dwellings, duplexes, triplexes, fourplexes, apartments, multiple-dwelling structures, or group of dwellings, condominium development, townhouse development, cooperative, or land division.

"Residential shelters" means facilities for the temporary shelter and feeding of indigents or disaster victims, operated by a public or non-profit agency.

"Restaurant" means a retail business selling ready-to-eat food for on- or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption, and establishments where most customers are served food at tables for on-premise consumption, but may include providing food for take-out. Also includes coffee houses. Includes incidental alcohol sales only as a bona fide public eating place, as defined by the Department of Alcoholic Beverage Control. Possession of an alcoholic sales license type not requiring food service constitutes a Night Club or Bar, as defined separately.

"Secondary dwelling unit" an additional living unit on a lot within a single-family zone. A second unit is a self-contained unit with separate kitchen, living and sleeping facilities. A second unit can be created by (a) altering a single family dwelling to establish a separate unit or (b) adding a separate unit onto an existing dwelling.

"Setback" means the distance by which the wall of a structure, parking area or other development feature must be separated from a lot line, other structure or development feature, or street centerline. Setbacks from private streets are measured from the edge of the easement to the wall of the structure. See also "yard." Figure 7-2 (Setbacks) shows the location of front, side, street side and rear setbacks. Figure 7-3 (Flag Lot Setbacks) below, shows the location of front yard setbacks for flag lots.

"Single-family dwelling" means a building designed for and/or occupied exclusively by one family. Also includes factory-built, modular housing units, constructed in compliance with the California Building Code, and mobile homes/manufactured housing on permanent foundations. May include the rental of rooms within a dwelling also occupied by the property owner or a primary tenant.

Storage, Indoor. "Indoor storage" means the storage of various materials entirely within a structure, as the primary use of the structure. Includes personal storage facilities (mini-storage), which are structures containing generally small, individual, compartmentalized stalls or lockers rented as individual storage spaces and characterized by low parking demand. The storage of materials accessory and incidental to a primary use is not considered a land use separate from the primary use.

"Storage, Outdoor" means the storage of various materials outside of a structure other than fencing, either as an accessory or principal use.

"Studios for art, dance, music, photography, etc." means small scale facilities, typically accommodating one group of students at a time, in no more than one instructional space. Larger facilities are included under the definition of "schools—specialized education and training." These include facilities for: individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment.

"Supportive housing" means housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supporting housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Supportive housing is treated the same as a residential use in a residential zone.

"Telecommunications facilities" means public, commercial and private electromagnetic and photoelectrical transmission, broadcast, repeater and receiving stations for radio, television, telegraph, telephone, data network, and wireless communications, including commercial earth stations for satellite-based communications. Includes antennas, commercial satellite dish antennas, and equipment buildings. Does not include telephone, telegraph and cable television

transmission facilities utilizing hard-wired or direct cable connections (see "utility infrastructure").

"Temporary structure" means a structure without any foundation or footings, and which is removed when the designated time period, activity, or use for which the temporary structure was erected has ceased.

"Temporary use" means a use of land that is designed, operated and occupies a site for a limited period of time, typically less than twelve months.

"Tobacco retailer" means any establishment that sells tobacco products as defined in the Antioch Municipal Code.

"Transitional housing" means building configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. Transitional housing is treated the same as a residential use in a residential zone.

"Truck and freight terminals" means this land use consists of transportation establishments furnishing services incidental to air, motor freight, and rail transportation including: Freight forwarding services; Freight terminal facilities; Joint terminal and service facilities; Packing, crating, inspection and weighing services; Postal service bulk mailing distribution centers; Transportation arrangement services; Trucking facilities, including transfer and storage. These uses do not include office or customer service centers (classified in "offices"), or equipment and material storage yards.

"Vehicle storage" means service establishments in the business of storing operative or inoperative cars, trucks, buses, recreational vehicles, and other motor vehicles for clients for a period of more than 24 hours, whether indoors or outdoors. Does not include dismantling yards

"Veterinary clinics, animal hospitals, kennels" means office and indoor medical treatment facilities used by veterinarians, including large and small animal veterinary clinics, and animal hospitals. Kennels and boarding operations are commercial facilities for the keeping, boarding or maintaining of four or more dogs four months of age or older, or four or more cats, except for dogs or cats in pet shops.

"Warehouse retail" means retail stores that emphasize the packaging and sale of products in large quantities or volumes, some at discounted prices, where products are typically displayed in their original shipping containers. Sites and buildings are usually large and industrial in character. Patrons may be required to pay membership fees.

"Warehouses, Wholesaling and Distribution". These facilities include:

1. Warehouses. Facilities for the storage of furniture, household goods, or other commercial goods of any nature. Includes cold storage. Does not include: warehouse, storage or mini-storage facilities offered for rent or lease to the general public (see "storage—indoor"); warehouse facilities in which the primary purpose of storage is for wholesaling and

distribution (see "wholesaling and distribution"); or terminal facilities for handling freight (see "vehicle and freight terminals").

2. Wholesaling and Distribution. Establishments engaged in selling merchandise to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes such establishments as: Agents, merchandise or commodity brokers, and commission merchants; Assemblers, buyers and associations engaged in the cooperative marketing of farm products; Merchant wholesalers; Stores primarily selling electrical, plumbing, heating and air conditioning supplies and equipment.

9.0 Appendices

The following documents are published under separate cover. Appendix A contains the Design Guidelines for the Downtown, and Appendix B provides background information. The Design Guidelines are herein incorporated into the Downtown Specific Plan by reference. The Existing Conditions: Opportunities and Constraints Report is a background reference document.

Appendix A – Design Guidelines

Appendix B – Existing Conditions: Opportunities and Constraints Report