

Buchanan Crossings Phase II
A Residential Affordable Multifamily Development
Design Review, Commercial Infill Housing, & Density Bonus

Project Description
April 23, 2025

Introduction

This application is for a residential affordable multifamily development project on 6.22 acres along Buchanan Road that will include residential apartment units with associated parking, amenity areas and site landscaping as well as frontage improvements along Buchanan Road.

The property includes two existing parcels that are both vacant land (APNs 074-480-001 & 074-480-007). The site topography is sloping with small stockpile mounds. The following existing land uses border the site:

- West: Contra Costa Canal (immediately adjacent), Single Family Homes further west
- North: Via Delta De Anza Trail (immediately adjacent), Townhomes further north
- East: Buchanan Crossings Retail Center
- South: Buchanan Road (immediately adjacent), Mobile Home Community further south

The proposed housing development (“Project”) would involve construction of the new residential affordable multifamily community. The Project will consist of six new 3-story buildings with a total of 195 total affordable residential apartments, 293 on-grade parking stalls, community amenities, site landscaping, and frontage improvements along Buchanan Road.

The residential apartments in the six buildings will be single level and arranged in a “stacked flat” configuration in 3-stories. Each unit will be accessed through stairways with direct access to the parking areas. A summary of the floor plan mix for the residential units is provided in Table 1.

Table 1 – Project Unit Mix

Unit Mix			
Unit Type	# of Units	% of Units	Avg Unit SF
1 BR	91	47%	607
2 BR	49	25%	793
3 BR	55	28%	1,008
Total Units	195	100%	767

The proposed project is designed to provide a new and vibrant use, that will complement the overall uses in the surrounding area. The entire building frontage along Buchanan Road is designed to activate the streetscape and pedestrian area along this corridor. Furthermore, frontage improvements will include a new center median, and a future bus stop with new pedestrian access from the existing retail center. With residential buildings along the southern, western, and northern perimeters, parking will be effectively screened from those views.

The main entry will be Separate Entry site access from the existing shared entry drive with the Buchanan Crossings retail center, which currently provides access to the existing retail center. Secondary site access will be along the southern boundary through a Secondary Entry from Buchanan Road which will be a future right in, right out once the frontage improvements are complete. Both points of access will serve as ingress and egress for the entire site.

General Plan and Zoning

General Plan

Both parcels are located within the Western Antioch Commercial Focus Area of the Antioch General Plan and have a Regional Commercial land use designation. Higher density residential is allowed by right under the Regional Commercial land use designation of the General Plan because of a 2022 amendment to the General Plan Use Element (GP22-01) that added a “Commercial Infill Housing Policy.” Pursuant to this policy, the City designated various site – including the subject site – with a Commercial Infill Housing (“CIH”) overlay.

As part of this strategic infill housing study process, the City has designated these specific sites within Antioch to allow for the streamlined development of medium- and high-density residential and mixed-use projects. These infill sites are typically vacant and / or underutilized commercial areas of the City (see Land Use Element of General Plan at Section 4.7.7).

Once a site has a CIH overlay, residential development is a permitted use under the General Plan.

Zoning

Both parcels within the Site are zoned Planned Development District and, as set forth above, they each have a zoning overlay of Commercial Infill Housing (“CIH”). The CIH overlay district identifies suitable sites for the development of medium- and high-density residential projects on commercial infill locations that are compatible with the CIH requirements of the Land Use Element of the Antioch General Plan. This overlay district permits development with a density range of 12-35 dwelling units per gross developable acre without a Conditional Use Permit. It is also consistent with the Commercial Infill Housing General Plan (Antioch Municipal Code Section 9-5.301(p)).

With the CIH Overlay, residential development at the Site is consistent with both the zoning and General Plan land use designations.

Approvals

The entitlement process for a residential development within the CIH Overlay is ministerial provided the proposed project is consistent with the applicable CIH Overlay District Objective Design Standards (“CIH Design Standards”).

The CIH Design Standards establish the property development regulations for the project. Exhibit “A” as attached provides the CIH Overlay zoning standards required and proposed standards for the Project. These use the Base CIH Overlay zoning standards as a guideline, in addition to modified provisions in accordance with Density Bonus law related to density, parking, incentives, and waivers which are identified in Exhibit “A.”

Specifically, the CIH zoning overlay allows for a by-right residential development at a density range of 12-35 dwelling units per gross developable acre without a Conditional Use Permit. Projects will

be reviewed through a ministerial application process at the staff level for conformance with the CIH Design Standards. If the project conforms with the CIH Design Standards, the applicant may proceed with submitting a building application for the Project.

The proposed Project would be processed ministerially and would not be subject to a Conditional Use Permit. As designed, the Project is consistent with density, number of stories, and maximum height permitted by the CIH Overlay zoning. The Project's density is 32 dwelling units per acre, its height is 3-stories, and it complies with all CIH Design Standards after consideration of density bonus incentives, concessions, waivers and thus reductions of development standards.

The Project will also meet the parking requirements under California State Density Bonus Law by providing 293 on grade parking stalls (Gov Code Section 65915(p)(1)).

Because the approval process for conforming projects within the CIH overlay meets the definition of "ministerial," the Project is not subject to review under CEQA.

Architecture

The architectural style for the Project is "California Contemporary." It is contemporary, simple, and sophisticated. Through the use of appropriate materials, the simplicity of the building façade and its clean lines are designed to complement and enhance Antioch living. The architectural elements provide an articulating façade which incorporates elements of both vertical and horizontal relief. Proposed building material finishes include stucco walls, awnings, and rooftop cornice details, with consistent window orientations for visual interest, relief and symmetry. Both the fronts and backs of the buildings are meant to mirror each other where both sides are intended to be the "front" of the buildings. The color shadings are used to emphasize the hierarchy of masses and planes. The buildings are 3-stories in design with the max height at 35'-5".

The Project will include six buildings that are three stories in height. Four buildings have 36 units, one building has 27 units, and one building has 24 units for a total of 195 units. Parking will be provided on the interior of the site and adjacent to each building for tenant ease of access.

Project Amenities

The proposed project includes amenities for the convenience and leisure of residents in both outdoor and indoor spaces. The amenity building is located at the center of the Project at Building Five and includes a leasing center, clubhouse, business center, fitness center, and laundry. The leasing office entrance will be located adjacent to a central common area landscaped courtyard which includes a BBQ area, lounge seating, tot lot, and generous landscaping featured at Building Five. The Project will also have a dog park north adjacent to Building Four. The indoor amenity areas will have connectivity to the landscaped courtyard to provide an indoor / outdoor experience. Covered mailboxes are located just east of Building Five and near the main entry drive for ease of access to tenants. A summary of the usable open space areas for the project is provided in Table 2.

The Project and will be staffed during business hours (9am-5pm) with 2 full-time employees and 2 part-time employees.

Nine guest parking stalls will be located adjacent to the leasing office. Two temporary loading zones will be located at Building 5 along the northern and southern perimeters so that moving trucks can park off-street and unload. Parking for residents will be assigned and managed as a part of the overall building management. Each building will provide a bicycle storage room and bicycle parking

spaces are provided in front of the leasing office. Collection of waste, recyclables and organics will be provided by four trash collection areas located near Buildings Two, Four, Five, and Six.

Table 2 – Usable Open Space

LOCATION OF OPEN SPACE	SIZE OF OPEN SPACE (SQUARE FEET)
Common Open Space	
Center Interior Open Space (Bldg 5)	9,740
Dog Park	3,160
Total Common Open Space	12,900
Total Usable Open Space	12,900
Total per Unit (195 units)	66 SF per unit

Landscape Design

The landscape concept for the project is designed to provide a distinct visual character and identity for the project, and to soften the urban experience of the structures to create an attractive, inviting environment that enhances the quality of life for residents and visitors to the site. The streetscape design along Buchanan Road provides continuity along this corridor, with landscape elements that will enhance the pedestrian experience along the frontage improvements and be welcoming to visitors using color, texture and form to mark important elements along the street. The landscape design incorporates street trees along the north side of Buchanan Road and smaller accent trees and groundcovers in the median. The Project frontage improvements also include a pedestrian sidewalk connecting the existing retail center to a future bus stop on Buchanan Road.

The central interior open space is designed to provide active and passive recreational amenities with outdoor entertainment for residents, including seating areas, lawn for informal play, and a 2-12 play structure within a landscaped outdoor space. The design expands on the architectural style with the use of a drought tolerant California-Mediterranean climate adapted plant palette that uses color, texture and form to complement and enhance the architecture and site amenities. Water conserving landscaping will be utilized site-wide along with efficient MWELO compliant irrigation design, with consideration of aesthetic and functional requirements for the site. All selected plant materials are Cal-IPC non-invasive species commonly used in the industry for low-maintenance.

Both Buchanan Road and the interior streetscapes are softened with a 3-tiered landscape approach emphasizing the building facades and enriching the pedestrian experience. Tree plantings within the parking areas will offer shade and symmetry for visual interest. At project perimeters, adjacencies are buffered with evergreen trees and upright shrubs to wrap the site in greenery.

There are two bioretention basins onsite, the northwest basin supports the Project and the northeast basin supports the adjacent commercial center. Including the two bio-retention basins on the north end of the site, 26.3% of the site is landscaped and 18.6% landscaped if the bio-retention basins are excluded.

Affordable Housing Density Bonus Provisions and Checklist

Density Bonus Units

The State of California's Density Bonus Law ("DBL") (Government Code §65915-65918) was established to promote the construction of affordable housing units, and allows projects to exceed the maximum allowable density, reduce parking standards, and to use development standard waivers, reductions, incentives and / or concessions in exchange for providing affordable housing units in compliance with all current density bonus regulations (Gov Code Section 65915(b)(1)(A), (d)(1), (e)(1), and (p)). The City of Antioch zoning regulations implement the state requirements.

The Project will be a 100% affordable development with 40 units (21%) restricted for Very-Low or Extremely-Low income households and 153 units (78%) restricted for Low income households. There will be two units that will be reserved as Manager Units as required by the California Tax Credit Allocation Committee Regulations. The Project will not have any senior housing units. The breakdown of the affordable units is shown in Tables 3 & 4. The rent limits are based off HUD annually published rents that are associated with the income limits programmed for the Project.

All units in the Project will be for rent. No residential units currently exist on the property and there have not been any residential units on the property within the last five years as the property is, and has been, vacant land.

Tables 3 & 4 – Affordable Unit Mix with Rents and Income Limits

4% LIHTC Apartments Rent Roll					
Floor Plan	AMI	# of Units	% of Units	Avg. SF	2025 Max LIHTC Gross Rent
1 BR	30%	9	4.6%	607	\$899
1 BR	50%	9	4.6%	607	\$1,498
1 BR	60%	36	18.5%	607	\$1,798
1 BR	70%	35	17.9%	607	\$2,098
2 BR	30%	5	2.6%	793	\$1,079
2 BR	50%	5	2.6%	793	\$1,798
2 BR	60%	20	10.3%	793	\$2,158
2 BR	70%	19	9.7%	793	\$2,518
3 BR	30%	6	3.1%	1,008	\$1,246
3 BR	50%	6	3.1%	1,008	\$2,077
3 BR	60%	20	10.3%	1,008	\$2,493
3 BR	70%	23	11.8%	1,008	\$2,908
1 BR	MGR	2	1.0%	607	\$0
Total		195		149,534	
Average				767	

Affordable Unit Type			
Affordable Type	% of AMI	# of Units	% of Units
Extremely Low	30%	20	10.26%
Very Low	50%	20	10.26%
Low	60% - 70%	153	78.46%
Mgr Unit		2	1.03%
Total Units		195	100%

Parking

Parking spaces for the project have been provided based on the City's base parking standards and applicable density bonus provisions for this residential building.

Density Bonus Parking

State Density Bonus law establishes a parking ratio, inclusive of guest and handicapped parking, for use on DBL projects. These parking standards establish lower parking ratios than the Antioch standard and have no separate guest parking, or covered parking, requirement. The parking requirements are detailed in Table 5 and reflect a total of 248 spaces are required. The proposed Project includes more than this minimum, with a total of 293 parking spaces, allowing for additional residential and guest spaces onsite. The Project will provide nine guest parking stalls.

Table 5 – Density Bonus Parking

TYPE OF USE	NUMBER OF UNITS	PARKING REQUIRED (PER STATE DENSITY BONUS)		PROJECT PARKING PROVIDED
		DBL RATIO	STALLS PER UNIT	
1 BR	91	1.0 / unit	91	73
2 BR	49	1.5 / unit	74	79
3 BR	55	1.5 / unit	83	132
Guest		0 / unit	0	9
TOTAL	195		248	293

State Density Bonus Law Incentives, Concession, Waivers and/or Reductions in Development Standards

In addition to the density bonus units and the parking requirements specified in State Density Bonus Law, State Density Bonus Law entitles the project to certain incentives, concessions, waivers and reductions in development standards. By providing 100% low-income units, this project is entitled to five incentives/concessions and unlimited waivers. The granting of waivers does not reduce the number of incentives allowed on a project, and the number of waivers that may be requested and granted is not limited. Cities are required to grant incentives/concessions and waivers/reduction of development standards to encourage the construction of projects that include affordable housing units.

i. Waivers and/or Reductions in Development Standards

The State Density Bonus Law provides that “an applicant may submit to a city...a proposal for a waiver or reduction of development standards that will have the effect of physically precluding the construction of a development” (Gov Code Section 65915(e)(1). A

“development standard” is defined broadly as “a site or construction condition, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation” (Gov Code Section 65915(o)(1)). An applicant is not limited in the number of waivers that may be requested and granted (Gov Code Section 65915(e)(1)). Waivers can be requested for “any development standard that will have the effect of physically precluding the construction of a development” that meets the State Density Bonus Law’s minimum affordable requirements “at the densities or with the concessions or incentives permitted by [DBL].

Pursuant to Government Code Section 65915(e)(1), at present the developer requests a waiver or reduction of the following [4] development standards identified below. Also reflected in Exhibit A

However, further waivers and/or reductions in development standards may be requested pending feedback and comments on the formal development application.

#1: Reduction in Open Space Requirements

Development Standard: CIH Standard 3.1.6A requires that all multifamily residential developments shall provide a total of 200 square feet of usable open space per unit with a minimum of 50% as common open space and the remaining 50% as either private or common open space. Every development that includes five or more residential units shall provide at least one common open space area. Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space.

Requested Waiver or Reduction of Development Standard: The developer requests a reduction in the open space requirements under CIH Standard 3.1.6.A of 39,000 SF (200 SF/unit) to 12,900 square feet total (66 SF/unit).

Justification: Enforcing an open space of 39,000 SF (200 SF/unit) would result in the loss of 35 units. Because the identified standards “will have the effect of physically precluding the construction of a development...at the densities permitted...”, the City should grant the developer’s request (Gov.’t Code Section 65915(e)(1)).

#2: Reduction in Required Width of Standard Parking Space Stalls

Development Standard: Together, City of Antioch Municipal Code Sections 9-5.1709 and 9-5.1711(B) require all residential and guest spaces to meet a standard dimension of 9’ x 20’.

Requested Waiver or Reduction of Development Standard: The developer requests a reduction in the required minimum length of the parking stall to reduce it from 20’ to 18’.

Justification: Enforcing a required length for the standard spaces at 20’ would require expanding the parking lot, which would result in the loss of approximately 54 units. Because the identified standards “will have the effect of physically precluding the construction of a development...at the densities permitted...”, the City should grant the developer’s request.

(Gov.'t Code Section 69515(e)(1).)

#3: Relief from Requirement for Entry Door on Frontage

Development Standard: CIH Standard 3.1.2C requires that at least one entry door to the residential project at ground level shall face the primary frontage. An exception shall be made for buildings with a courtyard facing the street, where a door may face onto the courtyard.

Requested Waiver or Reduction of Development Standard: The developer requests a waiver of the requirement under CIH Standard 3.1.2C that at least one entry door at ground level faces the primary frontage to allow all entry doors to be within the interior passageways that face the Project's interior circulation.

Justification: Enforcing entry doors to face the primary frontage would cause the Project to lose a minimum of 12 units. Because the identified standards "will have the effect of physically precluding the construction of a development...at the densities permitted...", the City should grant the developer's request. (Gov.'t Code Section 69515(e)(1).)

#4: Reduction in Rear Setback Requirement

Development Standard: Table 1 of the CIH Overlay District Development Standards at p. 8 sets forth a 10't minimum rear yard setback.

Requested Waiver or Reduction of Development Standard: The developer requests a reduction of the 10' minimum rear yard setback under Table 1 of the CIH Overlay District Development Standards to a 5' minimum for 9 linear feet along Building 6.

Justification: Enforcing the 10-foot setback along Building 6 would cause the Project to lose a minimum of 6 units. Because the identified standards "will have the effect of physically precluding the construction of a development...at the densities permitted...", the City should grant the developer's request. (Gov.'t Code Section 69515(e)(1).)

ii. Incentives / Concessions

As a 100% affordable project, the Project is entitled to five (5) incentives or concessions. (See Gov. Code Section 65915(d)(2)(D)). Unlike waivers, incentives and concessions are not limited to modifications or deviations of development standards, i.e., site, construction, and other physical constraints. Instead, State Density Bonus Law provides that incentives or concessions may include any "other regulatory incentive or concession proposed by the developer...that result in identifiable and actual cost reductions to provide for affordable housing costs". (See Gov. Code Section 65915(k)(1)-(3).)

The City must grant the requested incentive or concession unless it can establish by a preponderance of the evidence one of the following grounds for denial:

- (1) the incentive or concession does not result in identifiable and actual cost reductions... to provide for affordable housing costs"

(2) granting the developer's request "would have a specific and adverse impact upon health or safety, and for which there is no feasible methods to satisfactorily mitigate or avoid the specific adverse impact; or,

(3) granting the developer's request would be contrary to state or federal law.

(See Gov't. Code Section 65915(d)(1).).

List of Incentives / Concessions

Incentives and concessions are reserved pending feedback and comments on the formal development application.

iii. Relief from Development Conditions Pursuant to the Housing Accountability Act Protections for Affordable Housing

The Legislature has expressly stated that the intent of "enacting [the HAA] and in expanding its provisions since then was to significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters." (See Gov't. Code Section 65589.5(a)(2)(K).) Under the Housing Accountability Act ("HAA"), the City is prohibited from imposing conditions on affordable housing developments that render it infeasible unless there is a significant, unavoidable and quantifiable impact on public health or safety (or other specified reasons that do not apply here). (See Gov't. Code Section 65589.5(d).)

For affordable housing developments, "[i]nfeasible" includes economic considerations and would encompass the imposition of these taxes. (Gov. Code Section 65589.5(h)(1) ["Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors ."]) As set forth in greater detail below, the developer is requesting relief from the following expected conditions of approval that would render the project economically infeasible.

#1: Relief from Annexation into Community Facilities District ("CFD") for Police Protection

Expected Condition of Approval: The site is within the future annexation area into the CFD for Police Protection (CFD 2018-02). It is anticipated that the owner will be conditioned on approving annexation of the project site into the CFD.

Requested Relief: The developer requests relief from any condition requiring annexation into Community Facilities District ("CFD") for Police Protection (CFD 2018-02).

Justification: Here, implementation of the CFD would require spending \$300 per year per unit (unadjusted for inflation) / \$395 per year per unit (adjusted for CFD allowable inflation to date) for the CFD annual required tax payment of approximately \$58,530 (unadjusted for

inflation) and \$77,000 (adjusted for CFD allowable inflation to date). The ongoing cost of the CFD annual payment will reduce the Project's net operating income. In turn, this will reduce the amount of permanent debt that the Project can support by approximately \$500,000 and \$850,000, unadjusted and adjusted for inflation, respectively. Because an affordable project is already operating under tight economic margins and its viability for tax credits and tax credit financing depends on the projected costs and net operating income, the project cannot absorb the cost of the CFD without rendering it financially infeasible.

The applicant also notes that the California Legislature created a welfare exemption for CFD fees in 2020 via SB 1473 and AB 1743. Under SB1473, "[i]n a community facilities district, or in an improvement area therein, in which the levy of a special tax is authorized by an ordinance adopted on or after January 1, 2020, a property receiving a welfare exemption...shall be exempt from the special tax unless debt is outstanding and the property was subject to the special tax prior to receiving the exemption." (Gov't. Code Section 53340(a)(c)[emphasis added].) While the Police Protection CFD was created on September 11, 2018, there are strong public policy reasons as expressed by the Legislature to exempt properties that will receive a welfare exemption from being required to annex into costly CFDs.

For the reasons stated above, the City should grant the requested relief under the HAA to preclude any condition of approval that requires annexation in the Police Protection CFD.

#2: Relief from Transportation Impact Fees.

Expected Condition of Approval: It is expected that the City will condition the approval of the project on the payment of the East Contra Costa County Regional Fee and Financing Authority ("ECCCRFA").

Requested Relief: The developer requests relief from any condition of approval that would require payment of the ECCCRFA.

Justification: Here, implementation of the ECCCRFFA Development Impact Fee would require spending \$17,449 per unit at building permit for a total of approximately \$3,402,555. The cost of the ECCCRFFA will increase the Project budget. Therefore, this will widen the Project's funding gap by approximately \$1.8M. Because an affordable project is already operating under tight economic margins and its viability for tax credits and tax credit financing depends on the projected costs, the project cannot fully absorb the cost of the ECCCRFFA impact fee without rendering it financially infeasible.

Section 4.1.8 of the City of Antioch's 2023-2031 Housing Element Update aims to "Monitor Effects of Regional Fees" such that "...the City shall also support, and work with ECCCRFFA to pursue, a fee reduction or exemption for high-density housing near transit and affordable housing developments as feasible."

Because an affordable project is already operating under tight economic margins and its viability for tax credits and tax credit financing depends on the projected costs and net operating income, the project cannot absorb the cost of the CFD without rendering it financially infeasible. As such, the City should grant the requested relief under the HAA and preclude any condition of approval that requires payment of Transportation Impact Fees.

Lot Line Adjustment / Engineering

The project site is located on two existing vacant legal parcels that will be combined as part of a lot line merger.

Frontage improvements will be constructed along the Buchanan Road frontage in accordance with the Subdivision Improvement Agreement made between Buchanan Crossings LLC and the City of Antioch. The improvements include widening Buchanan Road, construction of a center median, street lighting, and construction of a bus stop with a pedestrian path along the Project frontage.

Drainage design for the site includes a private storm drain system with a 8,325 SF bioretention basin located on the northwest corner of the site to collect and convey runoff. The bioretention basin provides hydromodification in order to assure that downstream existing facilities are not impacted by increases in runoff quantity.

The selection, sizing, and preliminary design of stormwater treatment and other control measures in this plan was done based on City of Antioch's BMP Design Manual to meet the requirements of the Regional Water Quality Control Board Order R2-2022- 0018. Flow-thru treatment measures such as planters, and proprietary biofiltration BMP's will be implemented to meet water quality requirements. Additionally, the project will implement USEPA Green Street elements to treat pollutants of concern generated from the widening of the Buchanan Road.

The Project has received permits from the Central Valley Regional Water Quality Control Board and the U.S. Army, Corps of Engineers to fill all seasonal wetlands and ephemeral drainage scours on the Project site. The Project has also completed mitigation requirements through the purchase of mitigation credits.

The total preliminary grading quantity estimates are provided in Table 7 below.

Table 7 – Preliminary Grading

Earthwork	Quantity
Cut	22,732 CY
Fill	71,720 CY
Import	48,988 CY

Summary

The proposed Project will add new affordable residential units along Buchanan Road. The high-quality architecture and landscape are designed to appeal to visitors, future residents and neighbors with a modern design and interior parking hidden from the primary frontage. The project implements the goals, intents and objectives of the City's General Plan, Zoning Ordinance, CIH Overlay, and the State Density Bonus Law.

Exhibit A

DEVELOPMENT STANDARD	CIH OBJECTIVE DESIGN STANDARDS CIH OVERLAY ZONING REGULATIONS	PROPOSED BUCHANAN CROSSINGS PHASE II	CODE SECTION	WAIVERS REQUESTED
General Plan Use Designation	Western Antioch Commercial Focus Area			
Zoning Designation	P-D; Planned Development District			
Area Specific Guidelines	Commercial Infill Housing ("CIH") Overlay		CIH Zoning & Objective Design Standards	
Min Building Site	20,000 sf (min)	6.2 acres (total site area following lot merger)		
Lot Width	Corner 65 ft (min) Interior 60 ft (min)	Parcel Width 419 ft	Table 1 CIH Objective Design Standards	
Max Lot Coverage	80%	24%	Table 1 CIH Objective Design Standards	
Setbacks				
Front Yard	0 ft (min)	0 ft	Table 1 CIH Objective Design Standards	Waiver Request #4
Side Yard (Corner)	5 ft (min)	10 ft		
Side Yard (Interior)	5 ft (min)	10 ft		
Rear Yard	10 ft. (min)	5 ft (min)		
Density	35 du / acre (max without a Conditional Use Permit)	32 du / acre (195 units)	CIH Zoning Regulations without a Conditional Use Permit	
Building Height	Four (4) stories (up to 45 ft) by right	Three (3) stories (35.5 ft)	Table 1 CIH Objective Design Standards & CIH Zoning Regulations	
Parking	248 stalls (min) per Density Bonus Criteria	293 stalls uncovered	State Density Bonus Law Section 65915(p)(1) *Covered parking not required	
Parking Stall Design & Dimensions	9'x20' Pependicular, Standard Size	9'x18' Perpendicular	Antioch Code Sections 9-5.1709(A), 9-5.1709(B), & 9-5.1711(A)	Waiver Requests #2
Site Landscaping	15% (min)	26.3% (Gross Site with Biorentention Basins) 18.6% (Gross Site without Biorentention Basins)	CIH Std 3.3.1.A	
Usable Open Space (total per unit)	200 sf / unit (min)	66 sf / unit	CIH Std 3.1.6.A	Waiver Request #1
Entry Doors	At least one entry door to the residential project at ground level shall face the primary frontage. An exception shall be made for buildings with a courtyard facing the street, where a door may face onto the courtyard.	Entry doors are designed at interior passageways that face the Project's interior circulation.	CIH Std 3.1.2C	Waiver Request #3