



Council Chambers  
200 H Street  
Antioch, CA 94509

Closed Session - 6:00 P.M.  
Regular Meeting - 7:00 P.M.

# ANNOTATED AGENDA

for

December 12, 2017

Antioch City Council  
Regular Meeting

Sean Wright, Mayor  
Lamar Thorpe, Mayor Pro Tem  
Monica E. Wilson, Council Member  
Tony Tiscareno, Council Member  
Lori Ogorchock, Council Member

Arne Simonsen, CMC, City Clerk  
Donna Conley, City Treasurer

Ron Bernal, City Manager  
Derek Cole, Interim City Attorney

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### Notice of Availability of Reports

This agenda is a summary of the actions proposed to be taken by the City Council. For almost every agenda item, materials have been prepared by the City staff for the Council's consideration. These materials include staff reports which explain in detail the item before the Council and the reason for the recommendation. The materials may also include resolutions or ordinances which are proposed to be adopted. Other materials, such as maps and diagrams, may also be included. All of these materials are available at the City Clerk's Office, located on the 3<sup>rd</sup> Floor of City Hall, 200 H Street, Antioch, CA 94509, during normal business hours for inspection and (for a fee) copying. Copies are also made available at the Antioch Public Library for inspection. Questions on these materials may be directed to the staff member who prepared them, or to the City Clerk's Office, who will refer you to the appropriate person.

### Notice of Opportunity to Address Council

The public has the opportunity to address the Council on each agenda item. To address the Council, fill out a yellow Speaker Request form, available on each side of the entrance doors, and place in the Speaker Card Tray. See the Speakers' Rules on the inside cover of this Agenda. Comments regarding matters not on this Agenda may be addressed during the "Public Comments" section.

**6:00 P.M.      ROLL CALL – CLOSED SESSION – for Council Members – *All Present***

**PUBLIC COMMENTS** for Closed Session – *None*

**CLOSED SESSION:**

- 1) **CONFERENCE WITH REAL PROPERTY NEGOTIATORS** pursuant to California Government Code section 54956.8: City owned Assessor's Parcel Numbers (APN No.'s): 066-110-009; 066-101-001. City and Agency Negotiator, City Manager Ron Bernal; Parties – Orton/Libitzky.

***No reportable action – direction to City Manager***

**7:00 P.M.      ROLL CALL – REGULAR MEETING – for Council Members – *All Present***

**PLEDGE OF ALLEGIANCE**

**ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS**

**PUBLIC COMMENTS** – *Members of the public may comment only on unagendized items. The public may comment on agendized items when they come up on this Agenda.*

**CITY COUNCIL COMMITTEE REPORTS**

**MAYOR'S COMMENTS**

**1.      *CONSENT CALENDAR***

**A.      APPROVAL OF COUNCIL MINUTES FOR NOVEMBER 14, 2017**

**STAFF REPORT**

***Approved, 5/0***

Recommended Action:    It is recommended that the City Council approve the minutes.

**CONSENT CALENDAR – Continued**

**STAFF REPORT**

**B. APPROVAL OF COUNCIL MINUTES FOR NOVEMBER 28, 2017**

*Approved, 5/0*

Recommended Action: It is recommended that the City Council approve the minutes.

**STAFF REPORT**

**C. APPROVAL OF COUNCIL WARRANTS**

*Approved, 5/0*

Recommended Action: It is recommended that the City Council approve the warrants.

**D. SECOND READING – AMENDING ORDINANCE NO. 801-C-S EXTENDING THE TERM OF THE FRANCHISE AGREEMENT WITH CALIFORNIA RESOURCES PRODUCTION CORPORATION (“CRC”), SUCCESSOR IN INTEREST TO UNION OIL COMPANY OF CALIFORNIA, TO FEBRUARY 7, 2021 (Introduced on 11/28/17)**

*Ord. No. 2133-C-S adopted, 5/0*

Recommended Action: It is recommended that the City Council adopt the Ordinance amending Ordinance No. 801-C-S extending a Pipeline Franchise to California Resources Production Corporation (“CRC”).

**STAFF REPORT**

**E. SECOND READING – AMENDING ORDINANCE NO. 838-C-S EXTENDING THE TERM OF THE FRANCHISE AGREEMENT WITH CHEVRON, U.S.A., INC. TO APRIL 23, 2042 (Introduced on 11/28/17)**

*Ord. No. 2134-C-S adopted, 5/0*

Recommended Action: It is recommended that the City Council adopt the Ordinance amending Ordinance No. 838-C-S extending a Pipeline Franchise to Chevron U.S.A. Inc.

**STAFF REPORT**

**F. RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE EASEMENT GRANT DEEDS OVER A PORTION OF FORMER SOMERSVILLE-NORTONVILLE ROAD LOCATED SOUTH OF OLD JAMES DONLON ROAD (PASO CORTO) TO THE EAST BAY REGIONAL PARK DISTRICT (EBRPD) AND THE GOOD CHANCE MANAGEMENT TRUST**

*Reso No. 2017/128 adopted, 5/0*

Recommended Action: It is recommended that the City Council adopt the resolution authorizing the City Manager to execute easement grant deeds over a portion of former Somersville-Nortonville Road, located south of Old James Donlon Road (Paso Corto) to the East Bay Regional Park District (EBRPD) and the Good Chance Management Trust.

**STAFF REPORT**

**G. FIRST AMENDMENT TO THE CONSULTANT SERVICE AGREEMENT WITH JDH CORROSION CONSULTANTS, INC. CONSULTANT SERVICE AGREEMENT FOR THE CATHODIC PROTECTION ASSESSMENT (P.W. 321-1)**

*Reso No. 2017/129 adopted, 5/0*

Recommended Action: It is recommended that the City Council approve the first amendment to the Consultant Service Agreement with JDH Corrosion Consultants, Inc. for cathodic protection upgrades related to the Cathodic Protection Assessment project to increase the contract by \$109,035 for a total contract amount of \$193,325.

**STAFF REPORT**

**CONSENT CALENDAR – Continued**

**H. SANITARY SEWER MAIN TRENCHLESS REHABILITATION AND FACILITIES INSTALLATION (P.W. 684)**

**Reso No. 2017/130 adopted, 5/0**

Recommended Action: It is recommended that the City Council increase the funding of the existing contract with A-S Pipelines, Inc. in the amount of \$77,707.92 from the Water Enterprise fund for a total of \$1,967,907.92 for this project and adopt the resolution accepting work, authorizing the Assistant City Engineer II to File a Notice of Completion.

**STAFF REPORT**

**I. AB1600 DEVELOPMENT IMPACT FEE ANNUAL REPORT**

**Received, 5/0**

Recommended Action: It is recommended that the City Council accept the FY2016/2017 Annual Report of Development Impact Fees.

**STAFF REPORT**

**J. LEAGUE OF CALIFORNIA CITIES:**

- POLICY COMMITTEE MEETINGS
- MAYORS AND COUNCIL MEMBERS EXECUTIVE FORUM AND ADVANCED LEADERSHIP WORKSHOP
- ANNUAL CONFERENCE

Recommended Action: It is recommended that the City Council:

**Approved, 5/0**

- 1) Approve participation and authorize associated expenditures for the League of California Cities Policy Committee Meetings held in Sacramento, California on January 18 through January 19, 2018 and June 7 through June 8; and held in Pomona, California on April 12 through April 13, 2018.
- 2) Approve participation and authorize associated expenditures for the League of California Cities Mayors and Council Members Executive forum and Advanced Leadership Workshops held in Monterey on June 27 through June 29, 2018.
- 3) Approve participation and authorize associated expenditures for the League of California Cities Annual Conference held in Long Beach, California on September 12 through September 14, 2018.

**STAFF REPORT**

**K. RESOLUTION APPROVING AN EMPLOYEE REFERRAL AND RECRUITMENT SIGNING BONUS/INCENTIVES FOR QUALIFIED LATERAL POLICE OFFICERS**

**Reso No. 2017/131 adopted, 5/0**

Recommended Action: It is recommended that the City Council adopt a resolution approving an employee referral and recruitment signing bonus/incentives for qualified lateral police officers.

**STAFF REPORT**

**PUBLIC HEARING**

2. ADOPTION OF THE GENERAL PLAN LAND USE ELEMENT UPDATE *(Con't from 11/28/17)*  
**Continued to 01/23/18, 5/0**

Recommended Action: It is recommended that the City Council take the following actions:

- 1) Adopt the Resolution approving the Addendum to the 2003 General Plan EIR; and
- 2) Adopt the Resolution amending the Land Use Element of the General Plan.

**STAFF REPORT**

3. ADOPTION OF THE DOWNTOWN SPECIFIC PLAN *(Con't from 11/28/17)*  
**Continued to 01/23/18, 5/0**

Recommended Action: It is recommended that the City Council take the following actions:

- 1) Adopt the Resolution approving the Addendum to the 2003 General Plan EIR; and
- 2) Introduce the Ordinance adopting the Downtown Specific Plan.

**STAFF REPORT**

4. RESOLUTION EXTENDING THE TEMPORARY CLOSURE OF EMPIRE MINE ROAD BETWEEN MESA RIDGE DRIVE AND DEER VALLEY ROAD

**Reso No. 2017/132 adopted, 5/0**

Recommended Action: It is recommended that the City Council conduct a public hearing and approve the resolution extending the temporary closure of Empire Mine Road between Mesa Ridge Drive and Deer Valley Road for an additional period of eighteen (18) months as a continued measure to reduce criminal activity in the area.

**STAFF REPORT**

5. RESOLUTION EXTENDING THE TEMPORARY CLOSURE OF MCELHENY ROAD BETWEEN EAST 6<sup>TH</sup> STREET AND FULTON SHIPYARD ROAD

**Reso No. 2017/133 adopted, 5/0**

Recommended Action: It is recommended that the City Council conduct a public hearing and approve the resolution extending the temporary closure of McElheny Road between East 6<sup>th</sup> Street and Fulton Shipyard Road for an additional period of eighteen (18) months as a measure to reduce criminal activity in the area.

**STAFF REPORT**

**COUNCIL REGULAR AGENDA**

6. BOARD OF ADMINISTRATIVE APPEALS APPOINTMENT FOR ONE (1) ALTERNATE MEMBER VACANCY, 2-YEAR TERM, EXPIRING JULY 2019

**Reso No. 2017/134 adopted appointing Marie Livingston to the Alternate Member vacancy, 2-year term, expiring July 2019, 5/0**

Recommended Action: It is recommended that the Mayor nominate and Council appoint by resolution one Alternate Member to the Board of Administrative Appeals expiring July 2019.

**STAFF REPORT**

**COUNCIL REGULAR AGENDA – Continued**

7. PLANNING COMMISSION APPOINTMENT FOR ONE (1) PARTIAL-TERM VACANCY EXPIRING OCTOBER 2019

**Reso No. 2017/135 adopted appointing Milanka Schneiderman to the partial-term vacancy, expiring October 2019, 5/0**

Recommended Action: It is recommended that the Mayor nominate and Council appoint by resolution (1) one member to the Planning Commission for a partial-term vacancy expiring October 2019.

**STAFF REPORT**

8. UPDATE ON THE BRACKISH WATER DESALINATION PROJECT (P.W. 694)

**Received and filed, 5/0**

Recommended Action: It is recommended that the City Council receive and file.

**STAFF REPORT**

9. TRAFFIC CALMING POLICY (P.W. 282-19)

**Reso No. 2017/136 adopted, 5/0**

Recommended Action: It is recommended that the City Council adopt the resolution creating a Traffic Calming Policy and amend the 2017-19 budget to incorporate funding for Speed Humps/Cushions.

**STAFF REPORT**

10. RESOLUTION APPROVING ONE (1) PUBLIC WORKS DIRECTOR/CITY ENGINEER POSITION AND AUTHORIZING THE APPROPRIATE BUDGET ADJUSTMENT

**Reso No. 2017/137 adopted, 5/0**

Recommended Action: It is recommended that the City Council adopt a resolution approving one (1) Public Works Director/City Engineer position and authorize the appropriate budget adjustment.

**STAFF REPORT**

11. AD HOC COMMITTEE FOR SMART GROWTH AND INFILL

**Appointed Mayor Pro Tem Thorpe and Council Member Ogorchock, 5/0**

Recommended Action: It is recommended that the City Council discuss and recommend the need for the Mayor to nominate and Council appoint a two (2) member Ad Hoc Committee for Smart Growth and Infill.

**STAFF REPORT**

**PUBLIC COMMENT**

**STAFF COMMUNICATIONS**

**COUNCIL COMMUNICATIONS AND FUTURE AGENDA ITEMS** – Council Members report out various activities and any Council Member may place an item for discussion and direction on a future agenda. Timing determined by Mayor and City Manager – no longer than 6 months.

**ADJOURNMENT – 9:02 p.m.**

## CITY COUNCIL MEETING

**Regular Meeting**  
**7:00 P.M.**

**November 14, 2017**  
**Council Chambers**

Mayor Wright called the meeting to order at 7:03 P.M., and City Clerk Simonsen called the roll.

Present: Council Members Wilson, Thorpe, Tiscareno, Ogorchock and Mayor Wright

### **PLEDGE OF ALLEGIANCE**

Mayor Wright led the Council and audience in the Pledge of Allegiance.

### **1. PROCLAMATIONS**

*Homeless Awareness Month, November 2017*  
*The Ambassador for Peace Medal*

On motion by Councilmember Wilson, seconded by Councilmember Ogorchock, the Council unanimously approved the Proclamations.

Teri House, on behalf of the Council on Homelessness, and Queen Adu Poku and Ezekiel Adu Poku thanked Council for the *Homeless Awareness Month* proclamation.

The Council presented *The Ambassador for Peace Medal* proclamations to Sergeant John McMullen, Command Sergeant Major Michael F. Collins, and Dr. John M. Huh. City Clerk Simonsen and Councilmember Thorpe presented medals to each recipient who thanked Council for the recognition and stated they were proud to have served.

**ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS – None**

### **PUBLIC COMMENTS**

Ruth Boyer introduced herself as the new Antioch Library Manager and encouraged residents to get their library cards.

Willie Mims, East County NAACP/Pittsburg Black Political Association, stated he was here to observe the proceedings this evening.

### **COUNCIL SUBCOMMITTEE REPORTS**

Councilmember Wilson announced Antioch resident Maleah Meyer was missing and she encouraged resident to remain vigilant and report suspicious activity to the Antioch Police Department.

Councilmember Thorpe reported on his attendance at the Delta Diablo meeting on behalf of Mayor Wright.

Councilmember Ogorchock reported on her attendance at the League of California Cities meeting, CalPERS workshop, and announced she had been appointed to the Policy and Advocacy Committee for the Homeless Task Force.

## **MAYOR'S COMMENTS**

Mayor Wright announced he had been away on vacation and he encouraged residents to cherish time spent with their families.

### **2. COUNCIL CONSENT CALENDAR**

- A. APPROVAL OF COUNCIL MINUTES FOR OCTOBER 24, 2017**
- B. APPROVAL OF COUNCIL SPECIAL MEETING MINUTES FOR NOVEMBER 1, 2017**
- C. APPROVAL OF COUNCIL WARRANTS**
- D. APPROVAL OF TREASURER'S REPORT FOR SEPTEMBER 2017**
- E. ORDINANCE NO. 2131-C-S SECOND READING – ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADDING SECTION 5 TO CHAPTER 7 OF TITLE 5 OF THE ANTIOCH MUNICIPAL CODE PROHIBITING THE HOURLY RENTALS OF LODGING UNITS WITHIN CITY LIMITS (*Introduced on 10/24/17*)**

On motion by Councilmember Ogorchock, seconded by Councilmember Thorpe, the City Council unanimously approved the Council Consent Calendar.

## **PUBLIC HEARING**

### **3. ROCKETSHIP ELEMENTARY SCHOOL (Z-17-02, UP-17-01, V-17-05, AR-17-02)**

City Manager Bernal introduced Public Hearing Item #3.

Director of Community Development Ebbs and Contract Planner Valente presented the staff report dated November 14, 2017 recommending the City Council take the following actions: 1) Adopt the Resolution adopting the Rocketship Elementary School Project Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project; and 2) Introduce the Ordinance approving a Rezone of the project site from Regional Commercial District (C-3) to Professional Office District (C-0); and 3) Adopt the Resolution approving a Variance to allow a six-foot tall wrought iron fence within the front setback along Cavallo Road, a Use Permit for the construction of an elementary school, and Design Review, subject to conditions of approval.

Mayor Wright opened the Public Hearing.



Harrison Tucker, Director of Real Estate and Marie Gill, Regional Director of Rocketship Public Schools, gave a PowerPoint presentation of the project. They requested the City Council support the Planning Commission recommendations to approve the CEQA study, rezone, use permit, and a variance. They stated they hoped they could partner with the Council and make their vision a reality.

Sue Taylor, Antioch resident, expressed concern regarding traffic and illegal activity in the area as well as potential noise impacts from the school.

The following citizens spoke in support of the Rocketship Elementary Charter School Project: Nancy and Marty Fernandez, William Wallace, Rebeca Garcia, Fernando Navarro, Walter Ruehlig, Jorge Navarrete, Senior Pastor of Templo Santo, Jessica Duran, Natalie and Andrea Lebron, Thomas McNell, Debora Allen, Angel Luevano, Todos Unidos, Randolph Hopkins, Dr. Lemont A. Francies, Delta Bay Church of Christ/Pastor Rocketship, Gil Murillo, Jennifer Alfonso, Jeff Belle Contra Costa County Board of Education, Debra Vinson, Antioch Unified School District Vice President, Matthew Hart and Richard Pagano, Antioch Chamber of Commerce. They noted the project would provide high quality educational opportunities for Antioch families. Some citizens also supported the project as an investment in the community that would foster economic development and revitalize the area improving property values. They urged Council to approve the CEQA study, rezone, use permit, and a variance for the Rocketship Elementary Charter School Project.

Willie Mims, East County NAACP/Pittsburg Black Political Association, discussed the importance of conducting a traffic study for the project and securing offsite parking agreements. He wished Rocketship Elementary School success.

#### Rebuttal

Harrison Tucker explained a traffic study was completed through the CEQA process and they were providing 49 parking stalls, which in comparison to other schools was an improvement. Additionally, he stated they had committed to a BART shuttle and ride share subsidy program. He noted they also had three offsite parking letters of interest.

Mayor Wright closed the Public hearing.

In response to Councilmember Tiscareno, Ms. Gill and Mr. Tucker explained the MOU agreement as well as the safety and security plan.

Captain Morefield explained that it was too early to quantify a reduction in calls for service due to the security cameras in the Cavallo Road area; however, they had assisted in apprehensions and preventing crime.

Councilmember Tiscareno thanked the Antioch Police Department for focusing on areas of concern and stated he liked that there was interest in revitalizing this neighborhood.

In response to Councilmember Tiscareno, Director of Community Development Ebbs stated the City was consistent and fair with all applications they received.

Captain Morefield announced that Maleah Meyer, who was previously reported as missing, had been located and returned home.

In response to Mayor Wright, Captain Morefield stated he had observed the circulation plan at another Rocketship School and it was very well-organized. He noted a security guard would be a level of deterrent and protection for the area.

Councilmember Ogorchock stated blight in the area would be eliminated with a gate on the school property and the security guard would also benefit children walking to Kimball Elementary School. She congratulated the school for their successful application process and stated she believed it would be an asset to the area.

In response to Councilmember Wilson, Mr. Tucker stated they had a long standing relationship with a unionized contractor who would be responsible for a large portion of the work. He noted they had also directed the general contractor to prioritize local labor.

Mayor Wright thanked the applicant for their investment in Antioch and providing a local charter school opportunity. He congratulated the parents in attendance for being dedicated to their children and their educational experience.

Councilmember Thorpe stated he had met with many of the speakers this evening and he enjoyed hearing their opinions. He expressed concern regarding how the project would impact local schools. He noted the project would be an economic investment that would reduce criminal activity. He stated his vote on this item would be for Nancy and Marty Fernandez in recognition of their hard work in the community.

Councilmember Tiscareno stated he had not questioned the Project Labor Agreement (PLA) as that issue was not before the Council this evening. He spoke in support of public schools and noted it was unfortunate that they did not have the resources they needed. He stated as a labor advocate they encouraged choice and educational opportunities. He noted this project would have a positive impact in the City and for children in Antioch.

Councilmember Thorpe stated he wanted to send a strong message to the Antioch Unified School District Board of Education, to have the political will to make schools stronger and safer in order to compete with schools like Rocketship.

**RESOLUTION NO. 2017/122**  
**RESOLUTION NO. 2017/123**

On motion by Councilmember Ogorchock, seconded by Councilmember Thorpe, Council unanimously 1) Adopted the Resolution adopting the Rocketship Elementary School Project Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Project; and 2) Introduced the Ordinance approving a Rezone of the project site from Regional

Commercial District (C-3) to Professional Office District (C-0); and 3) Adopted the Resolution approving a Variance to allow a six-foot tall wrought iron fence within the front setback along Cavallo Road, a Use Permit for the construction of an elementary school, and Design Review, subject to conditions of approval.

Mayor Wright declared a recess at 9:17 P.M. The meeting reconvened at 9:33 P.M. with all Councilmembers present.

#### **COUNCIL REGULAR AGENDA**

#### **4. PURCHASE AND SALE AGREEMENT AND JOINT ESCROW INSTRUCTIONS FOR ONE MARINA PLAZA ANTIOCH, CALIFORNIA**

City Manager Bernal introduced Regular Agenda Item #4.

Economic Development Program Manager Zepeda presented the staff report dated November 14, 2017 recommending the City Council adopt a resolution approving the Purchase and Sale Agreement (PSA) and Joint Escrow Instructions for the sale of One Marina Plaza, Antioch, California (also known as "Humphrey's Restaurant") with Sean McCauley Investments, Inc., a California Corporation and authorize the City Manager to execute the PSA.

In response to Councilmember Tiscareno, City Consultant Alan Wolken explained that as part of the purchase and sales agreement, once the property was transferred to SMI Investments, it was his obligation to keep building tenanted.

Sean McCauley, Sean McCauley Investment Inc. (SMI), added that he wanted an operator like Zephyr's Grill and Bar; however, he was not concerned with his ability to find a good operator once the building was revitalized. He noted he had a vested interest in bringing in a successful tenant.

Mayor Wright stated he was excited to see the project move forward. He questioned if there was some assurance that renovations would occur.

Mr. McCauley reported he had pulled permits, installed fencing and had lumber delivered. He noted the first stage of construction would include ADA compliance and outside improvements.

Councilmember Ogorchock stated she was familiar with Mr. McCauley's business and he was a man of his word.

#### **RESOLUTION NO. 2017/124**

On motion by Councilmember Thorpe, seconded by Councilmember Ogorchock, the Council adopted a resolution approving the Purchase and Sale Agreement (PSA) and Joint Escrow Instructions for the sale of One Marina Plaza, Antioch, California (also known as "Humphrey's Restaurant") with Sean McCauley Investments, Inc., a California Corporation and authorize the City Manager to execute the PSA.

**5. FINAL DETERMINATION OF BOARD OF ADMINISTRATIVE APPEALS DECISION REGARDING: GRIEVANCE HEARING APPEAL OF OPERATING ENGINEERS LOCAL UNION NO. 3 REGARDING THE CITY MANAGER'S DENIAL OF THE GRIEVANCE THAT SECTION 12.1(B) OF THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF ANTIOCH AND OPERATING ENGINEERS LOCAL UNION NO. 3 HAS BEEN VIOLATED**

City Manager Bernal introduced Regular Agenda Item #5.

City Attorney Cole presented the staff report dated November 14, 2017.

Kevin Scudero, City employee and Negotiator for Operating Engineers Local Union No. 3, gave a PowerPoint presentation regarding their position on the Grievance which clarified that they had a clearly negotiated benefit in the Memorandum of Understanding (MOU) that was negotiated after they joined California Public Employees' Retirement System (CalPERS) Medical to specifically address the Minimum Employee Contribution (MEC) issue and the MOU or MAR (Medical After Retirement) plan did not allow for an MEC deduction from the retiree healthcare benefit. He requested the City Council overturn the decision of the Board of Administrative Appeals and interpret the MOU without deducting the retiree benefit from the MEC.

James Jones, Legal Counsel on behalf of the City of Antioch, explained that the City had provided MAR benefits through CalPERS for several years and paid those benefits the same way for each of those years. He stated until now, the Union had not questioned how the City calculated the benefit and had not negotiated for a different method for the MAR payments to be made to retirees. He explained that statements made in the presentation were outside of the administrative record because they were not evidence presented to the Board of Administrative Appeals. He clarified that the MOU incorporated the MAR plan that stated retiree's benefits were capped. He noted as stipulated in section 12.1 of the MOU, the City paid the MEC to CalPERS and then reimbursed retirees up to the cap. In referencing the PowerPoint presentation, he clarified that there was a deduction made of \$128 with regards to the benefit provided to employees. He explained employees had the MEC plus an amount they could apply to a flexible benefits plan. Additionally, he noted past MOUs indicated that if the MEC rises, the City shall reduce its contribution to the flexible benefits plan. He stated at the Board of Administrative Appeals hearing, the City's negotiator stated that he had negotiated the 2005 MOU with the Union and at that time, they were focused on retiree benefits and renegotiated the caps knowing how the City had been calculating the MAR benefits.

Michael Eggener, representing OE3, reported that he was present at the Board of Administrative Appeals hearing and the issue was with regards to section 12.1b. He noted the wording in the MOU was specific stating the City shall pay the CalPERS required MEC on behalf of each active and retired employee who participated in the City's health insurance plan. He further noted that they feel the City was not doing what was required and moving forward, they requested that it be corrected.

Rebuttals

Kevin Scudero clarified there was no mention in the MOU with regards to an MEC deduction off the benefit rate and the negotiated benefit stated that the City was to pay it. In referencing the 2005 MAR, he noted they created a tiered system which was implemented in 2007 and they went from a defined benefit plan to a defined contribution plan. He stated he believed the benefit was not open to interpretation and the MOU and MAR plan were clear.

James Jones stated he believed the Union was asking Council to only consider section 12.1b of the MOU which was only one portion of the calculation. He clarified the MEC was given to CalPERS on behalf of the retirees to purchase medical benefits and in addition to that amount the City paid retirees \$226.00. He noted when negotiations took place in 2005, the City could not have afforded to increase the caps and pay the MEC due to the unfunded liabilities. He stated if the Union wanted to renegotiate the amount of the MAR benefits for retirees; it had to be done at the bargaining table because the MOU was clear in stating retirees received a capped amount that included the MEC.

Mayor Wright closed the hearing.

In response to Council, Mr. Jones explained article 13 of the MOU stated the City would provide benefits in accordance with the MAR plan and the caps resided in the MAR plan. He stated the Board of Administrative Appeals had agreed with the City Manager upholding his decision thereby denying the grievance.

Councilmember Ogorchock stated she believed due process had been served and questioned if retirees had been involved in negotiations.

Interim City Attorney Cole stated the adoption of the MOU followed the same process that had been going on for years. He stated Council should consider the document and if they find there was ambiguity, they could look at circumstances surrounding the adoption. He stated if Council felt the language in the document was susceptible to only one meaning, they should base their interpretation on the document itself.

Mayor Wright stated the basis of the argument was that 12.1 stated the City would pay the MEC and 12.7 referenced the MAR plan which stated the payment shall not exceed the capped amounts.

In response to Councilmember Wilson, Mr. Scudero explained that the retirees expected to receive a check without \$128.00 being deducted from the reimbursement.

In response to Mayor Wright, Mr. Scudero stated the MAR plan caps were put into place prior to the variable MEC and once it was instituted, they put 12.1 into the contract to address the issue. He stated they believed the MOU supported their position. He stated the cap was negotiated in 1993 when they were not on PERS medical or in a system that had an MEC and in 2002, they felt they needed to negotiate a benefit that required the City to pay it which was 12.1b. He noted they assumed it had been implemented that way based on their negotiations.

In response to Councilmember Thorpe, Mr. Eggener reiterated they did not believe 12.1b was being applied because it was being paid and then taken back out.

Councilmember Tiscareno stated the current MOU supersedes all others. He noted this matter was up to interpretation and should have been taken to an arbitrator who was an expert in collective bargaining. He stated there was ambiguity with some of the language; however, 12.1 stated the City would pay the MEC and the caps were not disputable.

In response to Councilmember Tiscareno, Kevin Scudero stated that this benefit was addressed during the last negotiation and they came to the realization of how it was being implemented after they had agreed to the MOU.

Councilmember Tiscareno stated that he was trying to support the Union's position; however, he could not do so with the information presented this evening. He suggested the Union clarify the language during the negotiation process. He suggested Mr. Scudero utilize the process to move the grievance forward.

Mr. Scudero stated in hindsight, they should have made the language in the MAR plan stronger. He noted they were arguing based on the intent and they felt the past and the current MOUs supported their interpretation.

City Attorney Cole reminded Council that speaker's rules stated that it was the goal of Council to conclude business by 11:00 P.M.

City Clerk Simonsen added that at 11:00 P.M. Council could review the remaining agenda items to determine if they wanted those items continued.

On motion by Councilmember Tiscareno, seconded by Councilmember Ogorchock, the Council unanimously upheld the Board of Administrative Appeals determination.

Discussion ensued regarding the remainder of the agenda items, with Council agreeing to hear Items #6 and 7 this evening.

**6. APPROPRIATION OF EXPENDITURES FOR ENCUMBRANCES AND PROJECT BUDGETS OUTSTANDING AS OF JUNE 30, 2017 TO THE 2017/18 FISCAL YEAR BUDGET AND OTHER FISCAL YEAR 2018 BUDGET AMENDMENTS**

City Manager Bernal introduced Regular Agenda Item #6.

Finance Director Merchant presented the staff report dated November 14, 2017 recommending the City Council adopt the resolution appropriating expenditures for encumbrances and project budgets outstanding to the 2017/18 fiscal year budget and approving amendments to the 2018 fiscal year budget.

**RESOLUTION NO. 2017/125**

On motion by Councilmember Ogorchock, seconded by Councilmember Thorpe, the Council unanimously adopted the resolution appropriating expenditures for encumbrances and project budgets outstanding to the 2017/18 fiscal year budget and approving amendments to the 2018 fiscal year budget.

Council also directed staff to bring back the remaining 50 percent use of the salary savings at mid-year budget review.

**7. RESOLUTION APPROVING ONE (1) ECONOMIC DEVELOPMENT DIRECTOR POSITION AUTHORIZING THE APPROPRIATE BUDGET ADJUSTMENT**

City Manager Bernal introduced Regular Agenda Item #7.

Administrative Services Director Mastay presented the staff report dated November 14, 2017 recommending the City Council take the following actions: 1) Discuss the funding for one (1) Economic Development Director; and 2) Adopt a resolution approving one (1) Economic Development Director position and authorize the appropriate budget adjustment.

Councilmember Tiscareno stated he wanted the Economic Development Director to take a leadership role and asked for that to be included in the job description.

Administrative Services Director Mastay clarified that developing a marketing plan would be one of the Economic Development Director's duties and they would be working in conjunction with the City Manager to develop the plan. She stated job duties would be clarified when they go to market for the position.

Mayor Wright agreed with Councilmember Tiscareno and stated that they would like to view the job description prior to going out to market.

Councilmember Ogorchock stated she believed that it was staff's job to develop the job description and agreed that it needed to contain strong language. She questioned what the additional costs and benefits would be for the position.

Councilmember Thorpe stated if Council was to move forward, he would like to use the strategic goals/planning sessions to determine how to proceed with economic development. He voiced his support for funding the position.

City Clerk Simonsen stated since Exhibit "A" was not referenced in the resolution, Council could pass the resolution and give direction to staff regarding any information they would like added to the description/qualifications.

Mayor Wright stated the direction was to add a bullet point emphasizing the leadership role for the Economic Development Director.

Councilmember Wilson voiced her support for the position and defining the job duties. She stated it would be an investment and was needed to assist with economic vitality. She noted funding

needed to be addressed as well as how it would affect the Economic Development Program Manager's duties.

Mayor Wright commented that due to the lengthy hiring process, he supported going out to market as soon as possible while Council continued to work on the strategic plan.

Allen Payton, Antioch resident, spoke in support of the City hiring an Economic Development Director and suggested Council consider changing the position to an Economic Development Director/Assistant City Manager.

Councilmember Ogorchock expressed concern that the City was considering hiring an Economic Development Director without a budget for the position.

Following discussion, Mayor Wright suggested approving the position and discussing the outstanding issues during the strategic planning session and mid-year budget review.

Councilmember Thorpe requested staff bring back a budget for this position as soon as possible.

**RESOLUTION NO. 2017/126**

On motion by Councilmember Thorpe, seconded by Councilmember Wilson, the Council unanimously adopted a resolution approving one (1) Economic Development Director position and authorized the appropriate budget adjustment.

**PUBLIC COMMENTS** – None

**STAFF COMMUNICATIONS**

City Manager Bernal announced City Hall would be closed November 23-24, 2017 for the Thanksgiving holiday and the next City Council meeting would be held on November 28, 2017.

**COUNCIL COMMUNICATIONS**

Councilmember Ogorchock requested staff research the feasibility of Trust 115 for the City's unfunded liabilities.

Councilmember Thorpe reminded staff to agendaize a Smart Growth Adhoc Committee item.

**ADJOURNMENT**

With no further business, Mayor Wright adjourned the meeting at 11:42 P.M. to the next regular Council meeting on November 28, 2017.

Respectfully submitted:

*Kitty Eiden*

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KITTY EIDEN, Minutes Clerk



## CITY COUNCIL MEETING

**Regular Meeting**  
**7:00 P.M.**

**November 28, 2017**  
**Council Chambers**

### **6:15 P.M. - CLOSED SESSION**

1. **CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION** – Potential Litigation pursuant to Election Code 14025: California Voter Rights Act Demand Letter.

Interim City Attorney Cole reported the City Council had been in Closed Session and gave the following report: **#1 CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION**, direction given to City Attorney.

Mayor Wright called the meeting to order at 7:00 P.M., and City Clerk Simonsen called the roll.

Present: Council Members Wilson, Thorpe, Tiscareno, Ogorchock and Mayor Wright

### **PLEDGE OF ALLEGIANCE**

Councilmember Ogorchock led the Council and audience in the Pledge of Allegiance.

### **ANNOUNCEMENTS OF CIVIC AND COMMUNITY EVENTS**

Director of Parks and Recreation Kaiser announced the Winter/Spring Recreation Guide would be sent out to the community on November 29, 2017.

Holly Cuciz announced a Community Cat Workshop would be held from 7:00 P.M. – 9:00 P.M. on December 14, 2017 at the Antioch Police Department Community Room.

Ken Turnage and Thelma Wilson, Celebrate Antioch, announced holiday festivities would be begin at 1:00 P.M. on December 2, 2017, in downtown Antioch and included a merchant faire, parade, tree lighting, and lighted boat parade.

Councilmember Wilson announced a Women and Safety Mixer would be held from 5:30 P.M. – 7:00 P.M. on Dec 5, 2017 at Umpqua Bank on Lone Tree Way.

Councilmember Ogorchock announced the Holiday Magic Christmas House Tour would be held from 12:00 P.M. – 3:00 P.M. on December 10, 2017 and she had tickets available. In addition, the Neighborhood Cleanup Program would be held from 9:00 A.M. – 11:00 A.M., December 2, 2017 at Williamson Ranch Park.

### **PUBLIC COMMENTS**

Jeffrey Klingler stated the progress to address issues at the Antioch Animal Services had been impressive. He acknowledged the Tony La Russa's Animal Rescue Foundation (ARF), staff,

volunteers and Council for their support. He invited Council and staff to attend the Community Cat Workshop.

Holly Cuzic spoke in support of the positive changes occurring at the Antioch Animal Services and thanked everyone involved in the process. She acknowledged ARF, staff, and the volunteers.

## **COUNCIL SUBCOMMITTEE REPORTS**

Councilmember Thorpe reported on his attendance at the 2018 Ballot Measures Adhoc committee meeting.

## **MAYOR'S COMMENTS**

Mayor Wright expressed gratitude to the citizens and staff who served the community. He also gave thanks to all of the Councilmember's families for their support.

### **1. PRESENTATION**

The City Council presented a Certificate of Recognition to Antioch Veteran of the Year, Paul Scannell who accepted the award and thanked Council for the recognition. He stated it was an honor to serve the Veteran's community.

Don Freitas, on behalf of the Antioch Historical Society, thanked Mr. Scannell and announced his name would be listed on the plaque honoring the Veteran of the Year, which would be displayed at the museum.

Dawn Morrow, on behalf of Supervisor Burgis, presented Mr. Scannell with a certificate in recognition of his service.

### **2. COUNCIL CONSENT CALENDAR**

**A. APPROVAL OF COUNCIL MINUTES FOR NOVEMBER 14, 2017**

**B. APPROVAL OF COUNCIL WARRANTS**

**C. APPROVAL OF TREASURER'S REPORT FOR OCTOBER 2017**

**D. ORDINANCE NO. 2132-C-S SECOND READING – ROCKETSHIP ELEMENTARY SCHOOL (Z-17-02, UP-17-01, V-17-05, AR-17-02) (Introduced on 11/14/17)**

**E. RESOLUTION NO. 2017-127 FIRST AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING FOR THE DEVELOPMENT OF A GROUNDWATER SUSTAINABILITY PLAN FOR THE EAST CONTRA COSTA COUNTY PORTION OF THE TRACY SUBBASIN (PW 704-3)**

**F. 2017 NEW LAW & ELECTIONS SEMINAR**

On motion by Councilmember Ogorchock, seconded by Councilmember Thorpe, the City Council unanimously approved the Council Consent Calendar with the exception of Item F which was removed for further discussion.

**Item F** – Administrative Services Director Mastay clarified that travel would not be reimbursed to the City Clerk for this seminar.

On motion by Councilmember Ogorchock, seconded by Councilmember Tiscareno, the City Council unanimously approved Item F, minus \$340 in travel expenses to the City Clerk.

## **PUBLIC HEARING**

### **3. REQUESTED MODIFICATIONS TO THE PROJECT APPROVAL FOR THE PROMENADE – VINEYARDS AT SAND CREEK PROJECT (*con't from 10/24/17*)**

City Manager Bernal introduced Public Hearing Item #3.

City Clerk Simonsen announced the City Clerk's office had received a number of documents today that had been shared with the Council and staff which were available to the public in Council Chambers.

Interim City Attorney Cole addressed the letters Council received regarding Public Hearing Items 3-5 and recommended Council continue each public hearing to allow staff the appropriate time to respond.

Director of Community Development Ebbs requested this item be continued to January 9, 2018. He stated he had discussed the continuance with the applicant who was in agreement.

Mayor Wright opened and closed the public hearing with no members of the public requesting to speak.

On motion by Councilmember Ogorchock, seconded by Councilmember Wilson, the Council unanimously approved continuing the Public Hearing to January 9, 2018.

### **4. ADOPTION OF THE GENERAL PLAN LAND USE ELEMENT UPDATE**

Director of Community Development Ebbs requested this item be continued to December 12, 2017 to give staff appropriate time to respond to the letter received from West Coast Home Builders.

Mayor Wright opened and closed the public hearing with no members of the public requesting to speak.

On motion by Councilmember Ogorchock, seconded by Councilmember Thorpe, the Council unanimously continued the public hearing to December 12, 2017.

**5. ADOPTION OF THE DOWNTOWN SPECIFIC PLAN**

Director of Community Development Ebbs requested this item be continued to December 12, 2017 to give staff appropriate time to respond to the letter received from West Coast Home Builders.

Mayor Wright opened and closed the public hearing with no members of the public requesting to speak.

On motion by Councilmember Thorpe, seconded by Councilmember Ogorchock, the Council unanimously continued the public hearing to December 12, 2017.

**6. AN ORDINANCE AMENDING ORDINANCE NO. 801-C-S EXTENDING THE TERM OF THE FRANCHISE AGREEMENT WITH CALIFORNIA RESOURCES PRODUCTION CORPORATION ("CRC"), SUCCESSOR IN INTEREST TO UNION OIL COMPANY OF CALIFORNIA, TO FEBRUARY 7, 2021**

City Manager Bernal introduced Public Hearing Item #6.

Assistant City Engineer Filson presented the staff report dated November 28, 2017 recommending that the City Council introduce by title only the Ordinance amending Ordinance No. 801-C-S extending a Pipeline Franchise to California Resources Production Corporation ("CRC").

Mayor Wright opened and closed the public hearing with no members of the public requesting to speak.

On motion by Councilmember Tiscareno, seconded by Councilmember Ogorchock, the Council unanimously introduced by title only the Ordinance amending Ordinance No. 801-C-S extending a Pipeline Franchise to California Resources Production Corporation ("CRC").

**7. AN ORDINANCE AMENDING ORDINANCE NO. 838-C-S EXTENDING THE TERM OF THE FRANCHISE AGREEMENT WITH CHEVRON, U.S.A., INC. TO APRIL 23, 2042**

City Manager Bernal introduced Public Hearing Item #7.

Assistant City Engineer Filson presented the staff report dated November 28, 2017 recommending that the City Council introduce by title only the Ordinance amending Ordinance No. 838-C-S extending a Pipeline Franchise to Chevron U.S.A. Inc.

Mayor Wright opened and closed the public hearing with no members of the public requesting to speak.

On motion by Councilmember Thorpe, seconded by Councilmember Ogorchock, the Council unanimously introduced by title only the Ordinance amending Ordinance No. 838-C-S extending a Pipeline Franchise to Chevron U.S.A. Inc.

## **COUNCIL REGULAR AGENDA**

### **8. TRAFFIC CALMING POLICY (P.W. 282-19)**

City Manager Bernal introduced Agenda Item #8.

Assistant City Engineer Filson presented the staff report dated November 28, 2017 recommending that the City Council consider the Draft Traffic Calming Policy and provide feedback to staff on the policy and budget.

Councilmember Ogorchock requested adding a process in the policy to address requests for removing the traffic calming devices.

Assistant City Engineer Filson stated the Antioch Police Department was in support of the speed cushion design and they would review all requests to determine if they were safe.

Councilmember Ogorchock stated she was concerned these projects would divert funds that could be utilized for street repairs and stated she could support them if they were purchased by citizens.

Councilmember Thorpe thanked Assistant City Engineer Filson for the report. He stated citizens should not be required to pay traffic calming measures and esthetically he preferred the speed table option.

Chief Brooks stated Antioch Police Department would consider calls for service, width of the street, and work with Planning and Engineering to determine whether to approve a request.

Assistant City Engineer Filson stated she would reach out to Police Departments in cities that have speed bumps to determine their criteria and concerns with the devices.

Councilmember Wilson stated she supported speed cushions and tables and requested staff provide a cost analysis of both options. She encouraged staff to reach out to Police and Fire Departments for their feedback.

Councilmember Tiscareno thanked staff for the report and stated he was supportive of traffic calming measures. He stated the device type could be determined based on the situation/location. He requested staff provide a list of priority locations.

Mayor Wright stated he felt it was important to provide traffic calming measures for the community. He noted as long as the policy was feasible and there was a process for determining priority, he would be in favor of any of the options for the community. He further noted he would support a budget of \$75,000.

Councilmember Tiscareno agreed with a budget of \$75,000 and requested staff provide the cost analysis.

Assistant City Engineer Filson stated the worst speeding problem would take priority and after that demand was met, requests would be considered on a first come first serve basis. She noted collision reports and speed surveys would be utilized to prioritize streets.

**9. AUTHORIZE AN EMPLOYEE REFERRAL AND RECRUITMENT SIGNING BONUS/INCENTIVES FOR QUALIFIED LATERAL POLICE OFFICERS**

City Manager Bernal introduced Agenda Item #9.

Chief Brooks presented the staff report dated November 28, 2017 recommending that the City Council authorize an employee referral and recruitment signing bonus/incentives for qualified lateral police officers.

Mark Jordan expressed concern regarding the fiscal impact of the signing bonus/incentives and suggested the program instead be tied to the purchase of a home in Antioch.

Chief Brooks explained the cost savings and accelerated timeframe for hiring a lateral officer compared to an entry level candidate.

Councilmember Tiscareno spoke in support of the signing bonus/incentives program as presented.

Chief Brooks stated that he did not believe the program would attract anyone that would come to Antioch just to receive the incentive. He noted he was personally involved in the hiring of every police officer and reasons for them choosing Antioch would be closely scrutinized.

Mayor Wright stated this program would facilitate the City reaching their goal of 104 police officers. He spoke in support of the timeline for the signing bonus payments.

Councilmember Thorpe stated the City had done their due diligence in attempting to attract new officers and with the cost savings associated with hiring lateral officers, he supported the program as presented. He noted he also supported staff furthering discussions with regards to a housing incentive program.

Councilmember Wilson stated she supported the signing bonus program and she appreciated Chief Brooks being involved in the hiring process.

City Clerk Simonsen stated City Policy indicated that this item needed to be in the form of a resolution; therefore, if approved, he would suggest having a resolution come back for consideration at the next Council meeting.

Interim City Attorney Cole stated a resolution was not legally required and the minutes would reflect the decision. He noted if Council approved the action, he would work with Chief Brooks to bring back a resolution for formal ratification at the next meeting.

Chief Brooks agreed to work with Interim City Attorney Cole on drafting the resolution.

On motion by Councilmember Thorpe, seconded by Councilmember Wilson, the Council unanimously authorized an employee referral and recruitment signing bonus/incentives for qualified lateral police officers.

**PUBLIC COMMENTS** – None

**STAFF COMMUNICATIONS**

City Manager Bernal announced the next City Council meeting would be held on December 12, 2017 and the December 26, 2017 was cancelled; therefore, the next meeting after that would be January 9, 2018.

**COUNCIL COMMUNICATIONS**

Councilmember Wilson requested staff agendize an ordinance regarding massage parlors.

**ADJOURNMENT**

With no further business, Mayor Wright adjourned the meeting at 8:34 P.M. to the next regular Council Meeting on December 12, 2017.

Respectfully submitted:

*Kitty Eiden*

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KITTY EIDEN, Minutes Clerk

CITY OF ANTIOCH  
 CLAIMS BY FUND REPORT  
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100 General Fund

Non Departmental

371985 AAA NC NU	CHECK REPLACEMENT	36.00
371998 CHILDRENS TRUST	CHECK REPLACEMENT	500.00
372008 DAS CONTRACTING	CHECK REPLACEMENT	137.25
372010 DELTA DENTAL	PAYROLL DEDUCTIONS	248.72
372013 DYNAMIC ROOFING	REFUND CBSC FEE	2.42
372048 OAK VIEW MEMORIAL PARK CEMETER	REFUND SMIP FEE	1.50
372063 SEARS	REFUND SMIP FEE	3.81
372071 SUNRUN	REFUND CBSC FEE	8.68
372072 SYNTROL	REFUND CBSC FEE	9.30
372076 TKC MANAGEMENT & ENGINEERING	CHECK REPLACEMENT	74.00
372084 VIVINT SOLAR DEVELOPER LLC	REFUND CBSC FEE	12.06

City Attorney

371984 WESTAMERICA BANK	COPIER LEASE	78.95
372003 COTA COLE ATTORNEYS LLP	LEGAL SERVICES	21,408.13
372037 LIEBERT CASSIDY WHITMORE	LEGAL SERVICES	875.00
372064 SHRED IT INC	SHRED SERVICES	170.36

City Manager

371984 WESTAMERICA BANK	COPIER LEASE	78.95
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City Clerk

371984 WESTAMERICA BANK	COPIER LEASE	78.95
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City Treasurer

372056 PFM ASSET MGMT LLC	ADVISORY SERVICES	7,814.22
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Human Resources

371984 WESTAMERICA BANK	COPIER LEASE	250.02
372023 FEDEX	SHIPPING	25.82
372049 OFFICE MAX INC	OFFICE SUPPLIES	90.69
372064 SHRED IT INC	SHRED SERVICES	170.36
372156 IEDA INC	PROFESSIONAL SERVICES	4,191.59
372158 JACKSON LEWIS LLP	PROFESSIONAL SERVICES	198.00

Economic Development

371984 WESTAMERICA BANK	COPIER LEASE	78.95
372146 DUALHARE INC	MEDIA MARKETING	5,000.00

Finance Administration

371984 WESTAMERICA BANK	COPIER LEASE	250.02
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Finance Accounting

372064 SHRED IT INC	SHRED SERVICES	170.34
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Finance Operations

371984 WESTAMERICA BANK	COPIER LEASE	350.36
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Prepared by: Georgina Meek

Finance Accounting

12/7/2017

**1C**

December 12, 2017



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372081 UNITED PARCEL SERVICE	WEEKLY PRINTER SERVICE FEE	98.14
372159 JOHNSEN, SONIA ZENELIA	EXPENSE REIMBURSEMENT	656.89
Non Departmental		
372011 DELTA DIABLO	GOLF COURSE WATER	4,614.77
372044 MUNICIPAL POOLING AUTHORITY	LEGAL SERVICES	7,950.75
372045 MUNISERVICES LLC	BL DISCOVERY SERVICES	9,724.97
930569 RETIREE	MEDICAL AFTER RETIREMENT	1,709.04
Public Works Maintenance Administration		
371984 WESTAMERICA BANK	COPIER LEASE	22.50
Public Works General Maintenance Services		
371984 WESTAMERICA BANK	COPIER LEASE	60.00
Public Works Street Maintenance		
371989 ANTIOCH BUILDING MATERIALS	PAVING MATERIALS	24,864.84
371992 BAY AREA BARRICADE	SUPPLIES	94.72
372004 COUNTY ASPHALT	ASPHALT	17,582.48
372049 OFFICE MAX INC	OFFICE SUPPLIES	59.67
372070 SUBURBAN PROPANE	PROPANE	167.80
372129 ANCHOR CONCRETE CONSTRUCTION I	SIDEWALK REPAIR PROJECT	57,873.88
372160 L SERPA TRUCKING INC	EQUIPMENT RENTAL	3,492.00
930509 TELFER OIL COMPANY	TACK OIL	525.00
Public Works-Signal/Street Lights		
930503 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	6,258.01
Public Works-Striping/Signing		
371988 ACE HARDWARE, ANTIOCH	SOCKET	7.03
372022 FASTENAL CO	SUPPLIES	89.02
372055 PFLUEGER, MATTHEW JAMES	EXPENSE REIMBURSEMENT	65.04
372070 SUBURBAN PROPANE	PROPANE	167.79
Public Works-Facilities Maintenance		
372054 PETERSON	EQUIPMENT REPAIR	2,530.18
372164 OAKLEYS PEST CONTROL	PEST CONTROL	165.00
930502 GRAINGER INC	SUPPLIES	4.10
Public Works-Parks Maint		
372051 PACHECO BROTHERS GARDENING INC	LANDSCAPE SERVICES	59,656.58
930503 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	211.28
Public Works-Median/General Land		
371988 ACE HARDWARE, ANTIOCH	PVC FITTINGS	15.79
372052 PACIFIC COAST LANDSCAPE MGMT I	LANDSCAPE SERVICES	2,240.40
372065 SILVA LANDSCAPE	LANDSCAPE SERVICES	5,575.36
930508 JOHN DEERE LANDSCAPES PACHECO	IRRIGATION CONTROLLER PARTS	8,759.75

Prepared by: Georgina Meek  
 Finance Accounting

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Police Administration

371984 WESTAMERICA BANK	COPIER LEASE	1,642.05
371994 BITTNER, DESMOND D	EXPENSE REIMBURSEMENT	133.50
371995 BROGDON, CASEY AMON	EXPENSE REIMBURSEMENT	259.87
372002 COPWARE INC	LEGAL UPDATES	1,025.00
372005 CROWNE PLAZA	LODGING TJAHDADI	741.49
372006 CSI FORENSIC SUPPLY FORNERLY K	EVIDENCE SUPPLIES	258.92
372017 EIDEN, KITTY J	TRANSCRIPTION SERVICES	84.00
372019 EMBASSY SUITES	LODGING E MCMANUS	908.29
372020 EMBASSY SUITES	LODGING T LENDERMAN	908.29
372029 KIRBY POLYGRAPH AND INVESTIGAT	PROFESSIONAL SERVICES	3,600.00
372031 KOCH, MATTHEW T	TRAINING PER DIEM	231.00
372032 KREIN, KENNETH G	TRAINING PER DIEM	57.50
372034 LENDERMAN, THOMAS E	TRAINING PER DIEM	345.00
372039 MC MANUS, ERIC A	TRAINING PER DIEM	345.00
372040 MCDONALD, RYAN J	TRAINING PER DIEM	231.00
372053 PERSONNEL EVALUATION INC	PROFESSIONAL SERVICES	140.00
372061 SACRAMENTO REGIONAL PUBLIC SAF	TRAINING KREIN	133.00
372062 SACRAMENTO REGIONAL PUBLIC SAF	TRAINING TJAHDADI	127.00
372066 SIMPSON INVESTIGATIVE SERVICES	PROFESSIONAL SERVICES	1,953.91
372068 STATE OF CALIFORNIA	DOJ FEES	98.00
372069 STENGER, JAMES E	TRAINING PER DIEM	34.50
372077 TOWN AND COUNTRY	LODGING J WISECARVER	496.32
372078 TOWN AND COUNTRY	LODGING M KOCH	496.32
372079 TOWN AND COUNTRY	LODGING R MCDONALD	496.32
372081 UNITED PARCEL SERVICE	SHIPPING	270.03
372089 WISECARVER, JIMMY R	TRAINING PER DIEM	231.00
372134 BROGDON, CASEY AMON	EXPENSE REIMBURSEMENT	59.55
372136 CHANG, THEODORE	TRAINING PER DIEM	34.50
372138 CONTRA COSTA COUNTY	TRAINING FEES	1,130.00
372147 EVANS, JOSHUA FIELD	EXPENSE REIMBURSEMENT	118.89
372150 GALLS INC	UNIFORM	174.79
372161 LC ACTION POLICE SUPPLY	SUPPLIES	3,376.93
372163 MAGANA, JOSEPH J	EXPENSE REIMBURSEMENT	83.74
372178 SIMPSON INVESTIGATIVE SERVICES	PROFESSIONAL SERVICES	1,992.60
372180 TJAHDADI, KEVIN JEREMIAH	TRAINING PER DIEM	320.00
930504 IMAGE SALES INC	ID CARDS	94.41
930505 MOBILE MINI LLC	EVIDENCE STORAGE	115.39
930659 MOBILEPD INC	MOBILE APP	5,000.00

Prepared by: Georgina Meek  
 Finance Accounting

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Police Prisoner Custody		
371984 WESTAMERICA BANK	COPIER LEASE	151.33
Police Community Policing		
371990 ARK PET HOSPITAL INC, THE	VETERINARY SERVICES	337.43
372057 PURSUIT NORTH	PD UPFITTING	14,495.87
372165 OCCUPATIONAL HEALTH CENTERS OF	MEDICAL SERVICES	994.50
372166 OCCUPATIONAL HEALTH CENTERS OF	MEDICAL SERVICES	855.15
372169 OCCUPATIONAL HEALTH CENTERS OF	MEDICAL SERVICES	1,036.50
372176 PSYCHOLOGICAL RESOURCES INC	PROFESSIONAL SERVICES	500.00
Police Investigations		
371984 WESTAMERICA BANK	COPIER LEASE	607.78
372023 FEDEX	SHIPPING	19.96
372036 LEXISNEXIS	INTEL DATE	255.00
372144 DEE, KRISTOPHER M	ADPP 11/3/17-12/3/17	4,786.00
372184 VERIZON WIRELESS	CELL PHONE DATA	120.00
Police Special Operations Unit		
372181 TOYOTA FINANCIAL SERVICES	VEHICLE SERVICE	145.83
372182 TOYOTA FINANCIAL SERVICES	VEHICLES LEASE	1,617.67
Police Communications		
372154 HUBB SYSTEMS LLC DATA 911	EQUIPMENT REPAIR	449.58
Police Facilities Maintenance		
372054 PETERSON	EQUIPMENT REPAIR	2,530.18
372133 BMS	DISPOSAL SERVICES	165.00
372164 OAKLEYS PEST CONTROL	PEST CONTROL	200.00
Community Development Land Planning Services		
371984 WESTAMERICA BANK	COPIER LEASE	113.69
372010 DELTA DENTAL	PAYROLL DEDUCTIONS	124.36
372033 LAND USE PLANNING SERVICES INC	CONSULTING SERVICES	14,007.21
372135 CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	49.00
372145 DIABLO LIVE SCAN	FINGERPRINTING FEES	20.00
CD Code Enforcement		
371984 WESTAMERICA BANK	COPIER LEASE	175.26
PW Engineer Land Development		
371984 WESTAMERICA BANK	COPIER LEASE	686.14
Community Development Building Inspection		
371984 WESTAMERICA BANK	COPIER LEASE	113.69
372010 DELTA DENTAL	PAYROLL DEDUCTIONS	124.36
372013 DYNAMIC ROOFING	DEPOSIT REFUND	225.18
372048 OAK VIEW MEMORIAL PARK CEMETER	DEPOSIT REFUND	137.28
372063 SEARS	DEPOSIT REFUND	364.90

Prepared by: Georgina Meek  
 Finance Accounting

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372071 SUNRUN	DEPOSIT REFUND	330.12
372072 SYNTROL	DEPOSIT REFUND	331.94
372084 VIVINT SOLAR DEVELOPER LLC	DEPOSIT REFUND	235.58
372135 CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	49.00
372145 DIABLO LIVE SCAN	FINGERPRINTING FEES	20.00
Capital Imp. Administration		
371984 WESTAMERICA BANK	COPIER LEASE	108.50
Community Development Engineering Services		
371984 WESTAMERICA BANK	COPIER LEASE	105.31
372135 CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	49.00
372145 DIABLO LIVE SCAN	FINGERPRINTING FEES	20.00
212 CDBG Fund		
CDBG		
372024 GHILOTTI BROS INC	CDBG DOWNTOWN PROJECT	218,604.22
214 Animal Control Fund		
Animal Control		
371984 WESTAMERICA BANK	COPIER LEASE	151.33
372016 EAST BAY VETERINARY EMERGENCY	VETERINARY SERVICES	1,654.20
372046 MWI VETERINARY SUPPLY CO	VETERINARY SERVICES	850.35
372067 STARLINE SUPPLY COMPANY	SUPPLIES	879.83
930505 MOBILE MINI LLC	STORAGE	113.60
219 Recreation Fund		
Non Departmental		
371993 BAZAN, LORENA	DEPOSIT REFUND	465.00
372000 CONTRA COSTA COUNTY	DEPOSIT REFUND	500.00
372014 DYSL TOPSOCCER	DEPOSIT REFUND	500.00
372035 LENNON, CATHY	CHECK REPLACEMENT	38.00
372074 TAYLOR, JAMES	DEPOSIT REFUND	500.00
372149 FAGBOHUNGBE, OMOLABAKE	DEPOSIT REFUND	500.00
Recreation Sports Programs		
371999 CONCORD SOFTBALL UMPIRES	UMPIRE FEES	784.00
372028 KIDZ LOVE SOCCER INC	YOUTH FALL SOCCER 2017	2,597.40
372080 UNIQUE PEST CONTROL	PEST CONTROL	100.00
372151 GOLDEN STATE WARRIORS	JR WARRIORS JERSEYS FALL 2017	4,236.00
Recreation-New Comm Cntr		
371984 WESTAMERICA BANK	COPIER LEASE	300.62
371991 BAGNESCHI, ALBERTA	CONTRACTOR PAYMENT	489.60
372041 MUIR, ROXANNE	CONTRACTOR PAYMENT	810.00
372051 PACHECO BROTHERS GARDENING INC	LANDSCAPE SERVICES	3,821.75
372059 ROBERTS, NANCY	CONTRACTOR PAYMENT	382.80

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372135 CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	56.50
372145 DIABLO LIVE SCAN	FINGERPRINTING FEES	30.00
372149 FAGBOHUNGBE, OMOLABAKE	DEPOSIT REFUND	19.25
930502 GRAINGER INC	VALVES	454.79
226 Solid Waste Reduction Fund		
Solid Waste		
372050 OLMEDO, CARLOS	DEPOSIT REFUND	35.00
229 Pollution Elimination Fund		
Channel Maintenance Operation		
372169 OCCUPATIONAL HEALTH CENTERS OF	PROFESSIONAL SERVICES	397.50
251 Lone Tree SLLMD Fund		
Lonetree Maintenance Zone 1		
372075 TERRACARE ASSOCIATES	TURF MOWING	136.60
Lonetree Maintenance Zone 4		
372075 TERRACARE ASSOCIATES	TURF MOWING	218.56
252 Downtown SLLMD Fund		
Downtown Maintenance		
372075 TERRACARE ASSOCIATES	TURF MOWING	136.60
253 Almondridge SLLMD Fund		
Almondridge Maintenance		
372065 SILVA LANDSCAPE	LANDSCAPE SERVICES	5,472.00
254 Hillcrest SLLMD Fund		
Hillcrest Maintenance Zone 1		
372065 SILVA LANDSCAPE	IRRIGATION REPAIRS	3,950.00
372075 TERRACARE ASSOCIATES	TURF MOWING	355.16
Hillcrest Maintenance Zone 2		
372052 PACIFIC COAST LANDSCAPE MGMT I	LANDSCAPE SERVICES	3,734.00
372075 TERRACARE ASSOCIATES	TURF MOWING	486.30
Hillcrest Maintenance Zone 4		
372075 TERRACARE ASSOCIATES	TURF MOWING	273.20
255 Park 1A Maintenance District Fund		
Park 1A Maintenance District		
372075 TERRACARE ASSOCIATES	TURF MOWING	355.16
256 Citywide 2A Maintenance District Fund		
Citywide 2A Maintenance Zone 3		
372075 TERRACARE ASSOCIATES	TURF MOWING	5.46
Citywide 2A Maintenance Zone 6		
372075 TERRACARE ASSOCIATES	TURF MOWING	327.84
Citywide 2A Maintenance Zone 8		
372075 TERRACARE ASSOCIATES	TURF MOWING	27.32

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Citywide 2A Maintenance Zone 9		
372075 TERRACARE ASSOCIATES	TURF MOWING	81.96
257 SLLMD Administration Fund		
SLLMD Administration		
372055 PFLUEGER, MATTHEW JAMES	EXPENSE REIMBURSEMENT	65.05
372073 TARGET SPECIALTY PRODUCTS	CHEMICALS	5,768.10
372075 TERRACARE ASSOCIATES	TURF MOWING	327.84
311 Capital Improvement Fund		
Parks & Open Space		
372023 FEDEX	SHIPPING	30.02
376 Lone Diamond Fund		
Assessment District		
371997 CENTRAL SELF STORAGE ANTIOCH	STORAGE FEE	229.00
416 Honeywell Capital Lease Fund		
Non Departmental		
372132 BANK OF AMERICA	LOAN PAYMENT	44,942.88
570 Equipment Maintenance Fund		
Equipment Maintenance		
371984 WESTAMERICA BANK	COPIER LEASE	27.50
372015 EAST BAY TIRE CO	TIRE SERVICES	418.19
372022 FASTENAL CO	EQUIPMENT PARTS	18.45
372042 MUNICIPAL MAINT EQUIPMENT INC	EQUIPMENT SERVICE	652.50
372057 PURSUIT NORTH	SUPPLIES	267.96
372085 WALNUT CREEK FORD	AUTO PARTS	377.92
372162 MAACO	COLLISION REPAIR	3,933.47
372172 OREILLY AUTO PARTS	AUTO PARTS	9.22
930502 GRAINGER INC	EQUIPMENT PARTS	403.89
930655 BIG SKY ENTERPRISES INC	WASTE OIL PICKUP	340.00
573 Information Services Fund		
Network Support & PCs		
371984 WESTAMERICA BANK	COPIER LEASE	102.03
Telephone System		
372128 AMERICAN MESSAGING	PAGER SERVICE	85.34
577 Post Retirement Medical-Police Fund		
Non Departmental		
372090 RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
372092 RETIREE	MEDICAL AFTER RETIREMENT	1,139.00
372093 RETIREE	MEDICAL AFTER RETIREMENT	733.39
372094 RETIREE	MEDICAL AFTER RETIREMENT	1,778.81
372101 RETIREE	MEDICAL AFTER RETIREMENT	1,045.42

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372104	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
372109	RETIREE	MEDICAL AFTER RETIREMENT	905.87
372112	RETIREE	MEDICAL AFTER RETIREMENT	129.00
372113	RETIREE	MEDICAL AFTER RETIREMENT	1,229.46
372119	RETIREE	MEDICAL AFTER RETIREMENT	238.70
372122	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
372126	RETIREE	MEDICAL AFTER RETIREMENT	472.96
930512	RETIREE	MEDICAL AFTER RETIREMENT	905.87
930513	RETIREE	MEDICAL AFTER RETIREMENT	275.31
930515	RETIREE	MEDICAL AFTER RETIREMENT	1,253.12
930518	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
930519	RETIREE	MEDICAL AFTER RETIREMENT	1,253.12
930528	RETIREE	MEDICAL AFTER RETIREMENT	912.99
930530	RETIREE	MEDICAL AFTER RETIREMENT	796.00
930533	RETIREE	MEDICAL AFTER RETIREMENT	579.26
930536	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
930547	RETIREE	MEDICAL AFTER RETIREMENT	1,466.78
930552	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
930553	RETIREE	MEDICAL AFTER RETIREMENT	796.00
930554	RETIREE	MEDICAL AFTER RETIREMENT	172.48
930565	RETIREE	MEDICAL AFTER RETIREMENT	172.48
930568	RETIREE	MEDICAL AFTER RETIREMENT	238.65
930571	RETIREE	MEDICAL AFTER RETIREMENT	472.96
930572	RETIREE	MEDICAL AFTER RETIREMENT	1,183.00
930573	RETIREE	MEDICAL AFTER RETIREMENT	262.02
930576	RETIREE	MEDICAL AFTER RETIREMENT	534.18
930594	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
930596	RETIREE	MEDICAL AFTER RETIREMENT	605.39
930597	RETIREE	MEDICAL AFTER RETIREMENT	905.87
930608	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
930609	RETIREE	MEDICAL AFTER RETIREMENT	579.26
930610	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
930612	RETIREE	MEDICAL AFTER RETIREMENT	972.09
930621	RETIREE	MEDICAL AFTER RETIREMENT	605.29
930631	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
930633	RETIREE	MEDICAL AFTER RETIREMENT	733.39
930637	RETIREE	MEDICAL AFTER RETIREMENT	472.96
930641	RETIREE	MEDICAL AFTER RETIREMENT	238.65
930651	RETIREE	MEDICAL AFTER RETIREMENT	605.39
930653	RETIREE	MEDICAL AFTER RETIREMENT	38.44

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930654 RETIREE	MEDICAL AFTER RETIREMENT	605.29
578 Post Retirement Medical-Misc Fund		
Non Departmental		
372091 RETIREE	MEDICAL AFTER RETIREMENT	226.69
372095 RETIREE	MEDICAL AFTER RETIREMENT	375.57
372098 RETIREE	MEDICAL AFTER RETIREMENT	108.69
372099 RETIREE	MEDICAL AFTER RETIREMENT	473.38
372103 RETIREE	MEDICAL AFTER RETIREMENT	709.38
372107 RETIREE	MEDICAL AFTER RETIREMENT	226.69
372114 RETIREE	MEDICAL AFTER RETIREMENT	108.69
372116 RETIREE	MEDICAL AFTER RETIREMENT	108.69
372117 RETIREE	MEDICAL AFTER RETIREMENT	345.38
372118 RETIREE	MEDICAL AFTER RETIREMENT	108.69
372121 RETIREE	MEDICAL AFTER RETIREMENT	108.69
372124 RETIREE	MEDICAL AFTER RETIREMENT	100.00
372125 RETIREE	MEDICAL AFTER RETIREMENT	108.69
372127 RETIREE	MEDICAL AFTER RETIREMENT	581.38
930510 RETIREE	MEDICAL AFTER RETIREMENT	261.76
930511 RETIREE	MEDICAL AFTER RETIREMENT	196.21
930514 RETIREE	MEDICAL AFTER RETIREMENT	581.38
930517 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930522 RETIREE	MEDICAL AFTER RETIREMENT	226.69
930524 RETIREE	MEDICAL AFTER RETIREMENT	226.69
930525 RETIREE	MEDICAL AFTER RETIREMENT	581.38
930526 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930529 RETIREE	MEDICAL AFTER RETIREMENT	581.38
930535 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930537 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930540 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930541 RETIREE	MEDICAL AFTER RETIREMENT	226.69
930543 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930546 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930549 RETIREE	MEDICAL AFTER RETIREMENT	581.38
930550 RETIREE	MEDICAL AFTER RETIREMENT	581.38
930551 RETIREE	MEDICAL AFTER RETIREMENT	172.48
930558 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930559 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930561 RETIREE	MEDICAL AFTER RETIREMENT	91.42
930567 RETIREE	MEDICAL AFTER RETIREMENT	581.38
930570 RETIREE	MEDICAL AFTER RETIREMENT	108.69

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930575 RETIREE	MEDICAL AFTER RETIREMENT	226.69
930577 RETIREE	MEDICAL AFTER RETIREMENT	226.69
930580 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930582 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930585 RETIREE	MEDICAL AFTER RETIREMENT	581.38
930588 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930589 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930593 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930603 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930604 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930605 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930614 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930617 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930620 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930626 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930636 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930639 RETIREE	MEDICAL AFTER RETIREMENT	73.38
930640 RETIREE	MEDICAL AFTER RETIREMENT	172.48
930642 RETIREE	MEDICAL AFTER RETIREMENT	581.38
930644 RETIREE	MEDICAL AFTER RETIREMENT	709.38
930650 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930652 RETIREE	MEDICAL AFTER RETIREMENT	108.69

579 Post Retirement Medical-Mgmt Fund

Non Departmental

372096 RETIREE	MEDICAL AFTER RETIREMENT	885.90
372097 RETIREE	MEDICAL AFTER RETIREMENT	166.69
372100 RETIREE	MEDICAL AFTER RETIREMENT	108.69
372102 RETIREE	MEDICAL AFTER RETIREMENT	226.69
372105 RETIREE	MEDICAL AFTER RETIREMENT	400.00
372106 RETIREE	MEDICAL AFTER RETIREMENT	581.38
372108 RETIREE	MEDICAL AFTER RETIREMENT	1,778.81
372110 RETIREE	MEDICAL AFTER RETIREMENT	345.38
372111 RETIREE	MEDICAL AFTER RETIREMENT	561.60
372115 RETIREE	MEDICAL AFTER RETIREMENT	746.38
372120 RETIREE	MEDICAL AFTER RETIREMENT	885.90
372123 RETIREE	MEDICAL AFTER RETIREMENT	1,778.81
930499 RETIREE	MEDICAL AFTER RETIREMENT	652.14
930516 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930520 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930521 RETIREE	MEDICAL AFTER RETIREMENT	172.48

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930523	RETIREE	MEDICAL AFTER RETIREMENT	166.70
930527	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930531	RETIREE	MEDICAL AFTER RETIREMENT	581.38
930532	RETIREE	MEDICAL AFTER RETIREMENT	581.38
930534	RETIREE	MEDICAL AFTER RETIREMENT	709.38
930538	RETIREE	MEDICAL AFTER RETIREMENT	651.52
930539	RETIREE	MEDICAL AFTER RETIREMENT	196.21
930542	RETIREE	MEDICAL AFTER RETIREMENT	581.38
930544	RETIREE	MEDICAL AFTER RETIREMENT	461.38
930545	RETIREE	MEDICAL AFTER RETIREMENT	108.69
930548	RETIREE	MEDICAL AFTER RETIREMENT	261.76
930555	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930556	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930557	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930560	RETIREE	MEDICAL AFTER RETIREMENT	579.26
930562	RETIREE	MEDICAL AFTER RETIREMENT	348.00
930563	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930564	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930566	RETIREE	MEDICAL AFTER RETIREMENT	472.96
930574	RETIREE	MEDICAL AFTER RETIREMENT	330.53
930578	RETIREE	MEDICAL AFTER RETIREMENT	711.38
930579	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930581	RETIREE	MEDICAL AFTER RETIREMENT	885.90
930583	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930584	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930586	RETIREE	MEDICAL AFTER RETIREMENT	1,338.78
930587	RETIREE	MEDICAL AFTER RETIREMENT	108.69
930590	RETIREE	MEDICAL AFTER RETIREMENT	40.79
930591	RETIREE	MEDICAL AFTER RETIREMENT	972.09
930592	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930595	RETIREE	MEDICAL AFTER RETIREMENT	547.61
930598	RETIREE	MEDICAL AFTER RETIREMENT	261.76
930599	RETIREE	MEDICAL AFTER RETIREMENT	166.69
930600	RETIREE	MEDICAL AFTER RETIREMENT	1,778.81
930601	RETIREE	MEDICAL AFTER RETIREMENT	109.38
930602	RETIREE	MEDICAL AFTER RETIREMENT	345.38
930606	RETIREE	MEDICAL AFTER RETIREMENT	108.69
930607	RETIREE	MEDICAL AFTER RETIREMENT	108.69
930611	RETIREE	MEDICAL AFTER RETIREMENT	605.39
930613	RETIREE	MEDICAL AFTER RETIREMENT	108.69

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930615 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930616 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930618 RETIREE	MEDICAL AFTER RETIREMENT	226.69
930619 RETIREE	MEDICAL AFTER RETIREMENT	166.70
930622 RETIREE	MEDICAL AFTER RETIREMENT	885.90
930623 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930624 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930625 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930627 RETIREE	MEDICAL AFTER RETIREMENT	261.76
930628 RETIREE	MEDICAL AFTER RETIREMENT	651.52
930629 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930630 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930632 RETIREE	MEDICAL AFTER RETIREMENT	461.38
930634 RETIREE	MEDICAL AFTER RETIREMENT	201.11
930635 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930638 RETIREE	MEDICAL AFTER RETIREMENT	709.38
930643 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930645 RETIREE	MEDICAL AFTER RETIREMENT	345.38
930646 RETIREE	MEDICAL AFTER RETIREMENT	226.69
930647 RETIREE	MEDICAL AFTER RETIREMENT	1,667.46
930648 RETIREE	MEDICAL AFTER RETIREMENT	108.69
930649 RETIREE	MEDICAL AFTER RETIREMENT	1,748.00
580 Loss Control Fund		
Human Resources		
372043 MUNICIPAL POOLING AUTHORITY	WORK COMP PREMIUM	455,589.00
611 Water Fund		
Non Departmental		
372007 CYPREXX SERVICES LLC	CHECK REPLACEMENT	29.75
372026 INTERLICCHIO, SALVATORE	CHECK REPLACEMENT	51.12
372038 MAES, JAMES	CHECK REPLACEMENT	127.51
372047 NELSON, MICHAEL	CHECK REPLACEMENT	24.25
372088 WIRTZ, SHELLY	CHECK REPLACEMENT	42.20
930501 CRYSTAL CLEAR LOGOS INC	SUPPLIES	3,996.18
930502 GRAINGER INC	SUPPLIES	128.42
Water Production		
371984 WESTAMERICA BANK	COPIER LEASE	51.42
372001 CONTRA COSTA WATER DISTRICT	RAW WATER	827,229.69
372055 PFLUEGER, MATTHEW JAMES	EXPENSE REIMBURSEMENT	151.78
372058 ROBERTS AND BRUNE CO	SUPPLIES	53.48
372081 UNITED PARCEL SERVICE	SHIPPING	43.26

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372083 VILLASANA, LAURA ALBIDRESS	SAFETY SHOES REIMBURSEMENT	108.36
372129 ANCHOR CONCRETE CONSTRUCTION I	SIDEWALK PROJECT	5,000.00
372130 ACE HARDWARE, ANTIOCH	SUPPLIES	325.16
372131 AUTOMATED VALVE SERVICES	VALVE	13,090.46
372137 CLAYTON CONTROLS INC	VALVE	350.12
372142 COULTER GRADALL INC	EQUIPMENT RENTAL	20,500.00
372152 HACH CO	LAB SUPPLIES	683.35
372153 HONEYWELL INTERNATIONAL INC	EQUIPMENT SERVICE	5,230.46
372155 I KRUGER INC	EQUIPMENT PARTS	1,949.62
372170 OFFICE MAX INC	OFFICE SUPPLIES	276.24
372177 REINHOLDT ENGINEERING CONSTR	REPAIR PARTS	50.00
930498 AIRGAS SPECIALTY PRODUCTS	AMMONIA	2,521.10
930500 CHEMTRADE CHEMICALS US LLC	ALUM	8,156.10
930506 QUENVOLDS	SAFTEY SHOES-S CALLAHAN	238.16
930507 SIERRA CHEMICAL CO	CHLORINE	5,045.78
930656 CONSOLIDATED ELECTRICAL DIST I	SUPPLIES	891.39
930657 EUROFINS EATON ANALYTICAL INC	WATER TESTING	10.00
930658 GRAINGER INC	VALVE	104.29
930661 NTU TECHNOLOGIES INC	POLYMER	5,759.00
Water Distribution		
371984 WESTAMERICA BANK	COPIER LEASE	70.01
372049 OFFICE MAX INC	OFFICE SUPPLIES	216.48
372058 ROBERTS AND BRUNE CO	PIPE & FITTINGS	5,451.26
372060 ROYAL BRASS INC	SUPPLIES	110.09
372081 UNITED PARCEL SERVICE	SHIPPING	9.23
372087 WILSON, NICHOLAS ROBERT	CDL FEE REIMBURSEMENT	73.00
372143 CWEA SFBS	TRAINING FEES	325.00
372148 EXPRESS SERVICES	TEMP SERVICES	468.75
372167 OCCUPATIONAL HEALTH CENTERS OF	PREEMPLOYMENT SERVICES	96.15
372183 VELAZQUEZ-CARDENAS, CAMILO ROB	CERT FEE REIMBURSEMENT	170.00
Warehouse & Central Stores		
371984 WESTAMERICA BANK	COPIER LEASE	151.33
372081 UNITED PARCEL SERVICE	SHIPPING	124.91
930502 GRAINGER INC	SUPPLIES	49.85
621 Sewer Fund		
Sewer-Wastewater Supervision		
371984 WESTAMERICA BANK	COPIER LEASE	212.85
Sewer-Wastewater Collection		
371987 AJW CONSTRUCTION	ASPHALT REPAIRS	63,429.75
372049 OFFICE MAX INC	OFFICE SUPPLIES	264.07

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372055 PFLUEGER, MATTHEW JAMES	EXPENSE REIMBURSEMENT	151.78
372086 WECO INDUSTRIES INC	SUPPLIES	864.97
372148 EXPRESS SERVICES	TEMP SERVICES	468.75
930662 SCOTTO, CHARLES W AND DONNA F	PROPERTY RENT	4,750.00
631 Marina Fund		
Non Departmental		
372141 COOPER, JOHN	DEPOSIT REFUND	261.00
Marina Administration		
371984 WESTAMERICA BANK	COPIER LEASE	51.42
372135 CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	49.00
372145 DIABLO LIVE SCAN	FINGERPRINTING FEES	20.00
372174 PFLUEGER, MATTHEW JAMES	EXPENSE REIMBURSEMENT	79.08
372175 PFLUEGER, MATTHEW JAMES	EXPENSE REIMBURSEMENT	89.00
Marina Maintenance		
372167 OCCUPATIONAL HEALTH CENTERS OF	PREEMPLOYMENT SERVICES	73.50
372168 OCCUPATIONAL HEALTH CENTERS OF	PREEMPLOYMENT SERVICES	353.00
Marina Boat Launch		
930503 ICR ELECTRICAL CONTRACTORS	ELECTRICAL SERVICES	296.61
641 Prewett Water Park Fund		
Non Departmental		
372009 DAVIS, KIESHA	DEPOSIT REFUND	500.00
372012 DRUMGO-VONGVILAY, KATRINA	DEPOSIT REFUND	500.00
Recreation Water Park		
371984 WESTAMERICA BANK	COPIER LEASE	250.02
371986 ACTIVE NETWORK LLC	THEFT REPLACEMENT	995.90
371996 CANVAS FACTORY	SWIM LESSON TENT RECOVER	1,718.08
372018 ELIFEGUARD INC	SUPPLIES	446.68
372021 EWING IRRIGATION PRODUCTS	SUPPLIES	701.14
372030 KNORR SYSTEMS INC	POOL CHEMICALS	149.39
372051 PACHECO BROTHERS GARDENING INC	LANDSCAPE SERVICES	2,649.00
372082 UNIVAR USA INC	CHEMICALS	163.13
372135 CALIF DEPARTMENT OF JUSTICE	FINGERPRINTING FEES	24.50
372145 DIABLO LIVE SCAN	FINGERPRINTING FEES	10.00
372166 OCCUPATIONAL HEALTH CENTERS OF	MEDICAL SERVICES	107.50
372179 SURVEY MONKEY	ANNUAL SUB SURVEY SYSTEM	408.00
930502 GRAINGER INC	SUPPLIES	17.24
721 Employee Benefits Fund		
Non Departmental		
372010 DELTA DENTAL	PAYROLL DEDUCTIONS	35,968.27
372025 GONZALES, KATHERINE LOUISE	CHECK REPLACEMENT	36.94

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372139 CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	50.00
372140 CONTRA COSTA COUNTY	PAYROLL DEDUCTIONS	400.00
372157 INTERNAL REVENUE SERVICE	PAYROLL DEDUCTIONS	60.00
372171 OPERATING ENGINEERS TRUST FUND	PAYROLL DEDUCTIONS	15,896.77
372173 PARS	PAYROLL DEDUCTIONS	2,142.21
930660 NATIONWIDE RETIREMENT SOLUTION	PAYROLL DEDUCTIONS	29,999.70
930663 VANTAGEPOINT TRANSFER AGENTS	PAYROLL DEDUCTIONS	2,906.23
760 ECWMA Fund		
Non Departmental		
372027 IRONHOUSE SANITARY DISTRICT	MEETING EXPENSE	334.24



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Lynne Filson, Assistant City Engineer II *LBF*

**SUBJECT:** An Ordinance Amending Ordinance No. 801-C-S Extending the Term of the Franchise Agreement with California Resources Production Corporation ("CRC"), Successor in Interest to Union Oil Company of California, to February 7, 2021

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### **RECOMMENDED ACTION**

It is recommended that the City Council approve the attached Ordinance amending Ordinance No. 801-C-S extending a Pipeline Franchise to California Resources Production Corporation ("CRC").

### **STRATEGIC PURPOSE**

This item supports Strategies K-1 and N-1 by ensuring well maintained public facilities and right-of-ways by updating City franchise agreements to maintain underground pipeline facilities and supporting City policies.

### **FISCAL IMPACT**

This Franchise Ordinance will be a one-time revenue of \$72,500.00.

### **DISCUSSION**

On January 8, 1991, the City Council approved Ordinance No. 801-C-S granting Union Oil Company of California (Unical) a 25 year Franchise to own and maintain a pipeline on portions of Lone Tree Way, James Donlon Blvd., and Somersville Road for 25 years. This ordinance took effect 30 days from the date of its adoption (February 7, 1991) and expired February 7, 2016. At the request of CRC who, by numerous conveyances and assignments of record, is the successor in interest to the Union Oil Company, the attached ordinance would amend the date for an additional 5 years with a one-time fee similar to the original fee adjusted for inflation and term (5 years as opposed to 25 years). The new Ordinance will be retroactive to February 7, 2016, when Ordinance No. 801-C-S expired, and extend the franchise to February 7, 2021.

On November 28, 2017, the City Council held a public hearing for the attached ordinance and no comments were received.

### **ATTACHMENTS**

A: Proposed Ordinance

ATTACHMENT "A"

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
AMENDING ORDINANCE 801-C-S EXTENDING THE TERM OF THE  
FRANCHISE AGREEMENT WITH CALIFORNIA RESOURCES  
PRODUCTION CORPORATION ("CRC"), SUCCESSOR IN INTEREST  
TO UNION OIL COMPANY OF CALIFORNIA, TO FEBRUARY 7, 2021

THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:

**SECTION 1.** THAT A FRANCHISE IS AMENDED by the CITY OF ANTIOCH, whose address is 200 H Street, Antioch, California, 94509, hereinafter referred to as "City" to CALIFORNIA RESOURCES PRODUCTION CORPORATION, a Delaware Corporation ("CRC"), 855 Harter Parkway, Suite 200, Yuba City, California 95993, hereinafter referred to as "Franchisee".

RECITALS

- A. FRANCHISEE desires to continue to transport oil, petroleum, gas, gasoline, water or other substances resulting from the drilling for production, transportation refining and storage of petroleum, oil, gas and other hydrocarbon substances, through the existing underground pipeline in public highways, streets, alleys and other public places of CITY, and, FRANCHISEE intends to maintain and use said underground pipeline for the transmission of said substances.
- B. CITY will permit FRANCHISEE to maintain and operate said pipeline through the public ways and places of CITY subject to certain covenants, limitations and restrictions as follows:

**SECTION 2.** The text of ORDINANCE 801-C-S of the City of Antioch (Exhibits A and B) is hereby amended to read as follows:

Condition 12 FRANCHISEE shall pay to CITY as a one-time Franchise fee of \$72,500.00 for the 5 year extension of this franchise agreement effective February 7, 2016 (to February 7, 2021).

\* \* \* \* \*



**I HEREBY CERTIFY** that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 28<sup>th</sup> day of November 2017, and passed and adopted at a regular meeting thereof, held on the 12<sup>th</sup> day of December 2017, by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**ATTEST:**

\_\_\_\_\_  
**Mayor of the City of Antioch**

\_\_\_\_\_  
**Arne Simonsen, CMC**  
**City Clerk of the City of Antioch**

THE FOREGOING FRANCHISE AMENDMENT is hereby accepted, subject to all of its terms and conditions.

CALIFORNIA RESOURCES PRODUCTION CORPORATION, A DELAWARE CORPORATION

By \_\_\_\_\_

Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

State of California            )  
  ) ss.  
County of \_\_\_\_\_        )

On \_\_\_\_\_, before me, \_\_\_\_\_, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared \_\_\_\_\_, personally known to me to be \_\_\_\_\_ of California Resources Production Corporation, the corporation described in and that executed the within instrument, and also known to me to be the person who executed it on behalf of California Resources Production Corporation, and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed by official seal, in the County and State aforesaid the day and year in this certificate above written.

\_\_\_\_\_  
Notary Public in and for the  
County of \_\_\_\_\_  
State of California

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**EXHIBIT "A"**

**ORDINANCE NO. 801-C-S**

**AN ORDINANCE OF THE CITY OF ANTIOCH  
GRANTING A PIPELINE FRANCHISE TO  
UNION OIL COMPANY OF CALIFORNIA,  
dba, Unocal**

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

**SECTION I:**

THAT A FRANCHISE IS GRANTED by the CITY OF ANTIOCH, whose address is P.O. Box 130, Third and "H" Streets, Antioch, California 94509-0504, hereinafter referred to as "CITY", to UNION OIL COMPANY OF CALIFORNIA, dba Unocal, a California Corporation, whose address is P.O. Box 7600, 1201 West 5th Street, Los Angeles, California 90051, hereinafter referred to as "FRANCHISEE".

**RECITALS**

A. FRANCHISEE desires to transport natural gas and other substances resulting from the drilling for production, transportation and storage of petroleum oil, gas and other hydrocarbon substances, through an underground pipeline in public highways, streets, alleys and other public places of CITY, and FRANCHISEE intends to construct, maintain and use said underground pipeline for the transmission of said substances.

B. CITY will permit FRANCHISEE to construct, maintain and operate said pipeline through the public ways and

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places of CITY subject to certain covenants, limitations and restrictions as hereinafter set forth.

NOW, THEREFORE, IN CONSIDERATION of these premises and the following terms and conditions, the City Council of CITY does ordain and FRANCHISEE, by acceptance hereof agrees, as follows:

1. The right, privilege and franchise is hereby granted to FRANCHISEE from time to time to construct, install, maintain, operate, inspect, protect, repair, replace, renew and remove or abandon in place, a pipeline not to exceed 12.75 inches outside diameter, and such other pipeline or pipelines as may be authorized from time to time by the City Engineer or by resolution by the City Council; for the transportation of the substances identified herein, together with all manholes, valves, valve boxes, service connections and other appurtenances, devices, appliances and attachments necessary or convenient for the operation of said pipeline or pipelines, including but not limited to facilities for cathodic protection, communication circuits and monitoring and testing systems, for the term of twenty-five (25) years from and after the date when this Franchise shall become effective, in, under, along and across the public highways, streets and alleys and other public places of CITY, in and along the routes to be followed by said pipeline, all as shown on Drawings dated September 1, 1988, respectively, on file in the Office of the City Clerk, and such other routes as may be authorized from time to time by the City Engineer or by

resolution adopted by the City Council, generally following Lone Tree Way from the eastern city limits, thence along James Donlon Boulevard and Somersville Road to the westerly city limits.

2. Definitions:

(a) FRANCHISEE as used herein means and includes: Union Oil Company of California, dba Unocal, a California corporation, its successors and assigns;

(b) PUBLIC HIGHWAY, STREET, ALLEY and PUBLIC PLACE includes all the area within the right of way for all public highways, streets, alleys and other public places in the CITY now or hereafter coming under the jurisdiction or ownership of CITY; and

(c) The word "PIPELINE" herein means all property constructed, installed, operated or maintained in any public highway, street, alley and other public place pursuant to any right or privilege granted by this Franchise.

3. The Franchise granted herein shall be held and enjoyed only upon the provisions and conditions prescribed by law and those contained in this Franchise.

4. The pipeline to be constructed and operated under this Franchise shall be built and constructed in a good workmanlike manner and of good material, and any pipes, manholes or other appurtenances laid, located or maintained hereunder shall be so placed as to not interfere with the use of said public highway or other public place by the traveling public or for public purposes. In constructing, installing

and maintaining the pipeline, FRANCHISEE shall make and backfill all excavations in such manner and way as to leave the surface of the public highway or other public place in as good condition as it was prior to said excavation and to repair any trench subsidence as well as to conform to the statutes of the State of California and specifications of CITY, with respect to securing of permits and the excavation, filling and obstruction of CITY streets. CITY shall have the right to designate the location, or approve in writing plans for the location, of all pipes prior to commencement of construction. The work to erect or lay said pipeline shall be commenced in good faith within no more than twelve (12) months from the execution of this Franchise, unless delay in commencement is caused by conditions beyond the control of FRANCHISEE, and if not so commenced, this Franchise shall be forthwith terminated and the franchise described herein forfeited. Franchisee shall also fully comply with all the conditions and mitigation measures specified in the Environmental Impact Report and ancillary documents for this project, all as approved by Contra Costa County.

5. CITY reserves the right to vacate any public highway, street or alley or portion thereof subject to this Franchise, without obligation or liability to FRANCHISEE, and may, to the extent deemed necessary or advisable to CITY, terminate that portion of this Franchise affected by the vacated public highway, street or alley, provided that CITY shall make available to FRANCHISEE under the same terms,

conditions and provisions of this Franchise, the right and privilege to use an alternate route upon reasonably convenient public highways and streets or alleys, which alternate route shall be accepted without recourse by FRANCHISEE. CITY shall have no obligation whatsoever to pay for any costs of FRANCHISEE for relocation.

6. FRANCHISEE shall remove or relocate without expense to CITY any facilities installed, used and maintained under this Franchise if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley or place, including the construction of any subway or viaduct by CITY, however, FRANCHISEE shall not be required to bear the expense of any removal or relocation made at the request of CITY on behalf of or for the benefit of any developer or other third party.

7. FRANCHISEE shall not sell or assign this Franchise or any of the rights and privileges granted hereby without the consent of the City Council, nor shall this Franchise for rights or privileges be sold, transferred or assigned except by a duly executed instrument in writing, filed in the office of the City Clerk of CITY. Any property installed, maintained or used in public highways, streets, alleys or other public places pursuant to this Franchise may be owned partly or wholly by persons, firms or corporations other than FRANCHISEE, but FRANCHISEE shall be solely responsible for the operation and maintenance of such property; and FRANCHISEE holds itself responsible to CITY for

the full performance and observance of the terms and conditions of this Franchise by such other owners.

8. CITY reserves the right to improve any highway, street, alley or other public places or any portion thereof, and there is further reserved to CITY and any political subdivision or district within CITY the right to construct, reconstruct, install, repair and maintain in any such highway, street, alley or other public places or portion thereof, any public improvement.

If notice in writing is given to FRANCHISEE ninety (90) calendar days in advance of the fact that work is to be done pursuant to any right reserved above in this section, specifying the general nature of the work and the area in which the same is to be performed, FRANCHISEE shall do all things necessary to protect its pipeline during the progress of such work, and if ordered by the City Council said notice will, if available and practicable, provide an alternate route within the public highway in which FRANCHISEE may at its option relocate its pipeline for a temporary or permanent use, to such extent, in such manner and for such period as shall be necessary to permit the performance of such work in an economical manner, and in accordance with generally recognized engineering and construction methods, and to permit the maintenance, operation and use of such public improvement of the highway, street, alley or other public places as so improved. All of such things to be done and work to be



performed by FRANCHISEE shall be at the sole cost and expense of FRANCHISEE.

In the event that CITY or any political subdivision or district within CITY shall hereafter construct, install, reconstruct or repair any bridge, culvert, storm drain, sanitary sewer or other facility owned or operated by any such agencies over or underlying any highway, street, alley or other public places in which FRANCHISEE's pipeline is located pursuant to this Franchise, and in the event that the cost of such work as may reasonably be required is increased in order to provide for the installation, maintenance or operation of FRANCHISEE's pipeline in or on the area covered by or underlain by said bridge or other artificial support, then FRANCHISEE shall either modify its pipeline to accommodate said bridge or other facilities, to eliminate the increased cost incurred by the presence of FRANCHISEE's pipeline, or shall pay to CITY or such political subdivision or district doing such work the full amount of increase of cost upon completion of such construction, installation or repair, such cost to be properly documented and identified to FRANCHISEE.

Any damage done directly or indirectly to any public street, highway, alley or other public improvement by FRANCHISEE, in exercising directly or indirectly any right, power or privilege under this Franchise, or in performing any duty under or pursuant to the provisions of this Franchise, shall be promptly repaired by FRANCHISEE at its sole cost and expense, to the complete satisfaction of CITY.

9. If FRANCHISEE shall fail to comply or to commence and diligently proceed toward compliance with any instruction of the City Council or City Engineer with respect to the location of said pipeline franchised hereunder or the repair of any damage to streets, alleys, highways or other public facilities within the highway right of way in which the franchise is granted, within ninety (90) calendar days after the service of written notice upon FRANCHISEE requiring compliance therewith, then the City Council may immediately cause to be done whatever work is necessary to carry out the instructions at the cost and expense of FRANCHISEE, which cost FRANCHISEE agrees to pay upon demand.

10. CITY may, upon such reasonable terms and conditions as it may determine, give FRANCHISEE permission to abandon, without removing, the pipeline or any portion thereof installed under this Franchise. The ownership of the pipeline or portion thereof abandoned pursuant to such permission shall thereafter vest in CITY.

11. It is expressly understood and agreed that by CITY's granting this Franchise it in no way expresses or implies any warranty whatsoever of its power, right or authority to grant this Franchise and FRANCHISEE, by acceptance hereof, expressly accepts all obligations and liabilities hereunder at its own risk and without recourse to CITY. FRANCHISEE further agrees to expressly hold CITY, its officers, agents and employees free, clear and harmless from any and all claims, litigations and suits against CITY, its

officers, agents and employees arising from or in any way connected with the exercise by FRANCHISEE of any of the rights herein granted to FRANCHISEE, and to further reimburse CITY for any expense incurred by CITY in connection therewith, including but not limited to attorneys' fees, court costs, witness fees and loss of time of CITY personnel. Should this Franchise be terminated or forfeited for any cause or reason whatsoever, any fees theretofore paid by FRANCHISEE to CITY shall be without recourse or refund.

12. FRANCHISEE shall pay to CITY as a one-time Franchise fee of \$226,376.35.

13. Any neglect or refusal to comply with any of the conditions of this Franchise, which neglect, failure or refusal shall continue for more than thirty (30) calendar days following notice thereof to FRANCHISEE from CITY shall (unless FRANCHISEE shall be unable to comply with such notice by reason of strikes, riots, acts of God or of public enemies) work a forfeiture hereof, and CITY, by its Council, may thereupon declare this Franchise forfeited and terminated, and may exclude FRANCHISEE from further use of the public highways, streets, alleys and public places of CITY under this Franchise; and FRANCHISEE shall thereupon surrender all rights in and to the same, and this Franchise shall be deemed and shall remain null, void and of no effect.

14. This Franchise incorporates the provisions of Public Utilities Code §§6201 through 6302, as such provisions

are effective at the granting of this Franchise and as they may be amended from time to time.

15. The provisions of this Franchise and all rights, obligations and duties hereunder shall inure to and be binding upon FRANCHISEE, its successors and assigns.

**SECTION II:**

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

\* \* \* \* \*

I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 18th day of December, 1990, and passed and adopted at a regular meeting thereof, held on the 8th day of January, 1991.

AYES: Council Members Freitas, Price, Rimbault, Stone and Mayor Keller.

NOES: None.

ABSENT: None.

  
\_\_\_\_\_  
MAYOR OF THE CITY OF ANTIOCH

ATTEST:

  
\_\_\_\_\_  
CITY CLERK OF THE CITY OF ANTIOCH

THE FOREGOING FRANCHISE is hereby accepted, subject  
to all of its terms and conditions.

UNION OIL COMPANY OF CALIFORNIA  
dba UNOCAL, a California Corp.

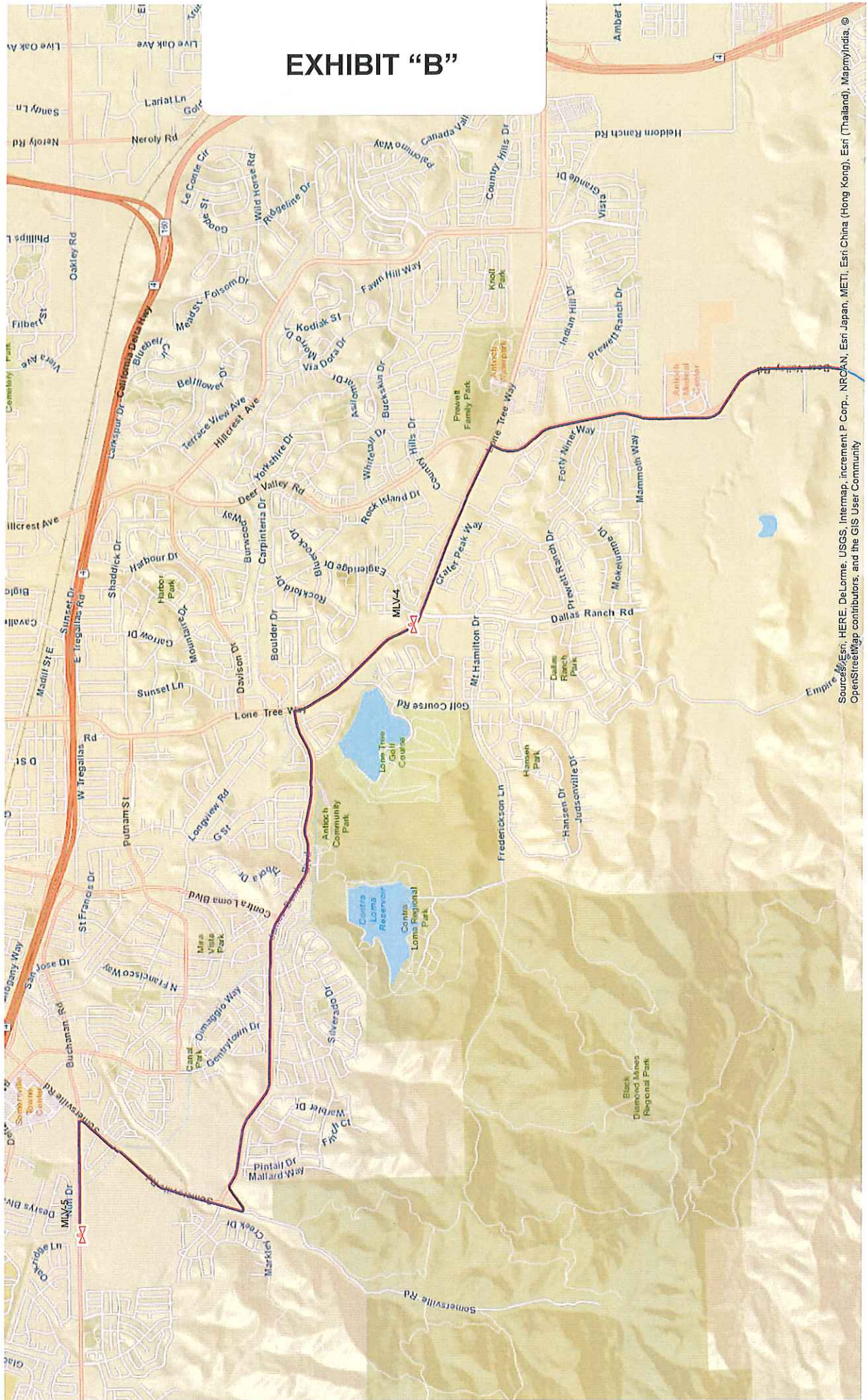
By \_\_\_\_\_

Its \_\_\_\_\_

Dated \_\_\_\_\_

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# EXHIBIT "B"



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Swi (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Lynne Filson, Assistant City Engineer *LF*

**SUBJECT:** An Ordinance Amending Ordinance No. 838-C-S Extending the Term of the Franchise Agreement with Chevron, U.S.A., Inc. to April 23, 2042

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### **RECOMMENDED ACTION**

It is recommended that the City Council approve the attached Ordinance amending Ordinance No. 838-C-S extending a Pipeline Franchise to Chevron U.S.A. Inc.

### **STRATEGIC PURPOSE**

This item supports Strategies K-1 and N-1 by ensuring well maintained public facilities and right-of-ways by updating City franchise agreements to maintain underground pipeline facilities and supporting City policies.

### **FISCAL IMPACT**

This Franchise Ordinance will be a one-time revenue of \$13,700.00.

### **DISCUSSION**

On April 14, 1992, the City Council approved Ordinance No. 838-C-S granting Chevron a 25 year Franchise to own and maintain a pipeline on portions of 'D' Street, Lawton Street, Lindberg Street, and Madill Street between 'A' Street and 'D' Street for 25 years. This ordinance took effect 30 days from the date of its adoption (May 14, 1992) and expired May 14, 2017. At the request of Chevron U.S.A. Inc., the attached ordinance would amend the date for an additional 25 years with a one-time fee similar to the original fee adjusted for inflation. The new Ordinance will be retroactive to May 14, 2017, when Ordinance No. 838-C-S expired, and extend the franchise to May 14, 2042.

On November 28, 2017, the City Council held a public hearing for the attached ordinance and no comments were received.

### **ATTACHMENTS**

A: Proposed Ordinance

ATTACHMENT "A"

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
AMENDING ORDINANCE 838-C-S EXTENDING THE TERM OF THE  
FRANCHISE AGREEMENT WITH CHEVRON, U.S.A., INC. TO MAY 14, 2042

THE CITY COUNCIL DOES ORDAIN AS FOLLOWS:

**SECTION 1.** THAT A FRANCHISE IS AMENDED by the CITY OF ANTIOCH, whose address is 200 H Street, Antioch, California, 94509, hereinafter referred to as "City" to CHEVRON U.S.A., INC., a Pennsylvania Corporation, whose address is P.O. Box 11191, Bakersfield, California, 93389, hereinafter referred to as "Franchisee".

RECITALS

- A. FRANCHISEE desires to continue to transport oil, petroleum, gas, gasoline, water or other substances resulting from the drilling for production, transportation refining and storage of petroleum, oil, gas and other hydrocarbon substances, through the existing underground pipeline in public highways, streets, alleys and other public places of CITY, and, FRANCHISEE intends to maintain and use said underground pipeline for the transmission of said substances.
- B. CITY will permit FRANCHISEE to maintain and operate said pipeline through the public ways and places of CITY subject to certain covenants, limitations and restrictions as follows:

**SECTION 2.** The text of ORDINANCE 838-C-S of the City of Antioch (Exhibit A) is hereby amended to read as follows:

Condition 12 FRANCHISEE shall pay to CITY as a one-time Franchise fee of \$13,700.00 for the 25 year extension of this franchise agreement effective May 14, 2017 (to May 14, 2042).



\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 28th day of November 2017, and passed and adopted at a regular meeting thereof, held on the 12th day of December 2017, by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**ATTEST:**

\_\_\_\_\_  
**Mayor of the City of Antioch**

\_\_\_\_\_  
**Arne Simonsen, CMC**  
**City Clerk of the City of Antioch**

THE FOREGOING FRANCHISE AMENDMENT is hereby accepted, subject to all of its terms and conditions.

CHEVRON U.S.A. INC.,  
A Pennsylvania Corporation

By \_\_\_\_\_

Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

State of California            )  
  ) ss.  
County of \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_,  
a Notary Public in and for said County and State, duly commissioned and sworn,  
personally appeared \_\_\_\_\_, personally known to me to  
be \_\_\_\_\_ of Chevron U.S. A. Inc., the corporation  
described in and that executed the within instrument, and also known to me to be the  
person who executed it on behalf of Chevron U.S.A. Inc., and acknowledged to me that  
such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed by official  
seal, in the County and State aforesaid the day and year in this certificate above written.

\_\_\_\_\_  
Notary Public in and for the  
County of \_\_\_\_\_  
State of California

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# EXHIBIT "A"

ORDINANCE NO. 838-C-S

AN ORDINANCE OF THE CITY COUNCIL OF THE  
CITY OF ANTIOCH GRANTING A PIPELINE  
FRANCHISE TO CHEVRON U.S.A. INC.

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

SECTION I:

THAT A FRANCHISE IS GRANTED by the CITY OF ANTIOCH,  
whose address is P.O. Box 130, Third and "H" Streets, Antioch,  
California 94509-0504, hereinafter referred to as "CITY", to  
CHEVRON U.S.A. INC., a Pennsylvania Corporation, whose address  
is P.O. Box 11191, Bakersfield, California 93389, hereinafter  
referred to as "FRANCHISEE".

R E C I T A L S

A. FRANCHISEE desires to transport oil, petroleum,  
gas, gasoline, water or other substances resulting from the  
drilling for production, transportation refining and storage  
of petroleum, oil, gas and other hydrocarbon substances,  
through an underground pipeline in public highways, streets,  
alleys and other public places of CITY, and FRANCHISEE intends  
to construct, maintain and use said underground pipeline for  
the transmission of said substances.

B. CITY will permit FRANCHISEE to construct,  
maintain and operate said pipeline through the public ways and

places of CITY subject to certain covenants, limitations and restrictions as hereinafter set forth.

NOW, THEREFORE, IN CONSIDERATION of these premises and the following terms and conditions, the City Council of CITY does ordain and FRANCHISEE, by acceptance hereof agrees, as follows:

1. The right, privilege and franchise is hereby granted to FRANCHISEE from time to time to construct, install, maintain, operate, inspect, protect, repair, replace, renew and remove or abandon in place, a pipeline not to exceed 8.00 inches inside diameter, and such other pipeline or pipelines as may be authorized from time to time by the City Engineer or by resolution by the City Council; for the transportation of the substances identified herein, together with all manholes, valves, valve boxes, service connections and other appurtenances, devices, appliances and attachments necessary or convenient for the operation of said pipeline or pipelines, including but not limited to facilities for cathodic protection, communication circuits and monitoring and testing systems, for the term of twenty-five (25) years from and after the date when this Franchise shall become effective, in, under, along and across the public highways, streets and alleys and other public places of CITY, in and along the routes to be followed by said pipeline, all as shown on Drawing BC-3837-1 dated September 26, 1967, attached hereto as Exhibit "A", and such other routes as may be authorized from

time to time by the City Engineer or by resolution adopted by the City Council, generally following portions of "D" Street, Lawton Street, Lindbergh Street and Madill Street between "D" Street on the west and "A" Street on the east.

2. Definitions:

(a) FRANCHISEE as used herein means and includes: Chevron U.S.A. Inc., a Pennsylvania corporation, its successors and assigns;

(b) PUBLIC HIGHWAY, STREET, ALLEY and PUBLIC PLACE includes all the area within the right of way for all public highways, streets, alleys and other public places in the CITY now or hereafter coming under the jurisdiction or ownership of CITY; and

(c) The word "PIPELINE" herein means all property constructed, installed, operated or maintained in any public highway, street, alley and other public place pursuant to any right or privilege granted by this Franchise.

3. The Franchise granted herein shall be held and enjoyed only upon the provisions and conditions prescribed by law and those contained in this Franchise.

4. The pipeline to be constructed and operated under this Franchise shall be built and constructed in a good workmanlike manner and of good material, and any pipes, manholes or other appurtenances laid, located or maintained hereunder shall be so placed as to not interfere with the use of said public highway or other public place by the traveling public or for public purposes. In constructing, installing

and maintaining the pipeline, FRANCHISEE shall make and backfill all excavations in such manner and way as to leave the surface of the public highway or other public place in as good condition as it was prior to said excavation and to repair any trench subsidence as well as to conform to the statutes of the State of California and specifications of CITY, with respect to securing of permits and the excavation, filling and obstruction of CITY streets. CITY shall have the right to designate the location, or approve in writing plans for the location, of all pipes prior to commencement of construction. The work to erect or lay said pipeline shall be commenced in good faith within no more than twelve (12) months from the execution of this Franchise, unless delay in commencement is caused by conditions beyond the control of FRANCHISEE, and if not so commenced, this Franchise shall be forthwith terminated and the franchise described herein forfeited.

5. CITY reserves the right to vacate any public highway, street or alley or portion thereof subject to this Franchise, without obligation or liability to FRANCHISEE, and may, to the extent deemed necessary or advisable to CITY, terminate that portion of this Franchise affected by the vacated public highway, street or alley, provided that CITY shall make available to FRANCHISEE under the same terms, conditions and provisions of this Franchise, the right and privilege to use an alternate route upon reasonably convenient public highways and streets or alleys, which alternate route

shall be accepted without recourse by FRANCHISEE. CITY shall have no obligation whatsoever to pay for any costs of FRANCHISEE for relocation.

6. FRANCHISEE shall remove or relocate without expense to CITY any facilities installed, used and maintained under this Franchise if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley or place, including the construction of any subway or viaduct by CITY, however, FRANCHISEE shall not be required to bear the expense of any removal or relocation made at the request of CITY on behalf of or for the benefit of any developer or other third party.

7. FRANCHISEE shall not sell or assign this Franchise or any of the rights and privileges granted hereby without the consent of the City Council, nor shall this Franchise for rights or privileges be sold, transferred or assigned except by a duly executed instrument in writing, filed in the office of the City Clerk of CITY. Any property installed, maintained or used in public highways, streets, alleys or other public places pursuant to this Franchise may be owned partly or wholly by persons, firms or corporations other than FRANCHISEE, but FRANCHISEE shall be solely responsible for the operation and maintenance of such property; and FRANCHISEE holds itself responsible to CITY for the full performance and observance of the terms and conditions of this Franchise by such other owners.

8. CITY reserves the right to improve any highway, street, alley or other public places or any portion thereof, and there is further reserved to CITY and any political subdivision or district within CITY the right to construct, reconstruct, install, repair and maintain in any such highway, street, alley or other public places or portion thereof, any public improvement.

If notice in writing is given to FRANCHISEE ninety (90) calendar days in advance of the fact that work is to be done pursuant to any right reserved above in this section, specifying the general nature of the work and the area in which the same is to be performed, FRANCHISEE shall do all things necessary to protect its pipeline during the progress of such work, and if ordered by the City Council said notice will, if available and practicable, provide an alternate route within the public highway in which FRANCHISEE may at its option relocate its pipeline for a temporary or permanent use, to such extent, in such manner and for such period as shall be necessary to permit the performance of such work in an economical manner, and in accordance with generally recognized engineering and construction methods, and to permit the maintenance, operation and use of such public improvement of the highway, street, alley or other public places as so improved. All of such things to be done and work to be performed by FRANCHISEE shall be at the sole cost and expense of FRANCHISEE.



In the event that CITY or any political subdivision or district within CITY shall hereafter construct, install, reconstruct or repair any bridge, culvert, storm drain, sanitary sewer or other facility owned or operated by any such agencies over or underlying any highway, street, alley or other public places in which FRANCHISEE's pipeline is located pursuant to this Franchise, and in the event that the cost of such work as may reasonably be required is increased in order to provide for the installation, maintenance or operation of FRANCHISEE's pipeline in or on the area covered by or underlain by said bridge or other artificial support, then FRANCHISEE shall either modify its pipeline to accommodate said bridge or other facilities, to eliminate the increased cost incurred by the presence of FRANCHISEE's pipeline, or shall pay to CITY or such political subdivision or district doing such work the full amount of increase of cost upon completion of such construction, installation or repair, such cost to be properly documented and identified to FRANCHISEE.

Any damage done directly or indirectly to any public street, highway, alley or other public improvement by FRANCHISEE, in exercising directly or indirectly any right, power or privilege under this Franchise, or in performing any duty under or pursuant to the provisions of this Franchise, shall be promptly repaired by FRANCHISEE at its sole cost and expense, to the complete satisfaction of CITY.

9. If FRANCHISEE shall fail to comply or to commence and diligently proceed toward compliance with any

instruction of the City Council or City Engineer with respect to the location of said pipeline franchised hereunder or the repair of any damage to streets, alleys, highways or other public facilities within the highway right of way in which the franchise is granted, within ninety (90) calendar days after the service of written notice upon FRANCHISEE requiring compliance therewith, then the City Council may immediately cause to be done whatever work is necessary to carry out the instructions at the cost and expense of FRANCHISEE, which cost FRANCHISEE agrees to pay upon demand.

10. CITY may, upon such reasonable terms and conditions as it may determine, give FRANCHISEE permission to abandon, without removing, the pipeline or any portion thereof installed under this Franchise. Upon abandonment, ownership of the pipeline shall remain vested in FRANCHISEE, unless the parties have mutually agreed in writing that ownership shall vest in either CITY or another party. Nothing shall absolve FRANCHISEE of any responsibility that it may have under CERCLA or any similar federal, state or local legislation.

11. It is expressly understood and agreed that by CITY's granting this Franchise it in no way expresses or implies any warranty whatsoever of its power, right or authority to grant this Franchise and FRANCHISEE, by acceptance hereof, expressly accepts all obligations and liabilities hereunder at its own risk and without recourse to CITY. FRANCHISEE further agrees to expressly hold CITY, its officers, agents and employees free, clear and harmless from

any and all claims, litigations and suits against CITY, its officers, agents and employees arising from or in any way connected with the exercise by FRANCHISEE of any of the rights herein granted to FRANCHISEE, and to further reimburse CITY for any expense incurred by CITY in connection therewith, including but not limited to attorneys' fees, court costs, witness fees and loss of time of CITY personnel. Should this Franchise be terminated or forfeited for any cause or reason whatsoever, any fees theretofore paid by FRANCHISEE to CITY shall be without recourse or refund.

12. FRANCHISEE shall pay to CITY as a one-time Franchise fee of \$7,812.73.

13. Any neglect or refusal to comply with any of the conditions of this Franchise, which neglect, failure or refusal shall continue for more than thirty (30) calendar days following notice thereof to FRANCHISEE from CITY shall (unless FRANCHISEE shall be unable to comply with such notice by reason of strikes, riots, acts of God or of public enemies) work a forfeiture hereof, and CITY, by its Council, may thereupon declare this Franchise forfeited and terminated, and may exclude FRANCHISEE from further use of the public highways, streets, alleys and public places of CITY under this Franchise; and FRANCHISEE shall thereupon surrender all rights in and to the same, and this Franchise shall be deemed and shall remain null, void and of no effect.

14. This Franchise incorporates the provisions of Public Utilities Code §§6201 through 6302, as such provisions

are effective at the granting of this Franchise and as they may be amended from time to time.

15. The provisions of this Franchise and all rights, obligations and duties hereunder shall inure to and be binding upon FRANCHISEE, its successors and assigns.

**SECTION II:**

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

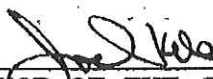
\* \* \* \* \*

I HEREBY CERTIFY that the foregoing ordinance was introduced at a regular meeting of the City Council of the City of Antioch, held on the 24th day of March, 1992, and passed and adopted at a regular meeting thereof, held on the 14th day of April, 1992.

**AYES:** Council Members Stone, Price, Rimbault, Freitas and Mayor Keller.

**NOES:** None.

**ABSENT:** None.

  
\_\_\_\_\_  
MAYOR OF THE CITY OF ANTIOCH

**ATTEST:**

  
\_\_\_\_\_  
CITY CLERK OF THE CITY OF ANTIOCH

AB

THE FOREGOING FRANCHISE is hereby accepted, subject to all of its terms and conditions.

CHEVRON U.S.A. INC.,  
a Pennsylvania Corporation

By *V.L. Byers*  
V.L. BYERS, III  
Its Assistant Secretary

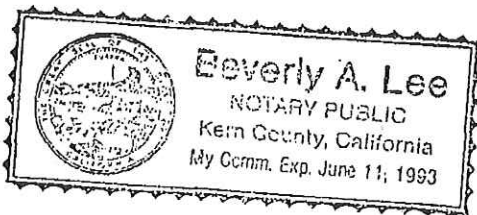
Dated 1-27-92

State of California )  
                          ) ss.  
County of Kern      )

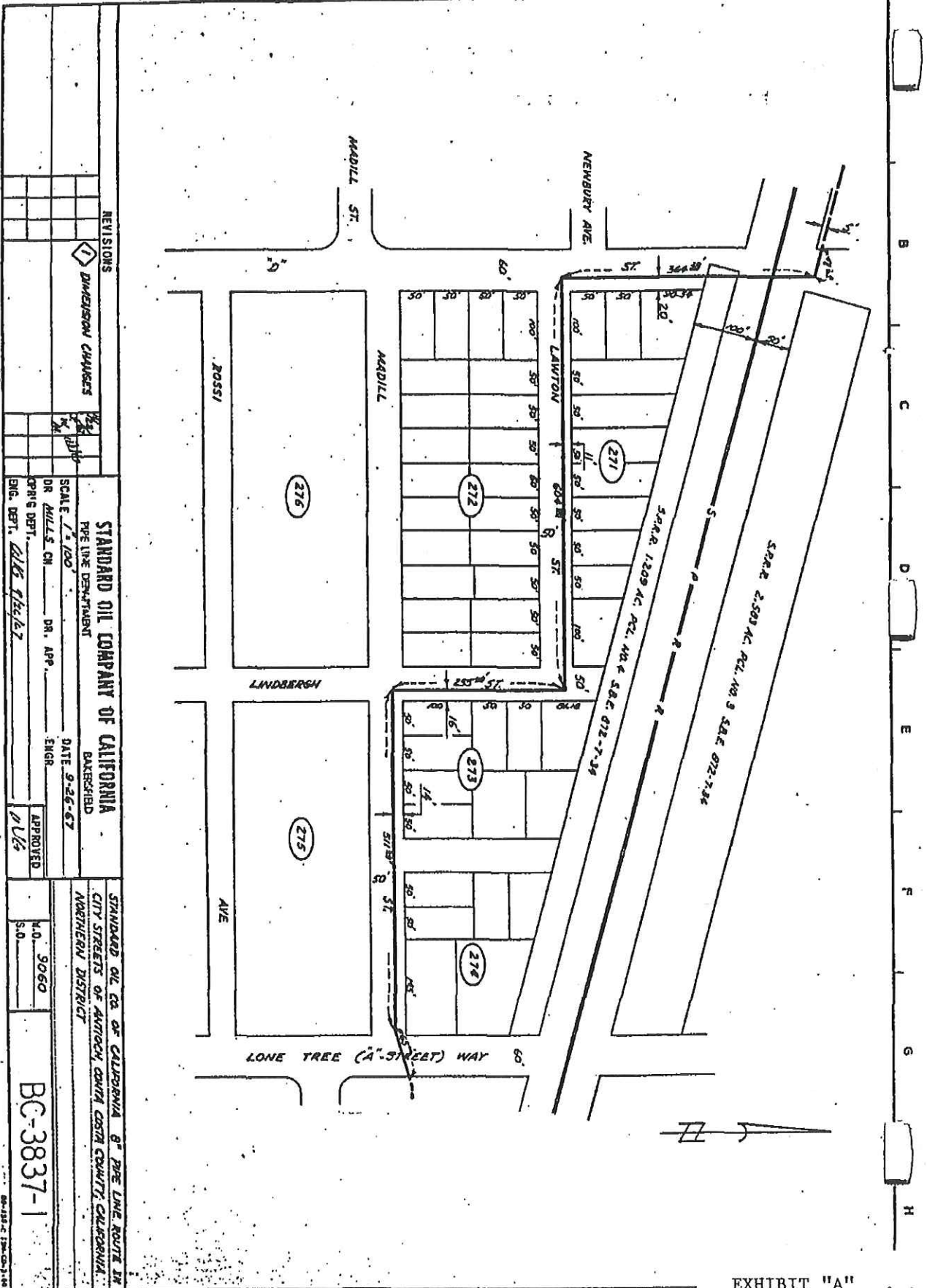
On January 27, 1992, before me, *Beverly A. Lee*, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared *V.L. Byers III*, personally known to me to be Assistant Secretary of Chevron U.S.A. Inc., the corporation described in and that executed the within instrument, and also known to me to be the person who executed it on behalf of Chevron U.S.A. Inc., and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, in the County and State aforesaid the day and year in this certificate above written.

*Beverly A. Lee*  
Notary Public in and for the  
County of Kern, State of California



*AK4*



REVISIONS

NO.	DESCRIPTION	DATE
1	DIMENSION CHANGES	11/1/67

STANDARD OIL COMPANY OF CALIFORNIA  
 FIRE LINE DEPARTMENT  
 BAKERSFIELD

SCALE 1" = 100'  
 DR. MILLS CM  
 DR. APP. \_\_\_\_\_  
 ENGR. \_\_\_\_\_  
 DATE 9-26-67

APPROVED  
 DR. DEPT. *ALB STEARZ*  
 ENGR. *ALB*

STANDARD OIL CO OF CALIFORNIA 8" FIRE LINE ROUTE IN  
 CITY STREETS OF ANTIPOCA, SANTA COSTA COUNTY, CALIFORNIA  
 NORTHERN DISTRICT

NO. 9060  
 S.O. \_\_\_\_\_

BC-3837-1

EXHIBIT "A"

A15



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Ken Warren, Associate Engineer *KW*

**APPROVED BY:** Lynne Filson, Assistant City Engineer II *LBF*

**SUBJECT:** Resolution Authorizing the City Manager to Execute Easement Grant Deeds over a Portion of Former Somersville-Nortonville Road Located South of Old James Donlon Road (Paso Corto) to the East Bay Regional Park District (EBRPD) and the Good Chance Management Trust

---

### **RECOMMENDED ACTION**

It is recommended that the City Council adopt the attached resolution (Attachment "A") authorizing the City Manager to execute easement grant deeds over a portion of former Somersville-Nortonville Road, located south of Old James Donlon Road (Paso Corto) to the East Bay Regional Park District (EBRPD) and the Good Chance Management Trust. A Vicinity Map is attached as Attachment "B".

### **STRATEGIC PURPOSE**

This action supports Strategy K-1 of the Strategic Plan, to ensure well-maintained rights-of-way, by providing for public access and installation of underground utilities.

### **FISCAL IMPACT**

The EBRPD is a public agency special district established in 1934 to provide parks and open spaces to the residents of Contra Costa County. The City does not typically charge fees to other public agencies, therefore, the City did not charge for staff time to review documents and produce this report. All recordable documents were provided and paid for by the EBRPD. No fiscal impact is anticipated from the proposed action.

### **DISCUSSION**

Somersville-Nortonville Road was dedicated as public right-of-way in 1856. The exact alignment is indeterminate. In 1981, the Contra Costa County vacated the subject portion of County roadway south of the old James Donlon Road (Paso Corto). The subject area was then dedicated to the City of Antioch in 2007 as part of a landscape maintenance parcel with the final map of the Black Diamond Ranch Unit 3 Subdivision 8586.

Suzanne Lusk, Senior Land Acquisition Specialist for the East Bay Regional Park District, has requested that the City grant a 30-foot (30') wide, approximately 836-foot (836') long Utility and Public Access Easement to the EBRPD and a 30-foot (30') wide, approximately 836-foot (836') long Access Easement to Good Chance Management Trust. The proposed action is recommended in order to provide public vehicular, pedestrian, equestrian and bicycle access and utility rights to the adjacent EBRPD property and the Black Diamond Mines Regional Preserve, and to provide public access rights to the adjacent Good Chance Management Trust property.

The EBRPD provided the attached "Grant of Utility Easement and Public Access Easement" (Attachment "C") and "Grant of Access Easement" (Attachment "D") at no cost to the City. The City Attorney has reviewed this request and approved it as to form. If approved, both grants of easement will be recorded at the EBRPD's expense and the EBRPD will deliver conformed copies of the recorded documents to the City of Antioch.

**ATTACHMENTS**

- A. Resolution
- B. Vicinity Map
- C. Grant of Utility Easement and Public Access Easement
- D. Grant of Access Easement



**ATTACHMENT "A"**

**RESOLUTION NO. 2017/\*\***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
AUTHORIZING THE CITY MANAGER TO EXECUTE EASEMENT GRANT  
DEEDS OVER A PORTION OF FORMER SOMERSVILLE-NORTONVILLE  
ROAD LOCATED SOUTH OF OLD JAMES DONLON ROAD (PASO CORTO)  
TO THE EAST BAY REGIONAL PARK DISTRICT (EBRPD) AND THE GOOD  
CHANCE MANAGEMENT TRUST (GCMT)**

**WHEREAS**, the EBRPD has requested that the City grant a Utility and Public Access Easement to the EBRPD and an Access Easement to the Good Chance Management Trust over a portion of the Somersville-Nortonville Road vacated by the County in 1981 and dedicated to the City in 2007; and

**WHEREAS**, the proposed action is recommended in order to provide public access and utility rights to the adjacent EBRPD property and to provide public access rights to the adjacent Good Chance Management Trust property; and

**WHEREAS** the EBRPD has provided all necessary recordable documents at no cost to the City; and

**WHEREAS**, the Easement Grant Deeds are attached to this Resolution as Exhibits A and B;

**NOW, THEREFORE, BE IT RESOLVED** that the requested easement areas will provide a perpetual, non-exclusive access easement and right-of-way for vehicular, pedestrian, equestrian and bicycle access and installation of underground utilities to the adjacent EBRPD property and the Black Diamond Mines Regional Preserve; and a perpetual, non-exclusive access easement and right-of-way to the adjacent Good Chance Management Trust property;

**BE IT FURTHER RESOLVED** that the City Council of the City of Antioch does hereby approve and authorize the City Manager to execute the Easement Grant Deeds as Exhibit A and Exhibit B on behalf of the City of Antioch to the EBRPD and Good Chance Management Trust, respectively, in substantially the same form as attached.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 12<sup>th</sup> day of December, 2017 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

\_\_\_\_\_  
**ARNE SIMONSEN, CMC  
CITY CLERK OF THE CITY OF ANTIOCH**

# ATTACHMENT "B"



# ATTACHMENT "C"

RECORDED AT THE REQUEST OF:

East Bay Regional Park District

District

WHEN RECORDED RETURN TO:

East Bay Regional Park District  
2950 Peralta Oaks Court  
Oakland, CA 94605  
Attn: Land Acquisition

---

APN (089-160-011 - Portion)

## GRANT OF UTILITY EASEMENT AND PUBLIC ACCESS EASEMENT

This Agreement is made as of this \_\_\_\_\_ day of \_\_\_\_\_, 2017, by and among **The City of Antioch, a Municipal Corporation ("Grantor")** and the **East Bay Regional Park District, a California special district ("District")**.

### RECITALS

A. WHEREAS, Grantor owns certain real property located within the Somersville Road right of way located within the City of Antioch Contra Costa County, State of California (the "Real Property"), designated as a portion of Assessor's Parcel Number 089-160-011, as described in Exhibit "A" attached hereto and made a part hereof (the "Easement").

B. WHEREAS, District desires to acquire from Grantor a perpetual, non-exclusive easement and right-of-way, subject to any and all existing easements and rights of way of record, in, under, along, across, and over that portion of the Easement, for the purposes and uses and upon the terms and conditions hereinafter set forth, to allow for installation of underground utilities and public access, including both vehicular access over Somersville Road as well as pedestrian, equestrian and bicycle access as can be accommodated within the Easement, to the District's adjacent Black Diamond Mines Regional Preserve.

C. The physical location of the easement area (the "Easement Parcel") is described in Exhibit "B-1" and depicted in Exhibit "B-2," both attached hereto and made a part hereof.

NOW, THEREFORE, Grantor and District make the following Agreement:

### AGREEMENT

1. Grantor, for a good and valuable consideration, the receipt and sufficiency whereof are hereby acknowledged, hereby grants to District and its successors and assigns a perpetual, non-exclusive easement and right-of-way (the "Easement") for the purposes of installing underground utilities and entering upon and traversing upon the Real Property for the purposes of public vehicular and multi-use recreational trail access to be used by the general public. Said Easement shall include the right to place fencing and appropriate signs within the Easement Parcel for the benefit of the general public, and for the installation and continued maintenance of a gate. No other structures of any kind shall be constructed on

the Easement Parcel, Grantor acknowledges that the general public shall have use of said Easement.

2. Grantor and Grantor's heirs, successors and assigns shall not place or permit to be placed on the Easement Parcel any building or structure, nor do nor allow to be done anything which may interfere with the full enjoyment by District and the general public of the rights herein granted. Any conveyance by Grantor or any of Grantor's successors or assigns of fee simple title to the Easement Parcel or any part thereof shall expressly provide that it is subject to the rights herein granted to District, and to all of the conditions of this Agreement.

3. Grantor agrees that District and the public will use the Easement Parcel for vehicular and multi-use recreational trail access. This Easement shall also be for emergency vehicles and operational maintenance vehicles, which shall include the uses and purposes of the Contra Costa County Fire Protection District and the East Bay Regional Park District. This access across the Real Property shall be considered an appurtenant easement to District ownership of APN 075-052-001-7, as described in that certain deed recorded August 6, 1990, in Book 16031 at Page 851, Instrument No. 90 159267, Contra Costa County records. This Easement, as defined herein, shall be used by members of the public at their own risk. Nothing in this section creates a duty of care by or for Grantor or basis or liability for personal injury or for damage to personal property. Grantor shall not, however, create waste on the property or be exonerated from acts of reckless or gross negligence.

4. No construction of any underground utilities shall commence until all necessary permits and environmental clearance(s) have been obtained. District is responsible for obtaining any local, county, state and federal regulatory approvals and permits to install and maintain the improvements. District shall be solely responsible for compliance with all permit conditions for construction, operation and maintenance of the utilities.

5. District agrees to repair any damage to the Easement Parcel or on any contiguous property, including Grantor's property, directly resulting from its utilization of the Easement Parcel as set forth in this agreement. District only accepts maintenance responsibility proportionate to its and the public's use of the Somersville Road surface.

6. The Easement and adjacent Black Diamond Mines Regional Preserve will be open to the public during the hours of operation of Black Diamond Mines Regional Preserve as established by District in accordance with District's Ordinance No. 38. Signs shall be installed on the Easement Parcel stating the Easement is subject to District's operational safety standards as mandated by Ordinance No. 38. Signs designating the park boundary also will be installed by District on the Easement Parcel.

7. District shall maintain the Easement Parcel in a clean, safe and presentable condition, free from waste, litter and other items resulting from public access to the Regional Preserve and left by parties other than Grantor and its guests and invitees.

8. District is a California special district and is self-insured for Bodily and Personal Injury Liability and Property Damage. District agrees to indemnify and save harmless Grantor, its heirs, successors and assigns from and against all third party claims for loss, damage, liability, expense, or demands of whatever character, caused or contributed by the construction, reconstruction, maintenance, or use of this Easement. Grantor, its heirs, successors and assigns has no obligation to defend, indemnify, or hold harmless Grantee, its heirs, assigns, or successors for any and all claims, liability, and damages arising from in whole or in part from any act or omission of Grantee, its heirs, assigns, or successors. Pursuant to the provisions of Section 846 of the California Civil Code, an owner of any estate or any other interest in real property, whether possessory or non possessory, who gives permission to another for entry or use for any recreation purpose or purposes, including but not limited to, hiking, riding, including bicycle riding and viewing or enjoying historical, archaeological, scenic, natural or scientific sites, does not thereby (a) extend

any assurance that the premises are safe for such purpose, or (b) constitute the person to whom permission has been granted the legal status of any invitee or licensee to whom a duty of care is owed, or (c) assume responsibility for or incur liability for any injury to person or property caused by any act of such person to whom permission has been granted. This section does not limit the liability which otherwise exists (a) for willful or malicious failure to guard or warn against a dangerous condition, use structure or activity; or (b) for injury suffered in any case where permission to enter for the above purpose was granted for a consideration or where consideration has been received from others for the same purpose or (c) to any persons who are expressly invited rather than merely permitted to come upon the premises by the Grantor. District will not assume responsibility for or incur liability for any injury to person or property of Grantor unless the actions of District are found to be willful or malicious.

9. District will indemnify, defend, and hold Grantor, and its agents, employees, representatives, directors and officers (collectively referred to as "Grantor") from and against any and all claims, damages, fines, judgment, penalties, costs, liabilities, or losses, in the event District encounters flammable, combustible, explosive, infectious, corrosive, caustic, irritant, strong sensitizing, carcinogenic or radioactive material, hazardous wastes or toxic substances, including without limitation raw or treated sewage (collectively hereinafter referred to as "Hazardous Materials"), in, upon and about the Easement, by District or District's agents, employees, contractors, licensees or invitees during the term of this Easement.

This indemnification of Grantor by District includes, without limitation, any and all costs incurred in connection with any investigation or site conditions and any cleanup, remediation, removal or restoration work required by any federal, state or local governmental agency or political subdivision because of Hazardous Materials released in the soil, subsoils, ground water, or elsewhere in, or, under and about the Easement Parcel on account of such activities by District or its agents, employees, contractors, licensees or invitees during the term of this Easement.

District's obligation to indemnify Grantor under this section shall not apply to the extent a claim, cause of action, damage, cost or loss, is caused by the negligent or intentional acts or omissions of Grantor, its agents, employees or invitees.

10. In the event District encounters Hazardous Materials during excavation which requires remedial activity pursuant to federal, state, or local law, it shall remove said materials in the area of the excavation and dispose of or reuse said materials as directed by the regulatory agency(s) with oversight responsibilities. Said excavation shall in no way be construed as a waiver by Grantor or District of any claim they may have against the entity or entities responsible for causing the contamination within the excavated area.

11. In the event the property where the Easement is located is further developed by Grantor or if a landslide, flood or other natural occurrence renders all or part of the Easement unusable, Grantor shall cooperate with District to allow a replacement alignment to be constructed.

12. If either party hereto becomes a party to any litigation concerning this Easement by reason of any act or omission of the other party or its authorized representatives, and not by any act or omission of the party that becomes a party to that litigation or any act or omission of its authorized representatives, the party whose acts or omissions resulted in the other party becoming involved in the litigation shall be liable to that other party for reasonable attorney's fees and court costs incurred by the other party in the litigation. If either party commences an action against the other party arising out of or in connection with this Easement, the prevailing party shall be entitled to have and recover from the losing party, the prevailing party's reasonable attorneys' fees and costs of suit.

13. This instrument shall be binding on and shall inure to the benefit of the heirs, executors,

administrators, successors and assigns of Grantor and on the successors and assigns of the District.

14. To have and to hold, all and singular, the rights above-described unto District and the District's successors and assigns forever. Should District abandon the Easement, the rights granted under this Easement shall revert back to Grantor.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

**The City of Antioch, a Municipal Corporation**

By: \_\_\_\_\_

Title: \_\_\_\_\_

**ATTACH APPROPRIATE NOTARY**

**Approved as to form:**

By: \_\_\_\_\_  
**City Attorney**

**Agreed to and Accepted:**

**East Bay Regional Park District,  
a California special district**

By: \_\_\_\_\_  
**Robert E. Doyle, General Manager**

**Approved as to form:**

By: \_\_\_\_\_  
**District Counsel**

## "EXHIBIT A"

### LEGAL DESCRIPTION

THE REAL PROPERTY, SITUATE IN THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF PARCEL B AS DESCRIBED ON THE MAP OF SUBDIVISION 8586 BLACK DIAMOND RANCH UNIT NO. 3, FILED IN BOOK 504 OF MAPS AT PAGE 32, (504 M 32) CONTRA COSTA COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF SAID PARCEL B (504 M 32) LYING WITHIN A 60-FOOT WIDE STRIP OF LAND, THE CENTERLINE OF WHICH IS DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 2 1/4 INCH BRASS DISK IN A STANDARD MONUMENT WELL, STAMPED "RCE 21764", AS SHOWN ON RECORD OF SURVEY RS 3748 RECORDED IN BOOK 181 OF LICENSED SURVEYORS MAPS AT PAGES 13 THROUGH 18 (151 LSM 13), HAVING COORDINATES OF (Y) 2184755.24 FEET AND (X) 6171726.89 FEET, NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH 2007.00 [NAD83], SAID MONUMENT BEARING NORTH 72°30'24" WEST (SHOWN AS NORTH 72°30'56" WEST ON SAID RECORD OF SURVEY (151 LSM 13),) 41.00 FEET FROM A SIMILAR MONUMENT AT THE INTERSECTION OF THE MONUMENT LINE OF JAMES DONLAN BOULEVARD WITH THE MONUMENT LINE OF SOMERSVILLE ROAD WHICH BEARS NORTH 17°29'04" EAST AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 14°51'18" WEST, 673.47 FEET ALONG THE MONUMENT LINE (SHOWN AS SOUTH 14°50'47" WEST, 673.52 FEET ON SAID RECORD OF SURVEY (151 LSM 13),) TO A SIMILAR FOUND MONUMENT HAVING COORDINATES OF (Y) 2184104.27 FEET AND (X) 6171654.22 FEET [NAD83], SAID MONUMENT BEING NEAR THE CENTER OF THE CUL-DE-SAC AT THE SOUTHERLY END OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 42°40'56" WEST, 47.20 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13), SAID POINT BEING THE POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING THE FOLLOWING TEN (10) COURSES:

- 1) SOUTH 08°18'44" WEST, 183.16 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 250.00 FEET;
- 2) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°14'43" AN ARC LENGTH OF 163.79 FEET;
- 3) THENCE SOUTH 43°33'27" WEST, 40.28 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 250.00 FEET;
- 4) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°47'12" AN ARC LENGTH OF 121.24 FEET;
- 5) THENCE SOUTH 15°46'15" WEST, 398.38 FEET;
- 6) THENCE SOUTH 18°20'13" WEST, 499.34 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 750.00 FEET;
- 7) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 13°36'06" AN ARC LENGTH OF 178.05 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 315.00 FEET;
- 8) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44°24'24" AN ARC LENGTH OF 244.14 FEET;
- 9) THENCE SOUTH 76°20'43" WEST, 145.96 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 217.46 FEET;

10) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°13'39" AN ARC LENGTH OF 57.80 FEET TO A SET RAILROAD SPIKE IN THE CENTERLINE OF THE PHYSICAL ROADWAY HAVING COORDINATES OF (Y) 2182405.54 FEET AND (X) 6170613.12 FEET [NAD83] THE RADIAL BEARING OF WHICH BEARS NORTH 29°03'39" WEST, SAID RAILROAD SPIKE BEING THE POINT OF TERMINUS OF THE ABOVE REFERENCED DESCRIPTION AND BEARING NORTH 62°09'42" EAST, 3893.16 FEET FROM A PLATE BOUNDARY OBSERVATORY (PBO) CONTINUOUS GLOBAL POSITIONING SATELLITE (GPS) STATION, STATION ID P248, STATION NAME "BLKDIAMONDGN2007" HAVING COORDINATES OF (Y) 2180587.52 FEET AND (X) 6167170.52 FEET [NAD83]

EXCEPTING THEREFROM ALL THAT PORTION OF THE ABOVE MENTIONED DESCRIPTION LYING OUTSIDE SAID PARCEL B (504 M 32);

ALSO EXCEPTING THEREFROM ANY PORTION WITHIN CITY OF ANTIOCH PUBLIC RIGHT-OF-WAY;

THE SIDELINES OF THE BEGINNING OF SAID STRIP SHALL BE PROLONGED OR SHORTENED SO AS TO BEGIN AT THE SOUTHERLY RIGHT-OF-WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THE SIDELINES OF SAID STRIP SHALL TERMINATE AT A LINE RUNNING THOUGH SAID POINT OF TERMINUS AT RIGHT ANGLES TO LAST SAID COURSE.

CONTAINING A TOTAL OF 25,139 SQUARE FEET (0.58 ACRES), MORE OR LESS.

EXCEPTING FROM:

MINERAL RIGHTS EXCEPTED AND RESERVED IN THE DEED FROM NELL I. ARATA, ET. AL, RECORDED JANUARY 10, 1987, BOOK 5281, OFFICAL RECORDS, PAGE 379, AS FOLLOWS: "ALL OIL, GAS AND OTHER MINERALS IN AND UNDER SAID LAND, TOGETHER WITH THE RIGHT TO DRILL FOR, REMOVE, AND PRODUCE SUCH OIL, GAS AND OTHER MINERALS AND TO STORE THE SAME THEREON, AND TO DRILL FOR AND PRODUCE WATER FROM SAID LAND TO BE USED IN CONNECTION WITH THEIR DRILLING AND PRODUCING OPERATIONS AND THE RIGHT OF INGRESS AND EGRESS TO AND FROM SAID LAND IN ORDER TO CONDUCT SAID DRILLING AND PRODUCING OPERATIONS ON SAID LAND".

UNLESS OTHERWISE SPECIFIED ALL BEARINGS AND DISTANCES SHOWN HEREIN ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH 2007.00. MULTIPLY GRID DISTANCES SHOWN HEREIN BY 1.00007386 TO OBTAIN GROUND DISTANCES.

APN: 089-160-011 (PORTION)



## EXHIBIT "B-1"

### EASEMENT

REAL PROPERTY IN THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF PARCEL B AS DESCRIBED ON THE MAP OF SUBDIVISION 8586 BLACK DIAMOND RANCH UNIT NO. 3, FILED IN BOOK 504 OF MAPS AT PAGE 32, (504 M 32) CONTRA COSTA COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF SAID PARCEL B (504 M 32) LYING WITHIN A 60-FOOT WIDE STRIP OF LAND, THE CENTERLINE OF WHICH IS DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 2 1/2 INCH BRASS DISK IN A STANDARD MONUMENT WELL, STAMPED "RCE 21764", AS SHOWN ON RECORD OF SURVEY RS 3748 RECORDED IN BOOK 151 OF LICENSED SURVEYORS MAPS AT PAGES 13 THROUGH 18 (151 LSM 13), HAVING COORDINATES OF (Y) 2184755.24 FEET AND (X) 6171726.89 FEET, NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH 2007.00 [NAD83], SAID MONUMENT BEARING NORTH 72°30'24" WEST (SHOWN AS NORTH 72°30'56" WEST ON SAID RECORD OF SURVEY (151 LSM 13),) 41.00 FEET FROM A SIMILAR MONUMENT AT THE INTERSECTION OF THE MONUMENT LINE OF JAMES DONLAN BOULEVARD WITH THE MONUMENT LINE OF SOMERSVILLE ROAD WHICH BEARS NORTH 17°29'04" EAST AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 14°51'19" WEST, 673.47 FEET ALONG THE MONUMENT LINE (SHOWN AS SOUTH 14°50'47" WEST, 673.52 FEET ON SAID RECORD OF SURVEY (151 LSM 13),) TO A SIMILAR FOUND MONUMENT HAVING COORDINATES OF (Y) 2184104.27 FEET AND (X) 6171554.22 FEET [NAD83], SAID MONUMENT BEING NEAR THE CENTER OF THE CUL-DE-SAC AT THE SOUTHERLY END OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 42°40'56" WEST, 47.20 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13), SAID POINT BEING THE POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING THE FOLLOWING TEN (10) COURSES:

- 1) SOUTH 08°18'44" WEST, 183.16 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 250.00 FEET;
- 2) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°14'43" AN ARC LENGTH OF 153.79 FEET;

- 3) THENCE SOUTH 43°33'27" WEST, 40.28 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 250.00 FEET;
- 4) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°47'12" AN ARC LENGTH OF 121.24 FEET;
- 5) THENCE SOUTH 15°46'15" WEST, 398.38 FEET;
- 6) THENCE SOUTH 18°20'13" WEST, 499.34 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 750.00 FEET;
- 7) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 13°36'06" AN ARC LENGTH OF 178.05 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 315.00 FEET;
- 8) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44°24'24" AN ARC LENGTH OF 244.14 FEET;
- 9) THENCE SOUTH 76°20'43" WEST, 145.96 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 217.46 FEET;
- 10) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°13'39" AN ARC LENGTH OF 57.80 FEET TO A SET RAILROAD SPIKE IN THE CENTERLINE OF THE PHYSICAL ROADWAY HAVING COORDINATES OF (Y) 2182405.54 FEET AND (X) 6170613.12 FEET [NAD83] THE RADIAL BEARING OF WHICH BEARS NORTH 29°03'39" WEST, SAID RAILROAD SPIKE BEING THE POINT OF TERMINUS OF THE ABOVE REFERENCED DESCRIPTION AND BEARING NORTH 62°09'42" EAST, 3893.16 FEET FROM A PLATE BOUNDARY OBSERVATORY (PBO) CONTINUOUS GLOBAL POSITIONING SATELLITE (GPS) STATION, STATION ID P248, STATION NAME "BLKDIAMONDCN2007" HAVING COORDINATES OF (Y) 2180587.52 FEET AND (X) 6167170.52 FEET [NAD83];

ALSO EXCEPTING THEREFROM ANY PORTION WITHIN CITY OF ANTIOCH PUBLIC RIGHT-OF-WAY;

THE SIDELINES OF THE BEGINNING OF SAID STRIP SHALL BE PROLONGED OR SHORTENED SO AS TO BEGIN AT THE SOUTHERLY RIGHT-OF-WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THE SIDELINES OF SAID STRIP SHALL TERMINATE AT A LINE RUNNING THOUGH SAID POINT OF TERMINUS AT RIGHT ANGLES TO LAST SAID COURSE.


CONTAINING A TOTAL OF 25,139 SQUARE FEET (0.58 ACRES), MORE OR LESS.

UNLESS OTHERWISE SPECIFIED ALL BEARINGS AND DISTANCES SHOWN HEREIN ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH

2007.00. MULTIPLY GRID DISTANCES SHOWN HEREIN BY 1.00007385 TO OBTAIN GROUND DISTANCES.

ATTACHED HERETO IS A PLAT ENTITLED EXHIBIT "B-2" AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION AT THE REQUEST OF THE EAST BAY REGIONAL PARK DISTRICT IN CONFORMANCE WITH THE REQUIREMENTS OF THE CALIFORNIA LAND SURVEYORS ACT IN MARCH 2017.

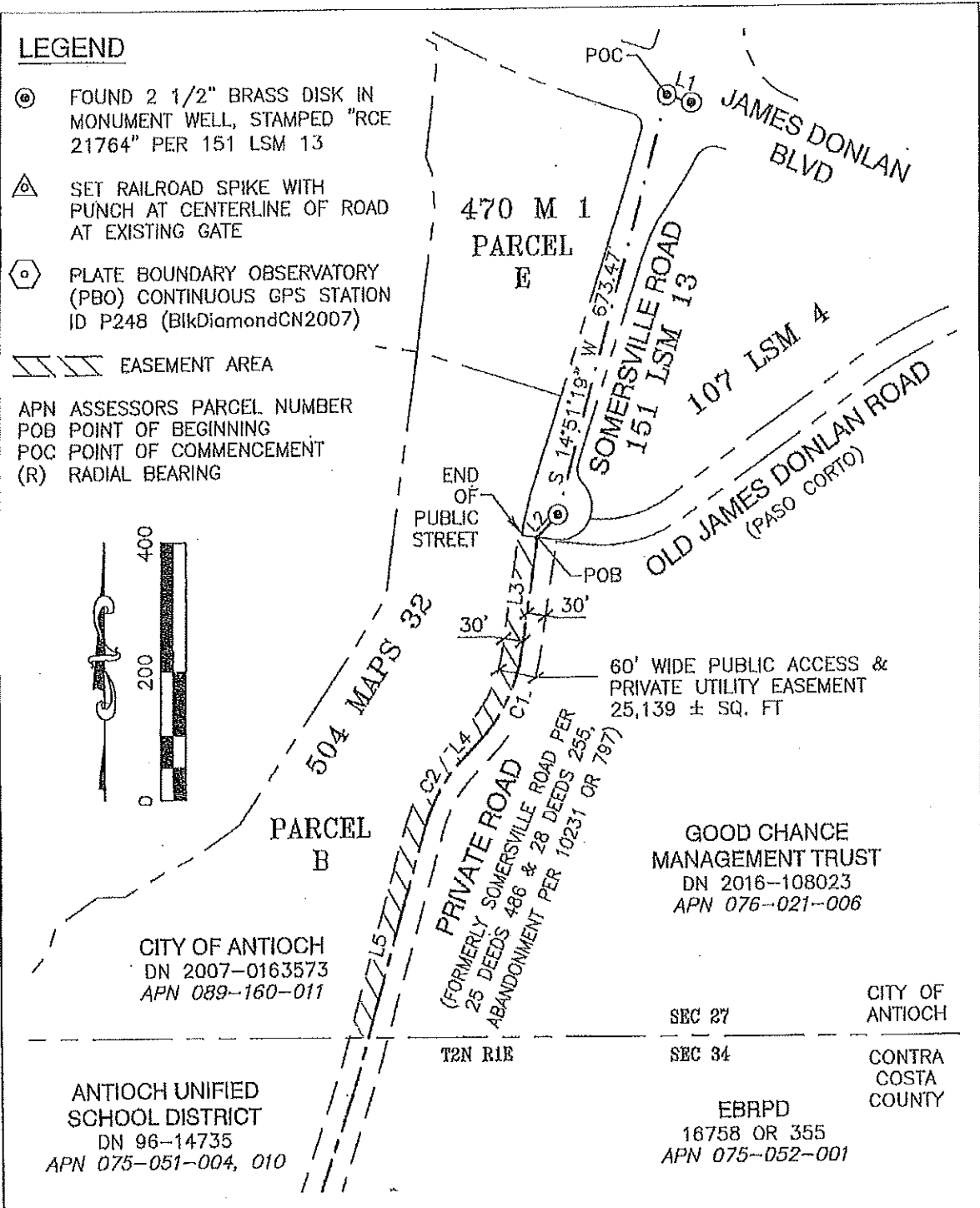
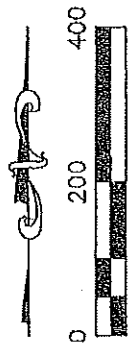
  
GREGORY D. ST. JOHN, PLS  
LICENSE NO. L 8647



09/19/17

**LEGEND**

- ⊙ FOUND 2 1/2" BRASS DISK IN MONUMENT WELL, STAMPED "RCE 21764" PER 151 LSM 13
- △ SET RAILROAD SPIKE WITH PUNCH AT CENTERLINE OF ROAD AT EXISTING GATE
- ⬡ PLATE BOUNDARY OBSERVATORY (PBO) CONTINUOUS GPS STATION ID P248 (BlkDiamondCN2007)
- ▨▨▨▨ EASEMENT AREA
- APN ASSESSORS PARCEL NUMBER
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- (R) RADIAL BEARING



CITY OF ANTIOCH  
DN 2007-0163573  
APN 089-160-011

ANTIOCH UNIFIED  
SCHOOL DISTRICT  
DN 96-14735  
APN 075-051-004, 010

60' WIDE PUBLIC ACCESS & PRIVATE UTILITY EASEMENT  
25,139 ± SQ. FT

GOOD CHANCE  
MANAGEMENT TRUST  
DN 2016-108023  
APN 076-021-006

SEC 27 CITY OF ANTIOCH

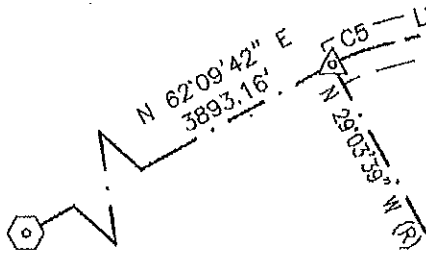
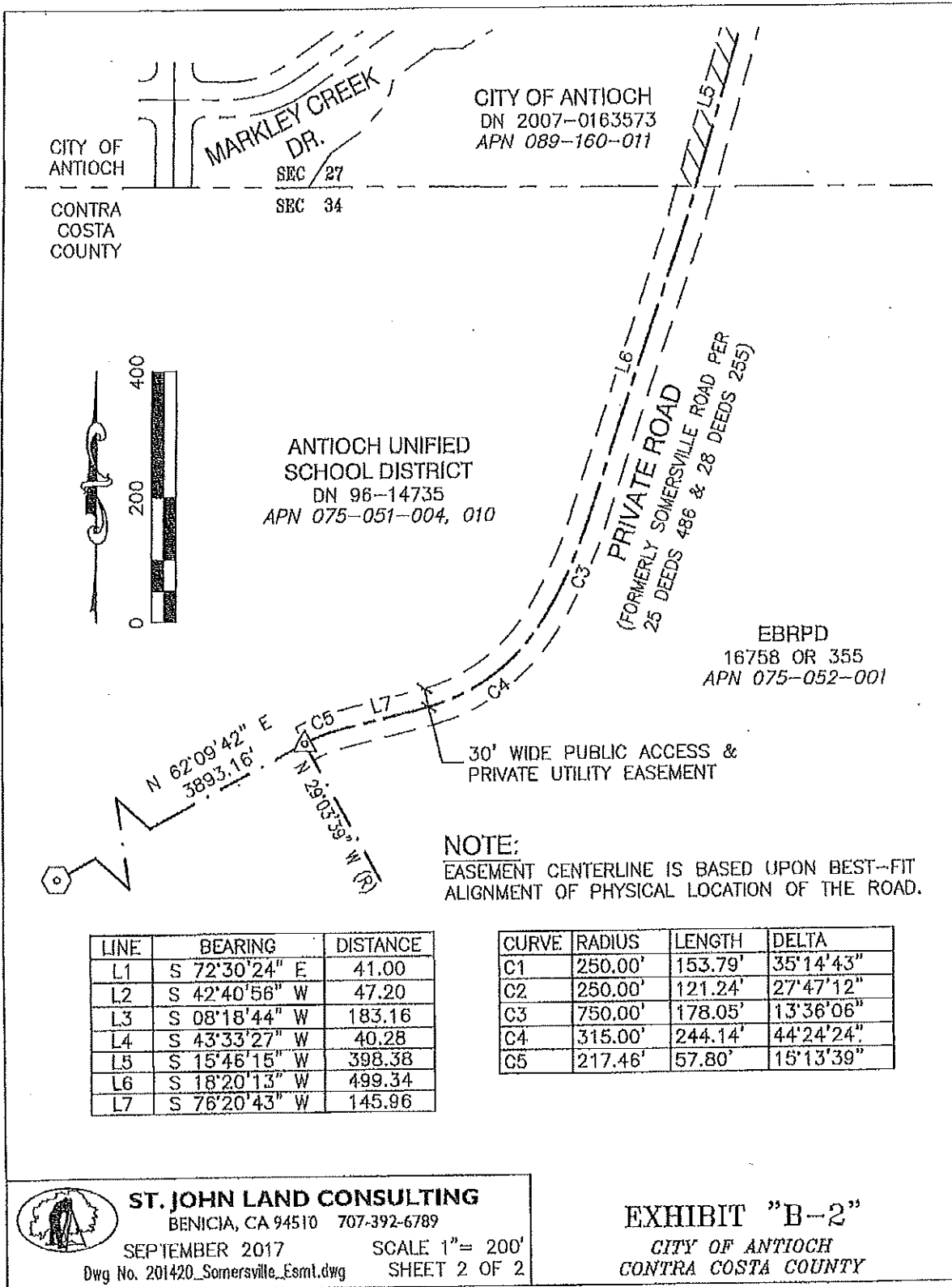
SEC 34 CONTRA COSTA COUNTY

EBRPD  
16758 OR 355  
APN 075-052-001



**ST. JOHN LAND CONSULTING**  
BENICIA, CA 94510 707-392-6789  
SEPTEMBER 2017 SCALE 1" = 200'  
Dwg No. 201420\_Somersville\_Esmt.dwg SHEET 1 OF 2

**EXHIBIT "B-2"**  
CITY OF ANTIOCH  
CONTRA COSTA COUNTY



N 62°09'42" E  
3893.16'

N 65°50'53" W  
2150.83'

30' WIDE PUBLIC ACCESS & PRIVATE UTILITY EASEMENT

LINE	BEARING	DISTANCE
L1	S 72°30'24" E	41.00
L2	S 42°40'56" W	47.20
L3	S 08°18'44" W	183.16
L4	S 43°33'27" W	40.28
L5	S 15°46'15" W	398.38
L6	S 18°20'13" W	499.34
L7	S 76°20'43" W	145.96

CURVE	RADIUS	LENGTH	DELTA
C1	250.00'	153.79'	35°14'43"
C2	250.00'	121.24'	27°47'12"
C3	750.00'	178.05'	13°36'06"
C4	315.00'	244.14'	44°24'24"
C5	217.46'	57.80'	15°13'39"



**ST. JOHN LAND CONSULTING**  
 BENICIA, CA 94510 707-392-6789  
 SEPTEMBER 2017 SCALE 1"= 200'  
 Dwg No. 201420\_Somersville\_Esmt.dwg SHEET 2 OF 2

**EXHIBIT "B-2"**  
 CITY OF ANTIOCH  
 CONTRA COSTA COUNTY

RECORDED AT THE REQUEST OF:

East Bay Regional Park District

District

WHEN RECORDED RETURN TO:

East Bay Regional Park District  
2950 Peralta Oaks Court  
Oakland, CA 94605  
Attn: Land Acquisition

APN (089-160-011 - Portion)

### GRANT OF UTILITY EASEMENT AND PUBLIC ACCESS EASEMENT

This Agreement is made as of this \_\_\_\_\_ day of \_\_\_\_\_, 2017, by and among **The City of Antioch, a Municipal Corporation** ("Grantor") and the **East Bay Regional Park District, a California special district** ("District").

#### RECITALS

A. WHEREAS, Grantor owns certain real property located within the Somersville Road right of way located within the City of Antioch Contra Costa County, State of California (the "Real Property"), designated as a portion of Assessor's Parcel Number 089-160-011, as described in Exhibit "A" attached hereto and made a part hereof (the "Easement").

B. WHEREAS, District desires to acquire from Grantor a perpetual, non-exclusive easement and right-of-way, subject to any and all existing easements and rights of way of record, in, under, along, across, and over that portion of the Easement, for the purposes and uses and upon the terms and conditions hereinafter set forth, to allow for installation of underground utilities and public access, including both vehicular access over Somersville Road as well as pedestrian, equestrian and bicycle access as can be accommodated within the Easement, to the District's adjacent Black Diamond Mines Regional Preserve.

C. The physical location of the easement area (the "Easement Parcel") is described in Exhibit "B-1" and depicted in Exhibit "B-2," both attached hereto and made a part hereof.

NOW, THEREFORE, Grantor and District make the following Agreement:

#### AGREEMENT

1. Grantor, for a good and valuable consideration, the receipt and sufficiency whereof are hereby acknowledged, hereby grants to District and its successors and assigns a perpetual, non-exclusive easement and right-of-way (the "Easement") for the purposes of installing underground utilities and entering upon and traversing upon the Real Property for the purposes of public vehicular and multi-use recreational trail access to be used by the general public. Said Easement shall include the right to place fencing and appropriate signs within the Easement Parcel for the benefit of the general public, and for the installation and continued maintenance of a gate. No other structures of any kind shall be constructed on

the Easement Parcel. Grantor acknowledges that the general public shall have use of said Easement.

2. Grantor and Grantor's heirs, successors and assigns shall not place or permit to be placed on the Easement Parcel any building or structure, nor do nor allow to be done anything which may interfere with the full enjoyment by District and the general public of the rights herein granted. Any conveyance by Grantor or any of Grantor's successors or assigns of fee simple title to the Easement Parcel or any part thereof shall expressly provide that it is subject to the rights herein granted to District, and to all of the conditions of this Agreement.

3. Grantor agrees that District and the public will use the Easement Parcel for vehicular and multi-use recreational trail access. This Easement shall also be for emergency vehicles and operational maintenance vehicles, which shall include the uses and purposes of the Contra Costa County Fire Protection District and the East Bay Regional Park District. This access across the Real Property shall be considered an appurtenant easement to District ownership of APN 075-052-001-7, as described in that certain deed recorded August 6, 1990, in Book 16031 at Page 851, Instrument No. 90 159267, Contra Costa County records. This Easement, as defined herein, shall be used by members of the public at their own risk. Nothing in this section creates a duty of care by or for Grantor or basis or liability for personal injury or for damage to personal property. Grantor shall not, however, create waste on the property or be exonerated from acts of reckless or gross negligence.

4. No construction of any underground utilities shall commence until all necessary permits and environmental clearance(s) have been obtained. District is responsible for obtaining any local, county, state and federal regulatory approvals and permits to install and maintain the improvements. District shall be solely responsible for compliance with all permit conditions for construction, operation and maintenance of the utilities.

5. District agrees to repair any damage to the Easement Parcel or on any contiguous property, including Grantor's property, directly resulting from its utilization of the Easement Parcel as set forth in this agreement. District only accepts maintenance responsibility proportionate to its and the public's use of the Somersville Road surface.

6. The Easement and adjacent Black Diamond Mines Regional Preserve will be open to the public during the hours of operation of Black Diamond Mines Regional Preserve as established by District in accordance with District's Ordinance No. 38. Signs shall be installed on the Easement Parcel stating the Easement is subject to District's operational safety standards as mandated by Ordinance No. 38. Signs designating the park boundary also will be installed by District on the Easement Parcel.

7. District shall maintain the Easement Parcel in a clean, safe and presentable condition, free from waste, litter and other items resulting from public access to the Regional Preserve and left by parties other than Grantor and its guests and invitees.

8. District is a California special district and is self-insured for Bodily and Personal Injury Liability and Property Damage. District agrees to indemnify and save harmless Grantor, its heirs, successors and assigns from and against all third party claims for loss, damage, liability, expense, or demands of whatever character, caused or contributed by the construction, reconstruction, maintenance, or use of this Easement. Grantor, its heirs, successors and assigns has no obligation to defend, indemnify, or hold harmless Grantee, its heirs, assigns, or successors for any and all claims, liability, and damages arising from in whole or in part from any act or omission of Grantee, its heirs, assigns, or successors. Pursuant to the provisions of Section 846 of the California Civil Code, an owner of any estate or any other interest in real property, whether possessory or non possessory, who gives permission to another for entry or use for any recreation purpose or purposes, including but not limited to, hiking, riding, including bicycle riding and viewing or enjoying historical, archaeological, scenic, natural or scientific sites, does not thereby (a) extend

any assurance that the premises are safe for such purpose, or (b) constitute the person to whom permission has been granted the legal status of any invitee or licensee to whom a duty of care is owed, or (c) assume responsibility for or incur liability for any injury to person or property caused by any act of such person to whom permission has been granted. This section does not limit the liability which otherwise exists (a) for willful or malicious failure to guard or warn against a dangerous condition, use structure or activity; or (b) for injury suffered in any case where permission to enter for the above purpose was granted for a consideration or where consideration has been received from others for the same purpose or (c) to any persons who are expressly invited rather than merely permitted to come upon the premises by the Grantor. District will not assume responsibility for or incur liability for any injury to person or property of Grantor unless the actions of District are found to be willful or malicious.

9. District will indemnify, defend, and hold Grantor, and its agents, employees, representatives, directors and officers (collectively referred to as "Grantor") from and against any and all claims, damages, fines, judgment, penalties, costs, liabilities, or losses, in the event District encounters flammable, combustible, explosive, infectious, corrosive, caustic, irritant, strong sensitizing, carcinogenic or radioactive material, hazardous wastes or toxic substances, including without limitation raw or treated sewage (collectively hereinafter referred to as "Hazardous Materials"), in, upon and about the Easement, by District or District's agents, employees, contractors, licensees or invitees during the term of this Easement.

This indemnification of Grantor by District includes, without limitation, any and all costs incurred in connection with any investigation or site conditions and any cleanup, remediation, removal or restoration work required by any federal, state or local governmental agency or political subdivision because of Hazardous Materials released in the soil, subsols, ground water, or elsewhere in, or, under and about the Easement Parcel on account of such activities by District or its agents, employees, contractors, licensees or invitees during the term of this Easement.

District's obligation to indemnify Grantor under this section shall not apply to the extent a claim, cause of action, damage, cost or loss, is caused by the negligent or intentional acts or omissions of Grantor, its agents, employees or invitees.

10. In the event District encounters Hazardous Materials during excavation which requires remedial activity pursuant to federal, state, or local law, it shall remove said materials in the area of the excavation and dispose of or reuse said materials as directed by the regulatory agency(s) with oversight responsibilities. Said excavation shall in no way be construed as a waiver by Grantor or District of any claim they may have against the entity or entities responsible for causing the contamination within the excavated area.

11. In the event the property where the Easement is located is further developed by Grantor or if a landslide, flood or other natural occurrence renders all or part of the Easement unusable, Grantor shall cooperate with District to allow a replacement alignment to be constructed.

12. If either party hereto becomes a party to any litigation concerning this Easement by reason of any act or omission of the other party or its authorized representatives, and not by any act or omission of the party that becomes a party to that litigation or any act or omission of its authorized representatives, the party whose acts or omissions resulted in the other party becoming involved in the litigation shall be liable to that other party for reasonable attorney's fees and court costs incurred by the other party in the litigation. If either party commences an action against the other party arising out of or in connection with this Easement, the prevailing party shall be entitled to have and recover from the losing party, the prevailing party's reasonable attorneys' fees and costs of suit.

13. This instrument shall be binding on and shall inure to the benefit of the heirs, executors,



administrators, successors and assigns of Grantor and on the successors and assigns of the District.

14. To have and to hold, all and singular, the rights above-described unto District and the District's successors and assigns forever. Should District abandon the Easement, the rights granted under this Easement shall revert back to Grantor.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

**The City of Antioch, a Municipal Corporation**

By: \_\_\_\_\_

Title: \_\_\_\_\_

**ATTACH APPROPRIATE NOTARY**

**Approved as to form:**

By: \_\_\_\_\_  
**City Attorney**

**Agreed to and Accepted:**

**East Bay Regional Park District,  
a California special district**

By: \_\_\_\_\_  
**Robert E. Doyle, General Manager**

**Approved as to form:**

By: \_\_\_\_\_  
**District Counsel**

**"EXHIBIT A"**

**LEGAL DESCRIPTION**

THE REAL PROPERTY, SITUATE IN THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF PARCEL B AS DESCRIBED ON THE MAP OF SUBDIVISION 8586 BLACK DIAMOND RANCH UNIT NO. 3, FILED IN BOOK 504 OF MAPS AT PAGE 32, (504 M 32) CONTRA COSTA COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF SAID PARCEL B (504 M 32) LYING WITHIN A 60-FOOT WIDE STRIP OF LAND, THE CENTERLINE OF WHICH IS DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 2 1/2 INCH BRASS DISK IN A STANDARD MONUMENT WELL, STAMPED "RCE 21764", AS SHOWN ON RECORD OF SURVEY RS 3748 RECORDED IN BOOK 151 OF LICENSED SURVEYORS MAPS AT PAGES 13 THROUGH 18 (151 LSM 13), HAVING COORDINATES OF (Y) 2184755.24 FEET AND (X) 6171726.89 FEET, NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH 2007.00 [NAD83], SAID MONUMENT BEARING NORTH 72°30'24" WEST (SHOWN AS NORTH 72°30'56" WEST ON SAID RECORD OF SURVEY (151 LSM 13),) 41.00 FEET FROM A SIMILAR MONUMENT AT THE INTERSECTION OF THE MONUMENT LINE OF JAMES DONLAN BOULEVARD WITH THE MONUMENT LINE OF SOMERSVILLE ROAD WHICH BEARS NORTH 17°29'04" EAST AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 14°51'19" WEST, 673.47 FEET ALONG THE MONUMENT LINE (SHOWN AS SOUTH 14°50'47" WEST, 673.52 FEET ON SAID RECORD OF SURVEY (151 LSM 13),) TO A SIMILAR FOUND MONUMENT HAVING COORDINATES OF (Y) 2184104.27 FEET AND (X) 6171554.22 FEET [NAD83], SAID MONUMENT BEING NEAR THE CENTER OF THE CUL-DE-SAC AT THE SOUTHERLY END OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 42°40'56" WEST, 47.20 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13), SAID POINT BEING THE POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING THE FOLLOWING TEN (10) COURSES:

- 1) SOUTH 08°18'44" WEST, 183.16 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 250.00 FEET;
- 2) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°14'43" AN ARC LENGTH OF 163.79 FEET;
- 3) THENCE SOUTH 43°33'27" WEST, 40.28 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 250.00 FEET;
- 4) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°47'12" AN ARC LENGTH OF 121.24 FEET;
- 5) THENCE SOUTH 15°46'15" WEST, 398.38 FEET;
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EXCEPTING THEREFROM ALL THAT PORTION OF THE ABOVE MENTIONED DESCRIPTION LYING OUTSIDE SAID PARCEL B (604 M 32);

ALSO EXCEPTING THEREFROM ANY PORTION WITHIN CITY OF ANTIOCH PUBLIC RIGHT-OF-WAY;

THE SIDELINES OF THE BEGINNING OF SAID STRIP SHALL BE PROLONGED OR SHORTENED SO AS TO BEGIN AT THE SOUTHERLY RIGHT-OF-WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

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CONTAINING A TOTAL OF 25,139 SQUARE FEET (0.58 ACRES), MORE OR LESS.

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UNLESS OTHERWISE SPECIFIED ALL BEARINGS AND DISTANCES SHOWN HEREIN ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH 2007.00. MULTIPLY GRID DISTANCES SHOWN HEREIN BY 1.00007385 TO OBTAIN GROUND DISTANCES.

APN: 089-180-011 (PORTION)

## EXHIBIT "B-1"

### EASEMENT

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ALL THAT PORTION OF PARCEL B AS DESCRIBED ON THE MAP OF SUBDIVISION 8586 BLACK DIAMOND RANCH UNIT NO. 3, FILED IN BOOK 504 OF MAPS AT PAGE 32, (504 M 32) CONTRA COSTA COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF SAID PARCEL B (504 M 32) LYING WITHIN A 60-FOOT WIDE STRIP OF LAND, THE CENTERLINE OF WHICH IS DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 2 1/2 INCH BRASS DISK IN A STANDARD MONUMENT WELL, STAMPED "RCE 21764", AS SHOWN ON RECORD OF SURVEY RS 3748 RECORDED IN BOOK 151 OF LICENSED SURVEYORS MAPS AT PAGES 13 THROUGH 18 (151 LSM 13), HAVING COORDINATES OF (Y) 2184755.24 FEET AND (X) 6171726.89 FEET, NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH 2007.00 [NAD83], SAID MONUMENT BEARING NORTH 72°30'24" WEST (SHOWN AS NORTH 72°30'56" WEST ON SAID RECORD OF SURVEY (151 LSM 13),) 41.00 FEET FROM A SIMILAR MONUMENT AT THE INTERSECTION OF THE MONUMENT LINE OF JAMES DONLAN BOULEVARD WITH THE MONUMENT LINE OF SOMERSVILLE ROAD WHICH BEARS NORTH 17°29'04" EAST AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 14°51'19" WEST, 673.47 FEET ALONG THE MONUMENT LINE (SHOWN AS SOUTH 14°50'47" WEST, 673.52 FEET ON SAID RECORD OF SURVEY (151 LSM 13),) TO A SIMILAR FOUND MONUMENT HAVING COORDINATES OF (Y) 2184104.27 FEET AND (X) 6171554.22 FEET [NAD83], SAID MONUMENT BEING NEAR THE CENTER OF THE CUL-DE-SAC AT THE SOUTHERLY END OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 42°40'56" WEST, 47.20 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13), SAID POINT BEING THE POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING THE FOLLOWING TEN (10) COURSES:

- 1) SOUTH 08°18'44" WEST, 183.16 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 250.00 FEET;
- 2) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°14'43" AN ARC LENGTH OF 153.79 FEET;

- 3) THENCE SOUTH 43°33'27" WEST, 40.28 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 250.00 FEET;
- 4) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°47'12" AN ARC LENGTH OF 121.24 FEET;
- 5) THENCE SOUTH 15°46'15" WEST, 398.38 FEET;
- 6) THENCE SOUTH 18°20'13" WEST, 499.34 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 750.00 FEET;
- 7) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 13°36'06" AN ARC LENGTH OF 178.05 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 315.00 FEET;
- 8) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44°24'24" AN ARC LENGTH OF 244.14 FEET;
- 9) THENCE SOUTH 76°20'43" WEST, 145.96 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 217.46 FEET;
- 10) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°13'39" AN ARC LENGTH OF 57.80 FEET TO A SET RAILROAD SPIKE IN THE CENTERLINE OF THE PHYSICAL ROADWAY HAVING COORDINATES OF (Y) 2182405.54 FEET AND (X) 6170613.12 FEET [NAD83] THE RADIAL BEARING OF WHICH BEARS NORTH 29°03'39" WEST, SAID RAILROAD SPIKE BEING THE POINT OF TERMINUS OF THE ABOVE REFERENCED DESCRIPTION AND BEARING NORTH 62°09'42" EAST, 3893.16 FEET FROM A PLATE BOUNDARY OBSERVATORY (PBO) CONTINUOUS GLOBAL POSITIONING SATELLITE (GPS) STATION, STATION ID P248, STATION NAME "BLKDIAMONDCN2007" HAVING COORDINATES OF (Y) 2180587.52 FEET AND (X) 6167170.52 FEET [NAD83];

**ALSO EXCEPTING THEREFROM ANY PORTION WITHIN CITY OF ANTIOCH PUBLIC RIGHT-OF-WAY;**

THE SIDELINES OF THE BEGINNING OF SAID STRIP SHALL BE PROLONGED OR SHORTENED SO AS TO BEGIN AT THE SOUTHERLY RIGHT-OF-WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THE SIDELINES OF SAID STRIP SHALL TERMINATE AT A LINE RUNNING THOUGH SAID POINT OF TERMINUS AT RIGHT ANGLES TO LAST SAID COURSE.


CONTAINING A TOTAL OF 25,139 SQUARE FEET (0.58 ACRES), MORE OR LESS.

UNLESS OTHERWISE SPECIFIED ALL BEARINGS AND DISTANCES SHOWN HEREIN ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH

2007.00. MULTIPLY GRID DISTANCES SHOWN HEREIN BY 1.00007385 TO OBTAIN GROUND DISTANCES.

ATTACHED HERETO IS A PLAT ENTITLED EXHIBIT "B-2" AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION AT THE REQUEST OF THE EAST BAY REGIONAL PARK DISTRICT IN CONFORMANCE WITH THE REQUIREMENTS OF THE CALIFORNIA LAND SURVEYORS ACT IN MARCH 2017.

  
GREGORY D. ST. JOHN, PLS  
LICENSE NO. L 8647



09/19/17

**LEGEND**

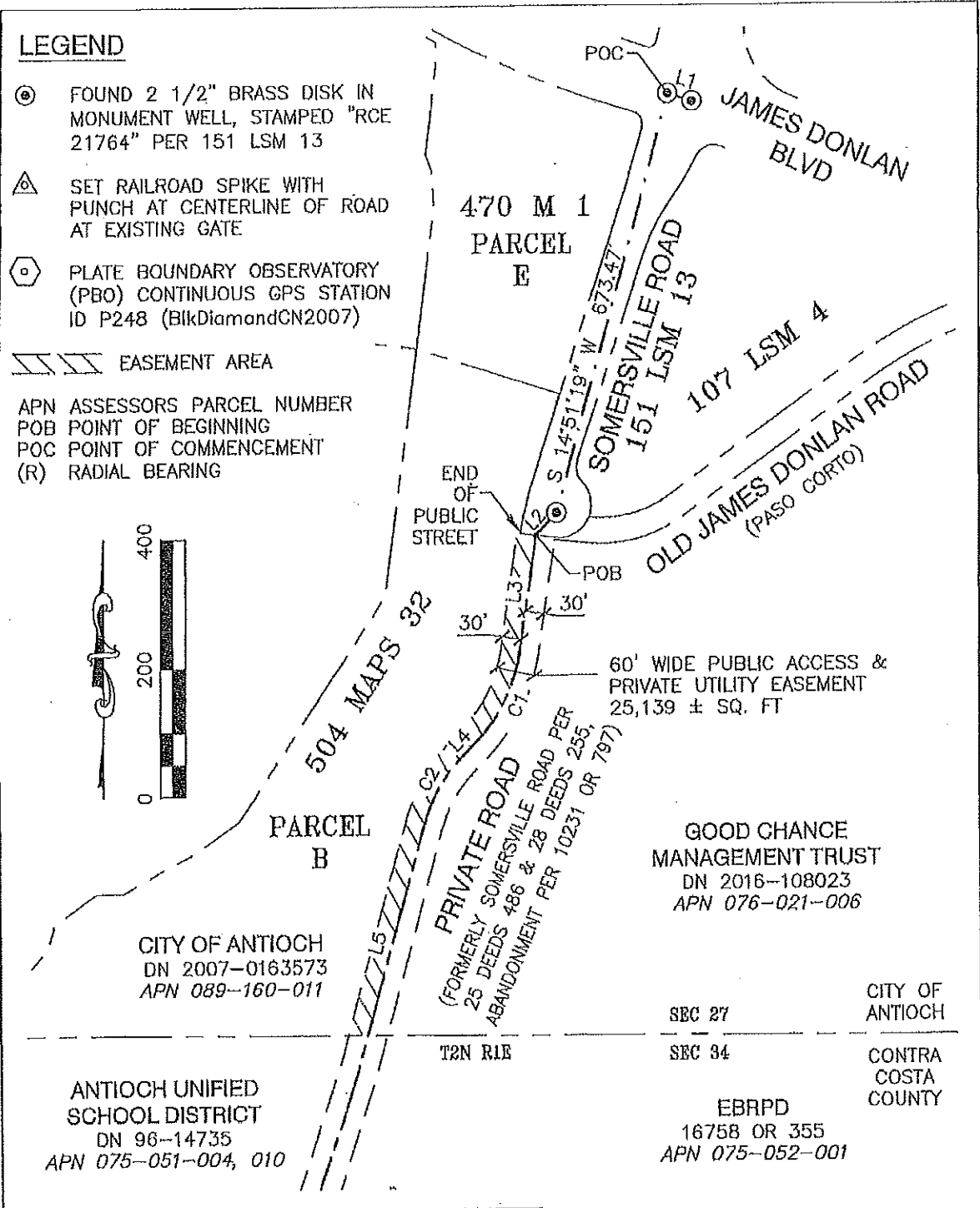
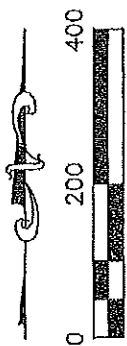
⊙ FOUND 2 1/2" BRASS DISK IN MONUMENT WELL, STAMPED "RCE 21764" PER 151 LSM 13

△ SET RAILROAD SPIKE WITH PUNCH AT CENTERLINE OF ROAD AT EXISTING GATE

⬡ PLATE BOUNDARY OBSERVATORY (PBO) CONTINUOUS GPS STATION ID P248 (BlkDiamondCN2007)

▨▨▨▨ EASEMENT AREA

APN ASSESSORS PARCEL NUMBER  
 POB POINT OF BEGINNING  
 POC POINT OF COMMENCEMENT  
 (R) RADIAL BEARING



CITY OF ANTIOCH  
 DN 2007-0163573  
 APN 089-160-011

ANTIOCH UNIFIED  
 SCHOOL DISTRICT  
 DN 96-14735  
 APN 075-051-004, 010

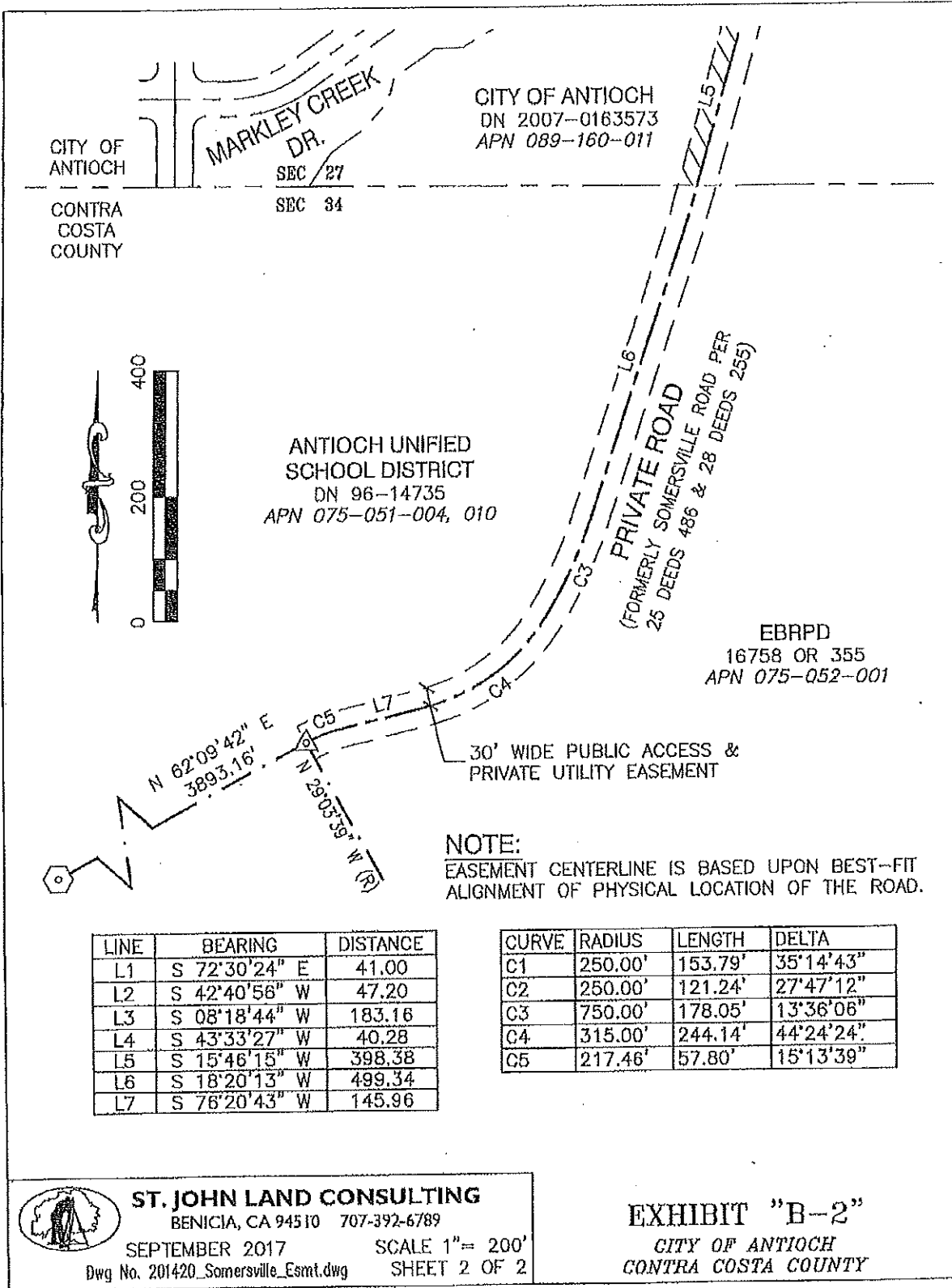
60' WIDE PUBLIC ACCESS &  
 PRIVATE UTILITY EASEMENT  
 25,139 ± SQ. FT

GOOD CHANCE  
 MANAGEMENT TRUST  
 DN 2016-108023  
 APN 076-021-006

SEC 27 CITY OF ANTIOCH  
 SEC 34 CONTRA COSTA COUNTY

**ST. JOHN LAND CONSULTING**  
 BENICIA, CA 94510 707-392-6789  
 SEPTEMBER 2017 SCALE 1" = 200'  
 Dwg No. 201420\_Somersville\_Earnt.dwg SHEET 1 OF 2

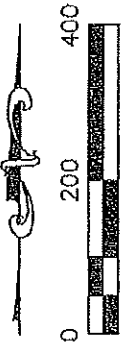
**EXHIBIT "B-2"**  
 CITY OF ANTIOCH  
 CONTRA COSTA COUNTY



CITY OF ANTIOCH  
CONTRA COSTA COUNTY

MARKLEY CREEK DR.  
SEC 27  
SEC 34

CITY OF ANTIOCH  
DN 2007-0163573  
APN 089-160-011



ANTIOCH UNIFIED SCHOOL DISTRICT  
DN 96-14735  
APN 075-051-004, 010

PRIVATE ROAD  
(FORMERLY SOMERSVILLE ROAD PER 25 DEEDS 486 & 28 DEEDS 255)

EBRPD  
16758 OR 355  
APN 075-052-001

30' WIDE PUBLIC ACCESS & PRIVATE UTILITY EASEMENT

**NOTE:**  
EASEMENT CENTERLINE IS BASED UPON BEST-FIT ALIGNMENT OF PHYSICAL LOCATION OF THE ROAD.

LINE	BEARING	DISTANCE
L1	S 72°30'24" E	41.00
L2	S 42°40'58" W	47.20
L3	S 08°18'44" W	183.16
L4	S 43°33'27" W	40.28
L5	S 15°46'15" W	398.38
L6	S 18°20'13" W	499.34
L7	S 76°20'43" W	145.96

CURVE	RADIUS	LENGTH	DELTA
C1	250.00'	153.79'	35°14'43"
C2	250.00'	121.24'	27°47'12"
C3	750.00'	178.05'	13°36'06"
C4	315.00'	244.14'	44°24'24"
C5	217.46'	57.80'	15°13'39"



**ST. JOHN LAND CONSULTING**  
BENICIA, CA 94510 707-392-6789

SEPTEMBER 2017 SCALE 1"= 200'  
Dwg No. 201420\_Somersville\_Esmt.dwg SHEET 2 OF 2

**EXHIBIT "B-2"**  
CITY OF ANTIOCH  
CONTRA COSTA COUNTY



# ATTACHMENT "D"

RECORDED AT THE REQUEST OF:  
East Bay Regional Park City

WHEN RECORDED RETURN TO:

East Bay Regional Park City  
2950 Peralta Oaks Court  
Oakland, CA 94605  
Attn: Land Acquisition

APN 089-160-011 - Portion

Request is made that this document be recorded without  
fee pursuant to Government Code § 27383.

## GRANT OF ACCESS EASEMENT

This Agreement is made as of this \_\_\_\_\_ day of \_\_\_\_\_, 2017, by and among **The City of Antioch, a Municipal Corporation, ("City")** and **Good Chance Management Trust, as land trust, Timothy Chen, as Trustee of Good Chance Management Trust, all as their interests may appear ("Good Chance")**.

### RECITALS

A. WHEREAS, City owns certain real property located within the Somersville Road right of way in the City of Antioch, County of Contra Costa, State of California designated as Assessor's Parcel Number 089-160-011 (the "Real Property") attached hereto and incorporated herein as Exhibit "A".

B. WHEREAS, Good Chance desires to acquire from City a perpetual, non-exclusive easement and right-of-way, subject to any and all existing easements and rights of way of record, in, under, along, across, and over that portion of the Real Property more particularly described in Exhibit "B-1" and depicted in Exhibit "B-2", attached hereto and made a part hereof (the "Easement Parcel"), for the purposes and uses and upon the terms and conditions hereinafter set forth.

NOW, THEREFORE, City and Good Chance make the following Agreement:

### AGREEMENT

1. City, for a good and valuable consideration, the receipt and sufficiency whereof are hereby acknowledged, hereby grants to Good Chance a non-exclusive easement and right-of-way (the "Easement") for the purposes of entering upon and traversing upon the Easement Parcel for the purposes of providing access to Good Chance's adjacent property known as Assessor's Parcel No. 076-021-006, described in Exhibit "C" attached hereto and made a part hereof.

2. City, for a good and valuable consideration, has also granted a utility and public access easement to the East Bay Regional Park District, a California special district, ("District") within the same Easement Parcel for the purposes of allowing public vehicular and recreational trail access to District's adjacent Black Diamond Mines Regional Preserve. Any of the rights granted to Good Chance herein, shall be subject to those rights previously granted by City to District.

3. City and District retain the right to install and maintain fences and gates or other control structures along or adjacent to the route of said Easement provided that access to the Easement Parcel through

these gates or other control structures shall be provided to Good Chance. Good Chance shall not place any gate or other control structures on the Easement Parcel without the express written approval of City and District.

2. City and City's heirs, successors and assigns shall not place or permit to be placed on the Easement Parcel any building or structure, nor do nor allow to be done anything which may interfere with the full enjoyment by Good Chance of the rights herein granted. Any conveyance by City or any of City's successors or assigns of fee simple title to the Easement Parcel or any part thereof shall expressly provide that it is subject to the rights herein granted to Good Chance, and to all of the conditions of this Agreement.

3. The Easement shall be an appurtenance to Good Chance's adjacent real property described in Exhibit "C" attached and previously referenced herein.

4. Good Chance agrees to repair any damage to the Easement Parcel or on any contiguous property, including City's property, directly resulting from its utilization of the Easement Parcel as set forth in this Agreement. Good Chance only accepts maintenance responsibility proportionate to its use of the Somersville Road surface.

5. Signs shall be installed on the Easement Parcel stating the Easement is subject to District's operational safety standards as mandated by Ordinance No. 38. Signs designating the park boundary also will be installed on the Easement Parcel by District.

6. Good Chance shall not commit waste upon the Easement Parcel and agrees to keep the Easement Parcel in a clean, safe and presentable condition, free from waste, litter and other items resulting from access to the Real Property by its guests, contractors, or invitees. There is expressly no automobile parking allowed along the route of the Easement or anywhere within the Easement Parcel.

7. The grant of this Easement is made on the express condition that City is to be free from all liability by reason of injury or death to persons or injury to property from whatever cause arising out of Good Chance, their contractors, licensees, invitees and assignees' exercise of rights granted pursuant to this Easement. Good Chance shall defend and indemnify City against any claims, costs, loss, damages or liabilities, including legal costs and attorneys' fees ("Claims") caused by, resulting from or arising out of the use of the Easement Parcel by Good Chance's contractors, invitees or guests granted under this Agreement and the uses thereunder.

8. This instrument shall be binding on and shall inure to the benefit of the heirs, executors, administrators, successors and assigns of City and on the successors and assigns of Good Chance.

9. To have and to hold, all and singular, the rights above-described unto Good Chance and its successors and assigns forever.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

**THE CITY OF ANTIOCH, a Municipal Corporation**

By: \_\_\_\_\_

Approved as to Form:

By: \_\_\_\_\_  
City Attorney

Good Chance Management Trust, as land trust,  
Timothy Chen as Trustee of Good Chance Management Trust

By: \_\_\_\_\_  
Timothy, Chen, Trustee

## "EXHIBIT A"

### LEGAL DESCRIPTION

THE REAL PROPERTY, SITUATE IN THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF PARCEL B AS DESCRIBED ON THE MAP OF SUBDIVISION 8588 BLACK DIAMOND RANCH UNIT NO. 3, FILED IN BOOK 504 OF MAPS AT PAGE 32, (504 M 32) CONTRA COSTA COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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THENCE SOUTH 42°40'58" WEST, 47.20 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13), SAID POINT BEING THE POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING THE FOLLOWING TEN (10) COURSES:

- 1) SOUTH 08°18'44" WEST, 183.16 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 250.00 FEET;
- 2) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°14'43" AN ARC LENGTH OF 163.79 FEET;
- 3) THENCE SOUTH 43°33'27" WEST, 40.28 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 250.00 FEET;
- 4) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°47'12" AN ARC LENGTH OF 121.24 FEET;
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- 6) THENCE SOUTH 18°20'13" WEST, 499.34 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 750.00 FEET;
- 7) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 13°38'06" AN ARC LENGTH OF 178.05 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 315.00 FEET;
- 8) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44°24'24" AN ARC LENGTH OF 244.14 FEET;
- 9) THENCE SOUTH 78°20'43" WEST, 146.86 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 217.46 FEET;

10) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°13'39" AN ARC LENGTH OF 67.80 FEET TO A SET RAILROAD SPIKE IN THE CENTERLINE OF THE PHYSICAL ROADWAY HAVING COORDINATES OF (Y) 2182405.54 FEET AND (X) 6170813.12 FEET [NAD83] THE RADIAL BEARING OF WHICH BEARS NORTH 29°03'39" WEST, SAID RAILROAD SPIKE BEING THE POINT OF TERMINUS OF THE ABOVE REFERENCED DESCRIPTION AND BEARING NORTH 62°09'42" EAST, 3893.16 FEET FROM A PLATE BOUNDARY OBSERVATORY (PBO) CONTINUOUS GLOBAL POSITIONING SATELLITE (GPS) STATION, STATION ID P248, STATION NAME "BLKDIAMONDCN2007" HAVING COORDINATES OF (Y) 2180587.52 FEET AND (X) 6167170.52 FEET [NAD83]

EXCEPTING THEREFROM ALL THAT PORTION OF THE ABOVE MENTIONED DESCRIPTION LYING OUTSIDE SAID PARCEL B (604 M 32);

ALSO EXCEPTING THEREFROM ANY PORTION WITHIN CITY OF ANTIOCH PUBLIC RIGHT-OF-WAY;

THE SIDELINES OF THE BEGINNING OF SAID STRIP SHALL BE PROLONGED OR SHORTENED SO AS TO BEGIN AT THE SOUTHERLY RIGHT-OF-WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THE SIDELINES OF SAID STRIP SHALL TERMINATE AT A LINE RUNNING THOUGH SAID POINT OF TERMINUS AT RIGHT ANGLES TO LAST SAID COURSE.

CONTAINING A TOTAL OF 25,139 SQUARE FEET (0.68 ACRES), MORE OR LESS.

EXCEPTING FROM:

MINERAL RIGHTS EXCEPTED AND RESERVED IN THE DEED FROM NELL I. ARATA, ET. AL, RECORDED JANUARY 10, 1987, BOOK 5281, OFFICAL RECORDS, PAGE 379, AS FOLLOWS: "ALL OIL, GAS AND OTHER MINERALS IN AND UNDER SAID LAND, TOGETHER WITH THE RIGHT TO DRILL FOR, REMOVE, AND PRODUCE SUCH OIL, GAS AND OTHER MINERALS AND TO STORE THE SAME THEREON, AND TO DRILL FOR AND PRODUCE WATER FROM SAID LAND TO BE USED IN CONNECTION WITH THEIR DRILLING AND PRODUCING OPERATIONS AND THE RIGHT OF INGRESS AND EGRESS TO AND FROM SAID LAND IN ORDER TO CONDUCT SAID DRILLING AND PRODUCING OPERATIONS ON SAID LAND".

UNLESS OTHERWISE SPECIFIED ALL BEARINGS AND DISTANCES SHOWN HEREIN ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH 2007.00. MULTIPLY GRID DISTANCES SHOWN HEREIN BY 1.00007386 TO OBTAIN GROUND DISTANCES.

APN: 089-160-011 (PORTION)

## EXHIBIT "B-1"

### EASEMENT

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- 8) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44°24'24" AN ARC LENGTH OF 244.14 FEET;
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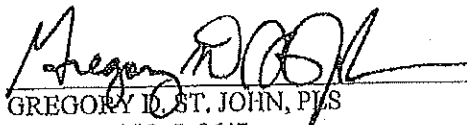
CONTAINING A TOTAL OF 25,139 SQUARE FEET (0.58 ACRES), MORE OR LESS.

UNLESS OTHERWISE SPECIFIED ALL BEARINGS AND DISTANCES SHOWN HEREIN ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH

2007.00. MULTIPLY GRID DISTANCES SHOWN HEREIN BY 1.00007385 TO OBTAIN GROUND DISTANCES.

ATTACHED HERETO IS A PLAT ENTITLED EXHIBIT "B-2" AND BY THIS REFERENCE MADE A PART HEREOF.

THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION AT THE REQUEST OF THE EAST BAY REGIONAL PARK DISTRICT IN CONFORMANCE WITH THE REQUIREMENTS OF THE CALIFORNIA LAND SURVEYORS ACT IN MARCH 2017.

  
GREGORY D. ST. JOHN, PLS  
LICENSE NO. L 8647

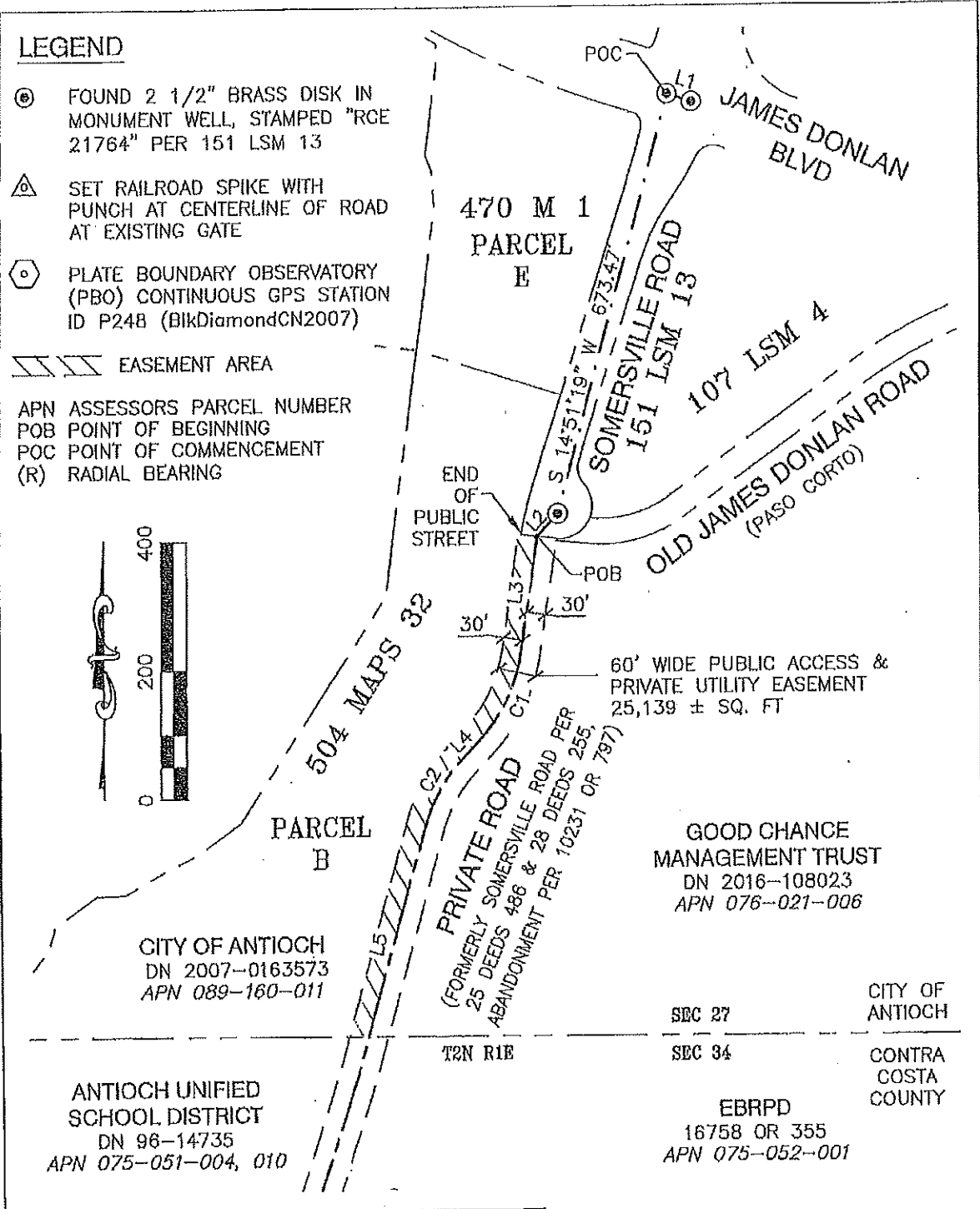
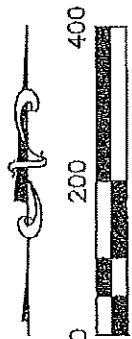


09/19/17



**LEGEND**

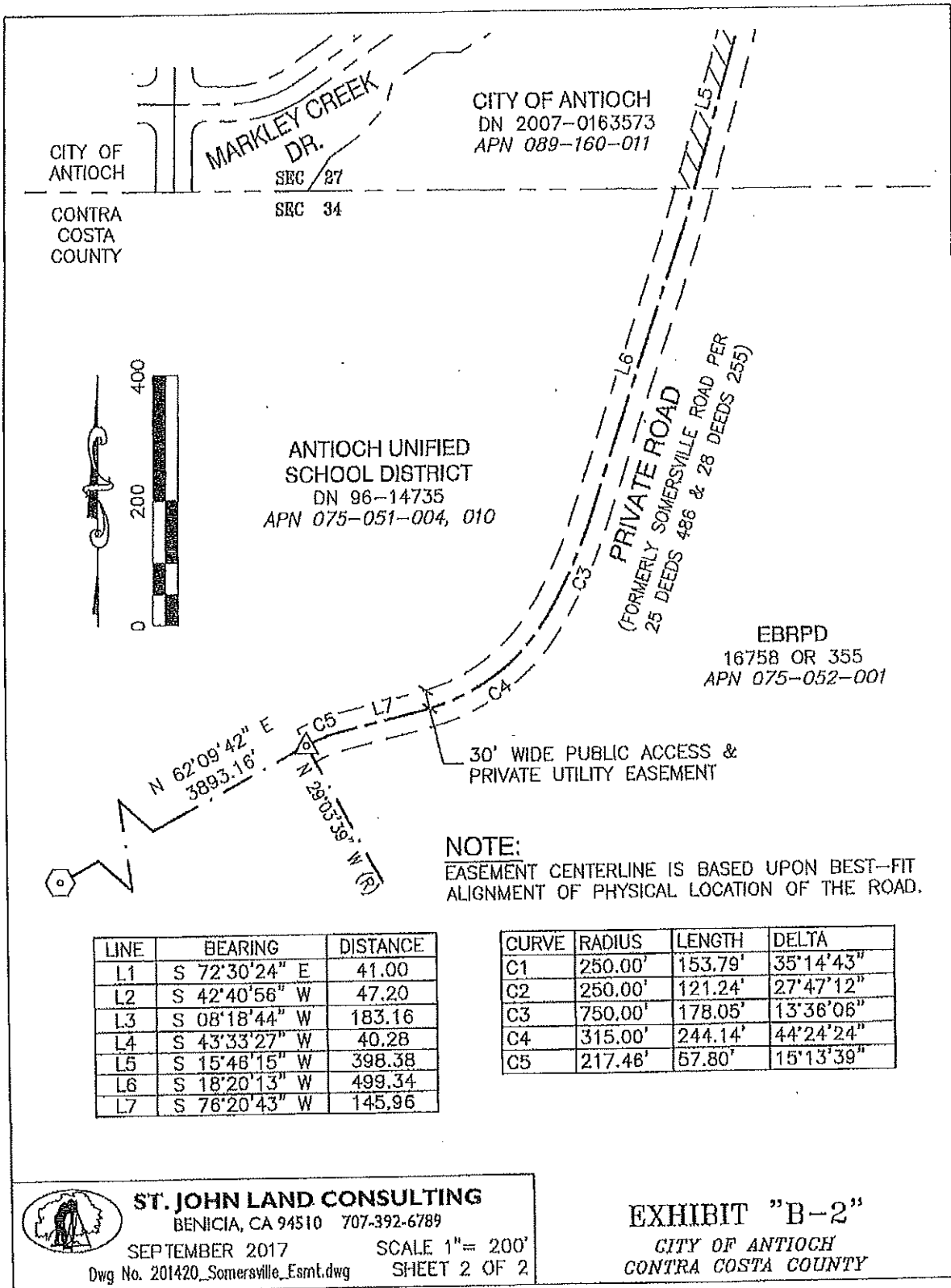
- ⊙ FOUND 2 1/2" BRASS DISK IN MONUMENT WELL, STAMPED "RCE 21764" PER 151 LSM 13
- △ SET RAILROAD SPIKE WITH PUNCH AT CENTERLINE OF ROAD AT EXISTING GATE
- ⊕ PLATE BOUNDARY OBSERVATORY (PBO) CONTINUOUS GPS STATION ID P248 (BikDiamondCN2007)
- ▨▨▨ EASEMENT AREA
- APN ASSESSORS PARCEL NUMBER
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- (R) RADIAL BEARING



**ST. JOHN LAND CONSULTING**  
BENICIA, CA 94510 707-392-6789

SEPTEMBER 2017 SCALE 1" = 200'  
Dwg No. 201420\_Somersville\_Esmt.dwg SHEET 1 OF 2

**EXHIBIT "B-2"**  
CITY OF ANTIOCH  
CONTRA COSTA COUNTY



LINE	BEARING	DISTANCE
L1	S 72°30'24" E	41.00
L2	S 42°40'56" W	47.20
L3	S 08°18'44" W	183.16
L4	S 43°33'27" W	40.28
L5	S 15°46'15" W	398.38
L6	S 18°20'13" W	499.34
L7	S 76°20'43" W	145.96

CURVE	RADIUS	LENGTH	DELTA
C1	250.00'	153.79'	35°14'43"
C2	250.00'	121.24'	27°47'12"
C3	750.00'	178.05'	13°36'06"
C4	315.00'	244.14'	44°24'24"
C5	217.46'	57.80'	15°13'39"


**ST. JOHN LAND CONSULTING**  
 BENICIA, CA 94510 707-392-6789  
 SEPTEMBER 2017 SCALE 1" = 200'  
 Dwg No. 201420\_Somersville\_Esmt.dwg SHEET 2 OF 2

**EXHIBIT "B-2"**  
 CITY OF ANTIOCH  
 CONTRA COSTA COUNTY

## EXHIBIT "C"

REAL PROPERTY IN THE CITY OF ANTIOCH, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA  
DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE PARCEL OF LAND AS DESCRIBED IN THE GRANT DEED TO GOOD CHANCE  
MANAGEMENT TRUST RECORDED JUNE 2, 2016 AS RECORDER'S DOCUMENT NO. 2016-0108023 (2016-  
0108023), CONTRA COSTA COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF SAID PARCEL (2016-0108023) LYING WITHIN A 60-FOOT WIDE STRIP OF LAND  
THE CENTERLINE OF WHICH IS DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND 2 1/2 INCH BRASS DISK IN A STANDARD MONUMENT WELL, STAMPED "RCE  
21764", AS SHOWN ON RECORD OF SURVEY RS 3748 RECORDED IN BOOK 151 OF LICENSED SURVEYORS  
MAPS AT PAGES 13 THROUGH 18 (151 LSM 13), HAVING COORDINATES OF (Y) 2184755.24 FEET AND (X)  
6171726.89 FEET, NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH 2007.00 [NAD83], SAID  
MONUMENT BEARING NORTH 72°30'24" WEST (SHOWN AS NORTH 72°30'56" WEST ON SAID RECORD  
OF SURVEY (151 LSM 13)), 41.00 FEET FROM A SIMILAR MONUMENT AT THE INTERSECTION OF THE  
MONUMENT LINE OF JAMES DONLAN BOULEVARD WITH THE MONUMENT LINE OF SOMERSVILLE ROAD  
WHICH BEARS NORTH 17°29'04" EAST AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 14°51'19" WEST, 673.47 FEET ALONG THE MONUMENT LINE (SHOWN AS SOUTH  
14°50'47" WEST, 673.52 FEET ON SAID RECORD OF SURVEY (151 LSM 1)) TO A SIMILAR FOUND  
MONUMENT HAVING COORDINATES OF (Y) 2184104.27 FEET AND (X) 6171554.22 FEET [NAD83], SAID  
MONUMENT BEING NEAR THE CENTER OF THE CUL-DE-SAC AT THE SOUTHERLY END OF SOMERSVILLE  
ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THENCE SOUTH 42°40'56" WEST, 47.20 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF  
SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13), SAID POINT BEING THE  
POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING THE FOLLOWING TEN (10) COURSES:

- 1) SOUTH 08°18'44" WEST, 183.16 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE  
NORTHWESTERLY HAVING A RADIUS OF 250.00 FEET;
- 2) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 35°14'43" AN  
ARC LENGTH OF 153.79 FEET;
- 3) THENCE SOUTH 43°33'27" WEST, 40.28 FEET TO THE BEGINNING OF A CURVE CONCAVE  
SOUTHEASTERLY HAVING A RADIUS OF 250.00 FEET;
- 4) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 27°47'12" AN  
ARC LENGTH OF 121.24 FEET;
- 5) THENCE SOUTH 15°46'15" WEST, 398.38 FEET;

- 6) THENCE SOUTH 18°20'13" WEST, 499.34 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 750.00 FEET;
- 7) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 13°36'06" AN ARC LENGTH OF 178.05 FEET TO THE BEGINNING OF A COMPOUND CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 315.00 FEET;
- 8) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44°24'24" AN ARC LENGTH OF 244.14 FEET;
- 9) THENCE SOUTH 76°20'43" WEST, 145.96 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 217.46 FEET;
- 10) THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 15°13'39" AN ARC LENGTH OF 57.80 FEET TO A SET RAILROAD SPIKE IN THE CENTERLINE OF THE PHYSICAL ROADWAY HAVING COORDINATES OF (Y) 2182405.54 FEET AND (X) 6170613.12 FEET [NAD83] THE RADIAL BEARING OF WHICH BEARS NORTH 29°03'39" WEST, SAID RAILROAD SPIKE BEING THE POINT OF TERMINUS OF THE ABOVE REFERENCED DESCRIPTION AND BEARING NORTH 62°09'42" EAST, 3893.16 FEET FROM A PLATE BOUNDARY OBSERVATORY (PBO) CONTINUOUS GLOBAL POSITIONING SATELLITE (GPS) STATION, STATION ID P248, STATION NAME "BLKDIAMONDCN2007" HAVING COORDINATES OF (Y) 2180587.52 FEET AND (X) 6167170.52 FEET [NAD83];

EXCEPTING THEREFROM ALL THAT PORTION OF THE ABOVE MENTIONED DESCRIPTION LYING OUTSIDE SAID PARCEL (2016-0108023);

ALSO EXCEPTING THEREFROM ANY PORTION WITHIN CITY OF ANTIOCH STREET RIGHT-OF-WAY;

THE SIDELINES OF SAID STRIP SHOULD BE PROLONGED OR SHORTENED SO AS TO BEGIN AT THE SOUTHERLY RIGHT-OF-WAY OF SOMERSVILLE ROAD AS SHOWN ON SAID RECORD OF SURVEY (151 LSM 13);

THE SIDELINES OF SAID STRIP SHALL TERMINATE AT A LINE RUNNING THOUGH SAID POINT OF TERMINUS AT RIGHT ANGLES TO LAST SAID COURSE.

CONTAINING A TOTAL OF 25,033 SQUARE FEET (0.57 ACRES), MORE OF LESS.

EXCEPTING AND RESERVING THEREFROM ALL OIL, GAS AND OTHER MINERALS IN AND UNDER SAID LAND, TOGETHER WITH THE RIGHT TO DRILL FOR, REMOVE, AND PRODUCE SUCH OIL, GAS AND OTHER MINERALS AND TO STORE THE SAME THEREON, AND TO DRILL FOR AND PRODUCE WATER FROM SAID LAND TO BE USED IN CONNECTION WITH THEIR DRILLING AND PRODUCING OPERATIONS AND THE RIGHT OF INGRESS AND EGRESS TO AND FROM SAID LAND IN ORDER TO CONDUCT SAID DRILLING AND PRODUCING OPERATIONS ON SAID LAND, AS EXCEPTED IN THAT CERTAIN DEED TO GLENN M. LYNCH AND CAROLYN LYNCH RECORDED JANUARY 10, 1967, BOOK 5281 AT PAGE 379 OF OFFICIAL RECORDS OF CONTRA COSTA COUNTY.

UNLESS OTHERWISE SPECIFIED ALL BEARINGS AND DISTANCES SHOWN HEREIN ARE BASED ON THE NORTH AMERICAN DATUM OF 1983, ZONE 0403, GPS EPOCH 2007.00. MULTIPLY GRID DISTANCES SHOWN HEREIN BY 1.00007385 TO OBTAIN GROUND DISTANCES.

APN: 076-021-006 (PORTION)

PROPERTY ADDRESS:  
James Donlon Boulevard  
Antioch, California 94509



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Scott Buenting, Project Manager *SB*

**APPROVED BY:** Lynne Filson, Assistant City Engineer II *LBF*

**SUBJECT:** First Amendment to the Consultant Service Agreement with JDH Corrosion Consultants, Inc. Consultant Service Agreement for the Cathodic Protection Assessment (P.W. 321-1)

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### **RECOMMENDED ACTION**

It is recommended that Council approve the first amendment to the Consultant Service Agreement with JDH Corrosion Consultants, Inc. for cathodic protection upgrades related to the Cathodic Protection Assessment project to increase the contract by \$109,035 for a total contract amount of \$193,325.

### **STRATEGIC PURPOSE**

This item supports Strategy K-1 in the Strategic Plan by ensuring well maintained public facilities and Strategy K-2 by delivering high quality water to our customers. The assessment of the City's pipeline cathodic protection is an important part of maintaining a highly functioning and reliable water system.

### **FISCAL IMPACT**

The Capital Improvement Budget has adequate budgeted funds from the Water Enterprise Fund for assessing the cathodic protection facilities of the City's water system.

### **DISCUSSION**

November 10, 2015, the City Council authorized the execution of a consultant service agreement with JDH Corrosion Consultants, Inc. (JDH) to conduct a thorough assessment of all cathodic protection systems within the City. As part of this work, it was determined that neither the raw water pipeline between the River Pump Station and Lone Tree Way, or the domestic water transmission pipeline on Lone Tree Way between Golf Course Road and Indian Hills Drive include cathodic protection test stations. These facilities are vital to the City's water system and their condition should be monitored to minimize unexpected failures.

Staff is recommending an amendment to JDH's Consultant Service Agreement to include the installation of thirteen (13) cathodic protection tests stations and one (1) insulation joint test station along these pipelines. In addition, five (5), sixty pound magnesium sacrificial anodes will be installed on the raw water pipeline in order to

provide additional corrosion protection. The transmission pipeline on Lone Tree Way is cathodically protected by rectifiers that emit impressed current to prevent pipe line corrosion; therefore additional sacrificial anodes are not necessary in this location.

**ATTACHMENTS**

A: Resolution

**ATTACHMENT "A"**

**RESOLUTION NO. 2017/\*\***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST AMENDMENT TO  
THE CONSULTANT SERVICE AGREEMENT WITH JDH CORROSION  
CONSULTANTS, INC. FOR THE CATHODIC PROTECTION ASSESSMENT  
P.W. 321-1**

**WHEREAS**, on November 10, 2015, JDH Corrosion Consultants. Inc. entered into an Agreement for Professional Consultant Services for the Cathodic Protection Assessment in the amount of \$84,290; and

**WHEREAS**, the City desires to authorize the City Manager to execute the First Amendment to the Consultant Service Agreement with JDH Corrosion Consultants. Inc. for the Cathodic Protection Assessment in the amount of \$109,035 for a total contract amount of \$193,325;

**THEREFORE, BE IT RESOLVED** that the City Council of the City of Antioch hereby authorizes the City Manager to execute the First Amendment to the Consultant Service Agreement with JDH Corrosion Consultants. Inc. for the Cathodic Protection Assessment in the amount of \$109,035 for a total contract amount of \$193,325.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 12<sup>th</sup> day of December 2017, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

---

**ARNE SIMONSEN, CMC  
CITY CLERK OF THE CITY OF ANTIOCH**





## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Scott Buenting, Project Manager *SB*

**APPROVED BY:** Lynne B. Filson, Assistant City Engineer II *LBF*

**SUBJECT:** Sanitary Sewer Main Trenchless Rehabilitation and Facilities Installation, P.W. 684

---

### RECOMMENDED ACTION

It is recommended that the City Council increase the funding of the existing contract with A-S Pipelines, Inc. in the amount of \$77,707.92 from the Water System Improvements Fund for a total of \$1,967,907.92 for this project and adopt the attached resolution accepting work, authorizing the Assistant City Engineer II to File a Notice of Completion.

### STRATEGIC PURPOSE

This item supports Strategy K-1 in the Strategic Plan by ensuring well maintained public facilities and rights-of-way.

### FISCAL IMPACT

The final construction contract price for the Sanitary Sewer Main Trenchless Rehabilitation and Facilities Installation project is \$1,967,907.92 with funding from Sewer Enterprise and Water System Improvements Funds. The final contract price varies from the amount awarded predominately due to the upgrades to the domestic water facilities on E Street between West 6<sup>th</sup> and West 7<sup>th</sup> Street in preparation for future roadway rehabilitation. In addition, the contractor performed grading and sidewalk repairs on Lone Tree Way adjacent to a sunken PG&E utility vault that was completely reimbursed by PG&E in the amount of \$21,000, which is included in the total contract amount.

### DISCUSSION

On December 13, 2016, the City Council awarded a contract to A-S Pipelines, Inc. in the amount of \$1,890,200. This project rehabilitated approximately 3.8 miles of deteriorating sanitary sewer main predominately in the downtown area using the trenchless cured-in-place pipe method. This work included repairing or removing offsets and intrusions within the pipelines to be lined and reinstating existing sewer service laterals following the lining process. In addition, existing rodding inlets were replaced with manholes and new sewer mains, laterals and service cleanouts were installed to provide improved inspection and maintenance capabilities.

All work on this project was completed on November 2, 2017.

**ATTACHMENTS**

A: Resolution Accepting Work

B: Notice of Completion

**ATTACHMENT "A"**

**RESOLUTION NO. 2017/\*\*  
RESOLUTION ACCEPTING WORK AND DIRECTING  
THE ASSISTANT CITY ENGINEER II  
TO FILE A NOTICE OF COMPLETION FOR THE SANITARY SEWER MAIN  
TRENCHLESS REHABILITATION AND FACILITIES INSTALLATION  
(P.W. 684)**

**WHEREAS**, the Assistant City Engineer II, has certified the completion of all work provided to be done under and pursuant to the contract between the City of Antioch and A-S Pipelines, Inc. and;

**WHEREAS**, it appears to the satisfaction of this City Council that said work under said contract has been fully completed and done as provided in said contract and the plans and specifications therein referred to;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Antioch, that:

1. The above-described work is hereby accepted.
2. The Assistant City Engineer II is directed to execute and file for record with the County Recorder, County of Contra Costa, a Notice of Completion thereof.
3. The Director of Finance is hereby directed to increase funding of the existing contract with A-S Pipelines, Inc. for this project in the amount of \$77,707.92 from the Water System Improvements Fund.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 12th day of December, 2017 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

---

**ARNE SIMONSEN, CMC  
CITY CLERK OF THE CITY OF ANTIOCH**

## ATTACHMENT "B"

Recorded at the request  
of and for the benefit  
of the City of Antioch

When recorded, return  
to City of Antioch  
Capital Improvements Division  
P.O. Box 5007  
Antioch, CA 94531-5007

# NOTICE OF COMPLETION

## FOR

### SANITARY SEWER MAIN TRENCHLESS REHABILITATION AND FACILITIES INSTALLATION IN THE CITY OF ANTIOCH (P.W. 684)

**NOTICE IS HEREBY GIVEN** that the work and improvements hereinafter described, the contract for which was entered into by and between the City of Antioch and A-S Pipelines, Inc. was completed on November 2, 2017.

The surety for said project was Lexon Insurance Company.

The subject project consisted of rehabilitated approximately 3.8 miles of deteriorating sanitary sewer main predominately in the downtown area using the trenchless cured-in-place pipe (CIPP) method in the City of Antioch.

**THE UNDERSIGNED STATES UNDER PENALTY OF  
PERJURY THAT THE ABOVE IS TRUE AND CORRECT**

\_\_\_\_\_  
Date

\_\_\_\_\_  
LYNNE B. FILSON, P.E.  
Assistant City Engineer II



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Forrest Ebbs, Community Development Director *FE*

**SUBJECT:** AB1600 Development Impact Fee Annual Report

---

### RECOMMENDED ACTION

It is recommended that the City Council accept the FY2016/2017 Annual Report of Development Impact Fees.

### STRATEGIC PURPOSE

This action supports **Long Term Goal J:** Parks and Recreation, **Long Term Goal K:** Public Works and Engineering, Strategy K-4: Prioritize infrastructure improvements to coincide with Economic Development goals, and **Strategy L-1:** Improve community communications and trust in City government and keep the community well informed as to the activities of the City departments.

### FISCAL IMPACT

This report does not require any expenditure and, as such, will have no fiscal impact on the City of Antioch.

### DISCUSSION

#### Development Impact Fees

Assembly Bill (AB) 1600 (Cortese, 1987) was approved by the California Assembly in 1987 and was incorporated into California Government Code Section 66000-66008. These statutes are collectively known as the "Mitigation Fee Act" and impose specific requirements on cities that chose to collect development impact fees. GC 66006 requires that all cities that collect development impact fees publish an annual report on the development impact fees collected, the beginning balances, the ending balances, a description of the individual fees, and other general information. This report must be made available to the public within 180 days of the end of the fiscal year during which the fees were collected.

In March 2014, the City Council adopted a development impact fee schedule that is charged to new development in the City of Antioch to offset the related costs of new facilities and infrastructure. Specifically, four development impact fees were adopted: General Administration, Public Works, Police, and Parks and Recreation. These fees

are specifically restricted to the construction of new facilities and cannot be used for salaries.

The City of Antioch Development Impact Fees became effective on July 1, 2014 and were collected throughout FY14/15, FY15/16, and FY 16/17. A summary of these fees and their balances are provided in the attached report and summarized below.

In total, the City took in \$342,609.40 in Development Impact Fees in FY 16/17. The total figure is significantly higher than the FY 15/16 sum of \$3,479.40 for a variety of reasons. Foremost, an older entitled project, such as Park Ridge by Davidon Homes, was only subject to the Parks & Recreation Impact Fee. In FY 16/17, the Tabora Gardens project provided the large majority of the Development Impact Fees, contributing \$278,970.00. As in prior years, the City did not expend any of the Development Impact Fees, in large part because prior balances were very small for this relatively-new program. Staff anticipates programming a portion of the current balance into eligible projects in the coming years.

The City Council need not take any formal action on this report.

#### **ATTACHMENTS**

- A. City of Antioch Annual Report of Development Impact Fees (AB1600 Report) Fiscal Year 2016-2017

# ATTACHMENT "A"

City of Antioch  
Annual Report of Development Impact Fees  
Fiscal Year 2016/2017

## CITY OF ANTIOCH ANNUAL REPORT OF DEVELOPMENT IMPACT FEES (AB 1600 REPORT) FISCAL YEAR 2016/2017



PREPARED BY  
CITY OF ANTIOCH  
COMMUNITY DEVELOPMENT DEPARTMENT

## **DEVELOPMENT IMPACT FEES DESCRIPTION**

### General Administration

The General Administration development fee covers new development's share of the costs associated with new administrative facilities, land acquisition, general vehicles, and information technology equipment. New capital facilities will be required as the City's service population increases. The fee helps maintain adequate levels of general administration service in the City of Antioch, including adequate City Hall and Council Chamber space and associated land needs as well as adequate service vehicles and technology utilized by the general government staff. Fee revenue is used to fund expansion of civic space, acquisition of vehicles and technology, and land purchase for new public space attributed to demand for new growth.

### Public Works

The Public Works development impact fee covers new development's share of the costs associated with new/expanded corporation yard, building space, a garbage ramp, and Public Works vehicles. New capital facilities will be required as service population increases. The fee helps maintain adequate levels of Public Works service in the City of Antioch, including adequate corporation yard space and facilities as well as a garbage ramp and vehicles necessary for Public Works operation. Fee revenue is used to fund the expansion of corporation yard space, facilities, garbage ramp, and vehicle.

### Police Facilities and Equipment

The Police Facilities development impact fee covers new development's share of the costs associated with a range of capital facilities, including Police stations, vehicles and other equipment. New capital facilities will be required as the City's service population increases. The fee will help maintain adequate levels of Police facilities, vehicles, and other equipment necessary for adequate Police service provision in the City of Antioch. Fee revenue is used to fund expansion of existing Police station and animal service facilities and acquire new vehicles and specialized equipment attributable to demand from new development.

### Parks and Recreation Facilities

The Park and Recreation impact fee is designed to cover the costs associated with new parks and recreation facilities and equipment required to serve future growth in Antioch. It covers the appropriate share of the costs of developing new parks, Community Centers and facilities, library, and associated capital equipment (the park in-lieu fee under the Quimby Act provides revenues based on parkland needs and costs). New capital facilities will be required as the City's population increases. The fee helps provide adequate levels of parks and recreation facilities, Community Center, and library space. Fee revenue contributes funding toward parks and recreation facilities in a number of community parks as well as an additional 20,172 square feet of community facility space and a new library.



City of Antioch  
Annual Report of Development Impact Fees  
Fiscal Year 2016/2017

<b>FEE SCHEDULE 7/1/2016</b>			
<i>Effective 6/24/14</i>			
<i>CC Resolution No. 2014/21 – 3/25/14</i>			
	<b>Single Family</b> \$ per unit	<b>Multi-Family</b> \$ per unit	<b>Non-Residential</b> \$ per square foot
General Administration	445	282	0.07
Public Works	430	273	0.06
Police	1,151	730	0.17
Parks and Recreation	3,154	1,997	0.00
<b>TOTAL FEES</b>	<b>5,180</b>	<b>3,282</b>	<b>0.30</b>

<b>DEVELOPMENT IMPACT FEES FY 16/17</b>	
General Administration (3215500 46660)	25,544.66
Public Works (3215505 46661)	24,603.28
Police (3215510 46662)	65,944.46
Parks & Recreation (3215515 46663)	226,517.00
Total Development Impact Fees Collected	342,609.40
Interest Earned– All accounts	1,015.01
<b>TOTAL REVENUES</b>	<b>\$343,624.41</b>
General Administration (3215500 46660)	0.00
Public Works (3215505 46661)	0.00
Police (3215510 46662)	0.00
Parks & Recreation (3215515 46663)	0.00
<b>TOTAL EXPENDITURES</b>	<b>\$0.00</b>
<b>BEGINNING BALANCE</b>	<b>\$53,190.10</b>
<b>TOTAL REVENUES</b>	<b>\$343,624.41</b>
<b>TOTAL EXPENDITURES</b>	<b>\$0.00</b>
<b>ENDING BALANCE</b>	<b>\$396,814.51</b>

City of Antioch  
Annual Report of Development Impact Fees  
Fiscal Year 2016/2017

<b>CONTRIBUTING PROJECTS</b>						
<b>PROJECT NAME</b>	<b>GEN ADMIN</b>	<b>POLICE</b>	<b>PUB WORKS</b>	<b>PARKS &amp; REC</b>	<b>3% ADMIN</b>	<b>TOTAL</b>
Mini Mart 2701 Contra Loma Blvd	190.40	462.40	163.20		24.48	840.48
Tabora Gardens	23,970.00	62,050.00	23,205.00	169,745.00	8,369.10	287,339.10
The Learning Experience	700.00	1700.00	600.00		90.00	3090.00
Habit Burger	239.26	581.06	205.08		30.76	1056.16
103 S Lake Dr	445.00	1,151.00	430.00	3,154.00	155.40	5,335.40
5445 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5449 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5453 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5457 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5461 Pinnacle View Wy				3,154.00	94.62	3,248.62
5465 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5469 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5473 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5477 Mtn Rdg Wy				3,154.00	94.62	3,248.62

City of Antioch  
Annual Report of Development Impact Fees  
Fiscal Year 2016/2017

5481 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5485 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5489 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5472 Pinnacle View Wy				3,154.00	94.62	3,248.62
5468 Pinnacle View Wy				3,154.00	94.62	3,248.62
5464 Pinnacle View Wy				3,154.00	94.62	3,248.62
5460 Mtn Rdg Wy				3,154.00	94.62	3,248.62
5456 Mtn Rdg Wy				3,154.00	94.62	3,248.62
<b>TOTAL</b>	<b>\$25,544.66</b>	<b>\$65,944.46</b>	<b>\$24,603.28</b>	<b>\$226,517.00</b>	<b>\$10,278.28</b>	<b>\$352,887.68</b>


<b>CUMMULATIVE AMOUNT COLLECTED 7/1/14 THROUGH 6/30/2017</b>	
General Administration (3215500 46660)	\$37,785.49
Public Works (3215505 46661)	\$35,095.42
Police (3215510 46662)	\$95,672.19
Parks & Recreation (3215515 46663)	\$226,517.00
<b>Total Development Impact Fees Collected</b>	<b>\$395,070.10</b>



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Nickie Mastay, Administrative Services Director 

**SUBJECT:** League of California Cities:

- Policy Committee Meetings
- Mayors and Council Members Executive Forum and Advanced Leadership Workshop
- Annual Conference

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### **RECOMMENDED ACTION**

It is recommended that the City Council:

- 1) Approve participation and authorize associated expenditures for the League of California Cities Policy Committee Meetings held in Sacramento, California on January 18 through January 19, 2018 and June 7 through June 8; and held in Pomona, California on April 12 through April 13, 2018.
- 2) Approve participation and authorize associated expenditures for the League of California Cities Mayors and Council Members Executive forum and Advanced Leadership Workshops held in Monterey on June 27 through June 29, 2018.
- 3) Approve participation and authorize associated expenditures for the League of California Cities Annual Conference held in Long Beach, California on September 12 through September 14, 2018.

### **STRATEGIC PURPOSE**

**Strategy L-1:** Improve community communications and trust in City government and keep the community well informed as to the activities of the City departments.

### **FISCAL IMPACT**

Currently there is \$5,353 remaining in the City Council budget line for Conference/Dues for the FY2017-18 Budget.

### **Policy Committee Meeting**

For the League of California Cities Policy Committee Meetings held in Sacramento and Pomona, California, for calendar year 2017 the City Council participants were Council Member Ogorchock on the Governance, Transparency & Labor Relations Committee and Council Member Wilson on the Housing, Community and Economic Development

Committee. Currently, there is no information on the League of California Cities website for preferred hotel and travel. The estimated cost for Sacramento, California based upon the IRS Publication 1542 approved per diem rates for hotel (2 nights \$128/night), meals and incidental expense (3 days \$64/day) is \$450 per participant. The estimated cost for Pomona, California based on IRS publication 1542 approved per diem rates for hotel (2 nights \$93/night), meals and incidental expense (3 days \$51/day), travel (flight, parking and shuttle \$250) is \$590 per participant. Total estimated cost for two participants to attend all policy committee meetings is \$2,980. The excerpts from IRS Publication 1542 are attached to this report as Attachment A.

#### Mayors and Council Members Executive Forum and Advanced Leadership Workshop

The estimated cost of this conference is \$395 per attendee and \$180 per attendee for the workshop, plus hotel and meal expenses. Currently, there is no information on the California League of Cities website for the cost of this year's conference, workshop, and hotel. Once final conference costs are known, if the Mayor and all Council Members attend this conference, there is the potential to exceed the remaining budget.

#### Annual Conference

The estimated cost of this conference is \$650 per attendee and \$195 per attendee for the workshop, plus hotel, meal, and travel (airfare, parking and shuttle) expenses. Currently, there is no information on the California League of Cities website for the cost of this year's annual conference and hotel. Although this is part of FY2018-19 Budget, adding the cost of the Policy Committee meetings and the cost of the Mayors and Council Members Executive Forum and Advanced Leadership Workshop for year 2019, there is the potential to exceed the FY2018-19 Budget.

### **DISCUSSION**

The City of Antioch Travel and Expense Policy for Elected and Appointed (non-employee) Officials is attached as Attachment B. Contained therein, the Authorization Process states: "Overnight travel by Elected Official shall be pre-approved by placing the item on the City Council Consent Calendar."

### **ATTACHMENTS**

- A. Estimated cost based upon IRS Publication 1542
- B. Travel and Expense Policy
- C. 2018 Policy Committee Schedule



# FY 2018 Per Diem Rates for California

(October 2017 - September 2018).

Cities not appearing below may be located within a county for which rates are listed.

To determine what county a city is located in, visit the National Association of Counties (NACO) website (a non-federal website).

**October 2017 - September 2018** You searched for: **California** Max lodging by month (excluding taxes.) The last column is the Meals and Incidental Expense (M&IE) rate.

Primary Destination (1, 2)	County (3, 4)	2017			2018									M&IE (5)	
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep		
Standard Rate	Applies for all locations without specified rates / STANDARD RATE	\$93	\$93	\$93	\$93	\$93	\$93	\$93	\$93	\$93	\$93	\$93	\$93	\$93	\$51
Antioch / Brentwood / Concord	Contra Costa	\$154	\$154	\$154	\$154	\$154	\$154	\$154	\$154	\$154	\$154	\$154	\$154	\$154	\$64
Bakersfield / Ridgecrest	Kern	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$59
Barstow / Ontario / Victorville	San Bernardino	\$95	\$95	\$95	\$95	\$95	\$95	\$95	\$95	\$95	\$95	\$95	\$95	\$95	\$54
Death Valley	Inyo	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$112	\$64
Eureka / Arcata / McKinleyville	Humboldt	\$101	\$101	\$101	\$101	\$101	\$101	\$101	\$101	\$101	\$129	\$129	\$129	\$101	\$74
Fresno	Fresno	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$64
Los Angeles	Los Angeles / Orange / Ventura / Edwards AFB less the city of Santa Monica	\$173	\$173	\$173	\$173	\$173	\$173	\$173	\$173	\$173	\$173	\$173	\$173	\$173	\$64
Mammoth Lakes	Mono	\$131	\$131	\$131	\$131	\$131	\$131	\$131	\$131	\$131	\$131	\$131	\$131	\$131	\$74
Mill Valley / San Rafael / Novato	Marin	\$184	\$151	\$151	\$151	\$151	\$151	\$151	\$151	\$151	\$184	\$184	\$184	\$184	\$74
Monterey	Monterey	\$142	\$142	\$142	\$142	\$142	\$142	\$142	\$142	\$142	\$142	\$198	\$198	\$142	\$74
Napa	Napa	\$215	\$165	\$165	\$165	\$165	\$165	\$165	\$165	\$215	\$215	\$215	\$215	\$215	\$69
Oakhurst	Madera	\$98	\$98	\$98	\$98	\$98	\$98	\$98	\$98	\$98	\$127	\$127	\$127	\$98	\$64
Oakland	Alameda	\$171	\$152	\$152	\$171	\$171	\$171	\$171	\$171	\$171	\$171	\$171	\$171	\$171	\$69
Palm Springs	Riverside	\$133	\$133	\$133	\$133	\$133	\$133	\$133	\$133	\$104	\$104	\$104	\$104	\$104	\$64

Primary Destination (1, 2)	County (3, 4)	2017			2018									M&IE (5)
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
Point Arena / Gualala	Mendocino	\$116	\$116	\$116	\$116	\$116	\$116	\$116	\$116	\$116	\$116	\$116	\$116	\$69
Sacramento	Sacramento	\$128	\$128	\$128	\$128	\$128	\$128	\$128	\$128	\$128	\$128	\$128	\$128	\$64
San Diego	San Diego	\$153	\$153	\$153	\$167	\$167	\$167	\$167	\$167	\$167	\$167	\$167	\$153	\$64
San Francisco	San Francisco	\$302	\$222	\$222	\$276	\$276	\$276	\$276	\$276	\$276	\$276	\$276	\$276	\$74
San Luis Obispo	San Luis Obispo	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$123	\$64
San Mateo / Foster City / Belmont	San Mateo	\$213	\$180	\$180	\$213	\$213	\$213	\$213	\$213	\$213	\$213	\$213	\$213	\$69
Santa Barbara	Santa Barbara	\$167	\$167	\$167	\$167	\$167	\$167	\$167	\$167	\$167	\$167	\$222	\$222	\$74
Santa Cruz	Santa Cruz	\$122	\$122	\$122	\$122	\$122	\$122	\$122	\$122	\$122	\$152	\$152	\$152	\$59
Santa Monica	City limits of Santa Monica	\$253	\$253	\$253	\$253	\$253	\$253	\$253	\$253	\$253	\$253	\$307	\$307	\$64
Santa Rosa	Sonoma	\$162	\$134	\$134	\$134	\$134	\$134	\$134	\$134	\$134	\$162	\$162	\$162	\$64
South Lake Tahoe	El Dorado	\$112	\$112	\$125	\$125	\$125	\$125	\$125	\$125	\$125	\$125	\$154	\$154	\$64
Stockton	San Joaquin	\$107	\$107	\$107	\$107	\$107	\$107	\$107	\$107	\$107	\$107	\$107	\$107	\$64
Sunnyvale / Palo Alto / San Jose	Santa Clara	\$218	\$218	\$218	\$228	\$228	\$228	\$218	\$218	\$218	\$218	\$218	\$218	\$64
Tahoe City	Placer	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$103	\$64
Truckee	Nevada	\$126	\$126	\$126	\$126	\$126	\$126	\$126	\$126	\$126	\$126	\$126	\$126	\$74
Visalia / Lemoore	Tulare / Kings	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$59
West Sacramento / Davis	Yolo	\$117	\$117	\$117	\$117	\$117	\$117	\$117	\$117	\$117	\$117	\$117	\$117	\$64
Yosemite National Park	Mariposa	\$123	\$123	\$123	\$111	\$111	\$111	\$111	\$111	\$111	\$123	\$123	\$123	\$69

## Footnotes

1. Traveler reimbursement is based on the location of the work activities and not the accommodations, unless lodging is not available at the work activity, then the agency may authorize the rate where lodging is obtained.
2. Unless otherwise specified, the per diem locality is defined as "all locations within, or entirely surrounded by, the corporate limits of the key city, including independent entities located within those boundaries."
3. Per diem localities with county definitions shall include "all locations within, or entirely surrounded by, the corporate limits of the key city as well as the boundaries of the listed counties, including independent entities located within the boundaries of the key city and the listed counties (unless otherwise listed separately)."
4. When a military installation or Government-related facility (whether or not specifically named) is located partially within more than one city or county boundary, the applicable per diem rate for the entire installation or facility is the higher of the rates which apply to the cities and/or counties, even though part(s) of such activities may be located outside the defined per diem locality.
5. *Meals and Incidental Expenses*, see Breakdown of M&IE Expenses for important information on first and last days of travel.

**CITY OF ANTIOCH  
TRAVEL AND EXPENSE POLICY  
ELECTED AND APPOINTED OFFICIALS**

**PURPOSE**

This document establishes the expense and reimbursement policy for all Elected and Appointed (non-employee) Officials of the City of Antioch. As Elected Officials, individuals may incur expenses related to the execution of their duties and responsibilities. These expenses may include the following: personal vehicle use, communication needs (cell phones, internet, and personal phone lines, newspaper subscriptions), and conferences and meetings related to the City's interests. As to Appointed Officials on the Administrative Appeals Board, Design Review Board, Economic Development Commission, Parks and Recreation Commission, Planning Commission, Police Crime Prevention Commission and Investment Committee, there may be opportunities for individuals to attend educational seminars or meetings related to the City's interests as approved by the City Council. Therefore, this policy establishes procedures for requesting and receiving payment for expenses incurred while representing the City on official business.

**ADOPTION AND IMPLEMENTATION**

The Council is responsible for adopting the expense and reimbursement policy for Elected and Appointed Officials and for approving any subsequent policy revisions.

**EXCEPTIONS**

The City Council may approve exceptions to this policy on a case-by-case basis for special or unique circumstances.

**I. PERSONAL VEHICLE USE**

In recognition of the fact that Elected Officials may use their private vehicles while performing their duties, a monthly vehicle allowance will be provided, as allowed pursuant to California Government Code section 1223. In addition to expenses associated with direct use of a private vehicle, this allowance shall also cover related expenses such as bridge tolls and routine parking fees. In order to be eligible for the reimbursement allowance, Elected Officials shall annually provide proof of liability insurance to the City Clerk. The monthly cap on reimbursement of automobile expenses for personal vehicle usage shall be as follows: Mayor: \$450; Council Members: \$350; City Clerk: \$350; City Treasurer: \$350.



**CITY OF ANTIOCH  
TRAVEL AND EXPENSE POLICY  
ELECTED AND APPOINTED OFFICIALS**

**II. COMMUNICATION EQUIPMENT AND SERVICES**

In recognition of the fact that City Council members have a significant responsibility to stay in touch with their constituents and City management employees, reimbursement of communication equipment shall be allowed for cell phone service and equipment, internet service and equipment, local and long distance telephone and fax line service and equipment. Individual council members will be responsible for establishing their own communication service providers and all bills for such service will be paid by the individual. Expense reports shall be submitted on the City's form within 30 days of an expense being incurred. The monthly cap on reimbursement of communication equipment and services shall be as follows: Mayor \$100; Council Members \$50. Any communication service expenditures beyond that amount will be borne by the individual elected official.

**III. MEMBERSHIPS**

The City Council shall decide which groups to join as an entity, such as the League of California Cities or the Antioch Chamber of Commerce, through City Council action including the budget process. Individual memberships in groups by Elected or Appointed Officials shall be the personal expense of those individuals unless otherwise approved in advance by the City Council.

**IV. LOCAL CITY EVENTS**

Elected City Officials may be reimbursed for the cost of attending local events related to the City's business upon completion of an expense report and documentation of expenses. City funds shall not be used to purchase alcohol or reimburse Elected Officials for alcohol related costs, unless as part of a set price for the event that happens to include alcohol. If a guest accompanies an Elected Official, only the cost of the Elected Official will be reimbursed.

**V. TRAVEL**

In recognition of the fact that Elected Officials may need to represent the City at conferences and meetings and may incur expenses in the course of their travel, this policy establishes procedures for requesting and receiving payment for travel and travel-related expenditures. Appointed Officials must be specifically authorized by the City Council to attend educational seminars or other meetings in order to seek reimbursement.

**CITY OF ANTIOCH  
TRAVEL AND EXPENSE POLICY  
ELECTED AND APPOINTED OFFICIALS**

**(A) PROCEDURE**

The key document in the administrative process is the Travel Authorization/Warrant Request (TA/WR). Besides ensuring that travel by Elected and Appointed Officials is conducted within this policy, the TA/WR summarizes the total cost of attending conferences, meetings, and seminars and provides documentation for cash advances, vendor payments and credit card purchases. General instructions for completing and processing this form are provided in a separate document.

**(B) AUTHORIZATION PROCESS**

All travel by an Appointed Official shall be pre-approved by having the item placed on the City Council Consent Calendar. Overnight travel by an Elected Official, shall be pre-approved by having the item placed on the City Council Consent Calendar.

After travel, the Travel Authorization report must be finalized. Finance will review for receipts and policy compliance.

**(C) METHODS OF REIMBURSEMENT**

There are three ways to request and receive payment for travel and travel-related expenditures: (1) advance payment, (2) reimbursement for actual expenditures, and (3) credit card usage.

(1) Advance payments: Elected Officials may request a cash advance for meals. The advance will be within the IRS approved per diem rates for meals and incidental expenses (M&IE) for the location/area visited as listed in Publication 1542. The value of meals provided at conferences, training, or other travel programs will be deducted from the cash advance at the following rate:

Breakfast - 20%      Lunch - 30%      Dinner - 50%

Other items, such as conference registration, lodging, and air fare may be paid directly to the vendor in advance of travel.

Upon return from travel, all cash advances must be documented with original itemized receipts.

(2) Reimbursement: Elected and Appointed Officials shall be reimbursed for all eligible expenditures upon return from travel for items that have original receipts. A Travel Authorization/Warrant Request with original receipts will be paid by Finance within the regular accounts payable time

**CITY OF ANTIOCH  
TRAVEL AND EXPENSE POLICY  
ELECTED AND APPOINTED OFFICIALS**

schedule. Reimbursement claims should be submitted within 30 days from the return from travel, and no reimbursements may be made that cross over fiscal years.

(3) Credit Card Usage: Elected and Appointed Officials may use personal credit cards to pay for travel expenses. Original receipts must be included with the Travel Authorization/Warrant Request to be eligible for reimbursement.

**(D) ELIGIBLE EXPENDITURES**

**Meals and Incidental Expenses (M & IE)**

- **Meals:** City funds shall not be used to purchase alcohol or reimburse Elected or Appointed Officials for alcohol related costs. Meal costs will be reimbursed as supported by original itemized receipts.

- **Personal Meals:** All expenditures must be documented and reimbursement will not exceed the meal schedule listed above.

- **Business Meals:** To qualify as a business meal, the identity of the participants and the business purpose of the discussion must be substantiated.

- **Incidental Expenses:** Those related to City business will be reimbursed at cost as supported by original receipts (e.g., tolls and taxi cabs).

In no event shall the reimbursement for meals and incidental expenses exceed the IRS approved per diem rates for the location visited as listed in Publication 1542.

- **Lodging:** The City will pay lodging expenses for Elected or Appointed Officials during official travel requiring one or more overnight stays. The City will pay for lodging for the evening preceding or subsequent to a meeting or business event when the Elected or Appointed Official would have to travel at unreasonably early or late hours to reach his or her destination.

Elected or Appointed Officials shall make an effort to obtain lodging at or near the facility where official City business is to take place to minimize travel time and transportation costs. The City will pay only for standard single rooms for individual Elected Officials. If lodging is in connection with a conference, lodging expenses must not exceed the group rate published by the conference sponsor. If conference rates are not available, government rates must be requested. A

**CITY OF ANTIOCH  
TRAVEL AND EXPENSE POLICY  
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list of hotels offering government rates in different areas of the country is available in the Finance Department. Lodging rates that are equal to or less than the government rates are presumed to be reasonable and hence reimbursable for purposes of this policy.

If a double room is requested by an Elected or Appointed Official because he or she is accompanied by a spouse or other person, the difference between the single and double room rate shall be considered the Elected or Appointed Official's personal expense.

Elected or Appointed Officials shall cancel any reservations for lodging they will not use. Any charge for an unused reservation shall be considered the Elected or Appointed Official's personal expense unless failure to cancel the reservation was due to circumstances beyond the Elected Official's control.

- **Personal Entertainment:** No reimbursement will be made for personal entertainment.

- **Guests:** If a guest accompanies an Elected or Appointed Official, only the cost of the Elected or Appointed Official will be reimbursed. All costs above a single person will be borne by the Elected or Appointed Official.

- **Discounts:** If offered early registrations should be obtained whenever possible.

- **Telephone/Internet:** The City will pay for all City-related business telephone calls or internet use by an Elected or Appointed Official while traveling on authorized City business. If approved prior to travel, the City may pay for personal internet use up to \$5.00 per day for authorized overnight business travel within California and up to \$10.00 per day for all other authorized overnight business travel.

- **Transportation:** All travel will be made by the method most cost effective for the City. Considerations such as time, distance traveled and cost of transportation should be factors in arriving at the lowest cost. Elected and Appointed Officials shall endeavor to book air travel to take advantage of discounts and nonrefundable ticket fares where practical. All flights shall be booked at coach class or equivalent level. Any additional costs incurred due to personal travel added on before or after the trip will be paid by the Elected or Appointed Official.

Elected and Appointed Officials are encouraged to use their personal vehicles as transportation to and from airports. The cost of traveling from home to the

**CITY OF ANTIOCH  
TRAVEL AND EXPENSE POLICY  
ELECTED AND APPOINTED OFFICIALS**

airport will be paid for from monthly stipend. If a personal vehicle is left at the airport for more than one day, parking will be reimbursed per day based on long term parking rates or other transportation to and from the airport, whichever is less. Parking will not be reimbursed at the short term parking rate.

The use of rental vehicles is discouraged and shall be authorized only when no other mode of transportation is available or when alternate transportation would be more expensive or impractical. Elected or Appointed Officials must understand that the City's vehicle insurance coverage does not cover the individual driver of a rental car. Therefore, the City Official shall confirm personal coverage under their personal insurance or purchase additional insurance from the rental agency at their own expense. Rental vehicles shall be driven only by Elected or Appointed Officials included on the car rental agreement. Elected or Appointed Officials shall be reimbursed for reasonable taxi fare, airport van, or other public transportation in order to travel from their destination airport to their hotel.

**VI. REPORTING OF EXPENDITURES**

If the City reimburses an Elected or Appointed Official for attending a "meeting" as defined under the Brown Act<sup>1</sup>, the Official shall provide a brief written or oral report regarding the "meeting" at the next regular meeting of the Council or applicable commission, board or committee to which the Official belongs. For other educational seminars or events for which expenses were reimbursed by the City, the Official may provide a brief written or oral report at the next regularly scheduled meeting of the Council or applicable commission, board or committee to which the Official belongs.

**VII. ACKNOWLEDGEMENT**

After being sworn in, Elected or Appointed Officials will be required to sign a statement formally acknowledging receipt and acceptance of this policy.

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<sup>1</sup> The Brown Act (California Government Code section 54952.2) defines a meeting as including "any congregation of majority of the members of a legislative body at the same time and place to hear, discuss, or deliberate upon any item that is within the subject matter jurisdiction of the legislative body or the local agency to which it pertains."

## **2018 POLICY COMMITTEE SCHEDULE**

Meetings begin at 10:00 a.m. and end by 3:00 p.m.

### **January 18 & 19**

Sacramento Convention Center, 1400 J Street, Sacramento 95814  
\*Committees meeting at League Office, 1400 K Street, Sacramento 95814

#### **Thursday, January 18**

\*Environmental Quality  
Gov. Transp. & Labor Relations  
Revenue and Taxation  
Transp., Comm. & Public Works

#### **Friday, January 19**

\*Community Services  
Housing, Community & Economic Dev.  
Public Safety

### **April 12 & 13**

Sheraton Fairplex Hotel & Conference Center, 601 West McKinley Avenue, Pomona, 91768

#### **Thursday, April 12**

\*Environmental Quality  
Gov. Transp. & Labor Relations  
Revenue and Taxation  
Transp., Comm. & Public Works

#### **Friday, April 13**

\*Community Services  
Housing, Community & Economic Dev.  
Public Safety

### **June 7 & 8**

Sacramento Convention Center, 1400 J Street, Sacramento 95814  
\*Committees meeting at League Office, 1400 K Street, Sacramento 95814

#### **Thursday, June 7**

\*Environmental Quality  
Gov. Transp. & Labor Relations  
Revenue and Taxation  
Transp., Comm. & Public Works

#### **Friday, June 8**

\*Community Services  
Housing, Community & Economic Dev.  
Public Safety

### **Deadline for Submitting Annual Conference Resolutions**

Midnight on Saturday, July 14, 2018 – E-mail, regular mail, or fax

## **ANNUAL CONFERENCE**

**September 12 - 14, 2018, Long Beach, California**

**NOTE:** Policy committee members should be aware that lunch is usually served at these meetings. The state's Fair Political Practices Commission takes the position that the value of the lunch should be reported on city officials' statement of economic interests form. Because of the service you provide at these meetings, the League takes the position that the value of the lunch should be reported as income (in return for your service to the committee) as opposed to a gift (note that this is not income for state or federal income tax purposes—just Political Reform Act reporting purposes). The League has been persistent, but unsuccessful, in attempting to change the FPPC's mind about this interpretation. As such, we feel we need to let you know about the issue so you can determine your course of action.


If you would prefer not to have to report the value of the lunches as income, we will let you know the amount so you can reimburse the League. The lunches tend to run in the \$30 to \$45 range.



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Tammany Brooks, Chief of Police 

**APPROVED BY:** Ron Bernal, City Manager

**SUBJECT:** Resolution approving an Employee Referral and Recruitment Signing Bonus/Incentives for Qualified Lateral Police Officers

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### **RECOMMENDED ACTION**

It is recommended that the City Council adopt a resolution approving an employee referral and recruitment signing bonus/incentives for qualified lateral police officers.

### **STRATEGIC PURPOSE**

Staff's efforts regarding this issue are prioritized in the City's Strategic Plan as follows:

**Strategy A-1:** Rebuild police services.

### **DISCUSSION**

At the November 28, 2017 Council Meeting, staff proposed an employee referral and recruiting signing bonus/incentive program for qualified lateral Police Officers. Council unanimously approved and authorized the program as presented, but requested a resolution be drafted for adoption at a future Council meeting.

### **ATTACHMENTS**

A. Resolution

Exhibit A to Resolution – Program Details for the Antioch Police Department Employee Referral and Recruitment Signing Bonus/Incentives for Qualified Lateral Police Officers

B. November 28, 2017 Staff Report

**RESOLUTION NO. 2017/\*\***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
APPROVING AN EMPLOYEE REFERRAL AND RECRUITMENT SIGNING  
BONUS/INCENTIVES FOR QUALIFIED LATERAL POLICE OFFICERS**

**WHEREAS**, the City Council received a request from the Police Chief at its November 28, 2017 Council Meeting to provide a lateral recruitment and signing bonus program; and

**WHEREAS**, the City Council voted unanimously at the November 28, 2017 Council Meeting to authorize the program as requested by the Police Chief.

**THEREFORE, BE IT RESOLVED**, that the City Council of the City of Antioch hereby approves the Police Department to offer the lateral recruitment and signing bonus incentive program as indicated in "Exhibit A" to this Resolution.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 12<sup>th</sup> day of December, 2017, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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**ARNE SIMONSEN, CMC  
CITY CLERK OF THE CITY OF ANTIOCH**



**Program Details for the Antioch Police Department  
Employee Referral and Recruitment Signing Bonus/Incentives for  
Qualified Lateral Police Officers Guidelines  
(Open to all lateral police officers hired after November 25, 2017)**

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To qualify for the bonus/incentives, the applicant must:

1. Be currently employed as a police officer within a California law enforcement agency.
2. Have two (2) years of experience and have successfully completed a probationary period.
3. Possess a Basic California POST Certificate.
4. If the applicant is a former Antioch officer who wishes to return to the department, his/her separation of employment must be at least eighteen (18) months to qualify.

The bonus/incentives will consist of the following:


1. Applicant will be allowed to carry over up to 200 hours of accrued sick leave from his/her department.
2. Prior law enforcement service seniority will be used to determine vacation accrual rate of the applicant.
3. Automatic credit of 40 hours vacation upon employment.
4. Signing bonus of \$10,000 with payments in the following increments:
  - a. \$2,500 – upon employment
  - b. \$2,500 – upon successful completion of probation
  - c. \$5,000 – upon three (3) years of service
5. Any current Antioch employee who recruits a lateral officer will receive his/her choice of \$1,000 or 20 hours of Comp Time upon the lateral's successful completion of the field training program.



**STAFF REPORT TO THE CITY COUNCIL**

**DATE:** Regular Meeting of November 28, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Tammany Brooks, Chief of Police 

**APPROVED BY:** Ron Bernal, City Manager

**SUBJECT:** Authorize an Employee Referral and Recruitment Signing Bonus/Incentives for Qualified Lateral Police Officers

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**RECOMMENDED ACTION**

It is recommended that the City Council authorize an employee referral and recruitment signing bonus/incentives for qualified lateral police officers.

**STRATEGIC PURPOSE**

Staff's efforts regarding this issue are prioritized in the City's Strategic Plan as follows:  
**Strategy A-1:** Rebuild police services.

**FISCAL IMPACT**

The fiscal impact will be determined solely by the number of lateral applicants hired while the program is in effect. Per lateral officer, the fiscal impact is estimated to be \$23,253. This assumes the lateral officer is hired at Step E and is eligible to take advantage of the full incentive package. However, financial incentives are distributed in three separate increments over the course of three years, and leave incentives would be taken in much smaller increments (if at all). It is believed most, if not all, of the costs would be covered through salary savings from vacancies.

**DISCUSSION**

After Measure C was approved by voters in November 2013, Police Department staff has worked closely with Human Resources staff in an effort to fill all sworn police officer vacancies. Since that time, forty-nine (49) sworn officers have been hired. During that same period however, thirty-five (35) sworn officers have separated employment, resulting in only a net gain of fourteen (14) sworn officers.

The Antioch Police Department has an authorized staffing level of 103 sworn officers. It is currently staffed at 96 sworn officers, with at least 5 anticipated separations occurring within the next year. The recruitment of qualified lateral applicants for the position of police officer is becoming increasingly difficult, as the job market is very open and competitive. Recently, the department scheduled interviews for five lateral officers from four different agencies, and none of them showed up. Additionally, we had two recent

lateral hires (from Oakland PD) that quit and returned back to their agency in large part due to financial incentives Oakland offered for them to return.

Many departments have adopted recruitment incentives to attract qualified laterals. Some local examples include:

Palo Alto is currently offering a \$25,000 hiring bonus for laterals, and \$10,000 for academy graduates. Each is paid in two installments – half upon hiring and the other half at one year anniversary.

Modesto is currently offering a \$15,000 hiring bonus for laterals, paid in two installments - \$10,000 upon hiring and \$5,000 at five year anniversary.

BART is currently considering \$10-15,000 hiring bonuses for laterals, but to date this has not yet been approved.

Fairfield is currently offering a \$10,000 hiring bonus for laterals, with half paid at time of hire and the other half paid at the successful completion of probation. In addition, laterals have a full year of vacation and sick leave front-loaded on the books at the time of hire.

When a lateral police officer is hired, the average time it takes for him/her to begin working in a solo officer capacity is generally between two to three months. When an entry level police trainee is hired, the average time it takes for him/her to begin working in a solo officer capacity is generally between twelve and fourteen months.

The reduced amount of time it takes a lateral to become a solo officer actually amounts to a cost savings to the City. This is due to the elimination of all costs associated with the police academy, salary for the trainee while attending the police academy, and salary/benefits of the trainee during the lengthened field training program. In some cases, this can amount to a savings of approximately \$60,000.

For those interested in law enforcement, Antioch proves to be a challenging environment to work. As the County's second most populous city with 114,241 residents, and with a current per capita staffing of only .83 sworn officers per 1000 residents, the volume of work required of police staff can be overwhelming. This, coupled with administration's commitment to remain steadfast in demanding the highest ethical, moral, and core value standards from potential applicants, exacerbates the already difficult task of recruitment.

***Recommended Program Details for the Antioch Police Department Recruitment Bonus Incentive Guidelines (open to all lateral police officers hired after November 25, 2017):***

To qualify for the bonus/incentives, the applicant must:

1. Be currently employed as a police officer within a California law enforcement agency.
2. Have two (2) years of experience and have successfully completed a probationary period.

3. Possess a Basic California POST Certificate.
4. If the applicant is a former Antioch officer who wishes to return to the department, his/her separation of employment must be at least eighteen (18) months to qualify.

The bonus/incentives will consist of the following:

1. Applicant will be allowed to carry over up to 200 hours of accrued sick leave from his/her department.
2. Prior law enforcement service seniority will be used to determine vacation accrual rate of the applicant.
3. Automatic credit of 40 hours vacation upon employment.
4. Signing bonus of \$10,000 with payments in the following increments:
  - a. \$2,500 – upon employment
  - b. \$2,500 – upon successful completion of probation
  - c. \$5,000 – upon three (3) years of service
5. Any current Antioch employee who recruits a lateral officer will receive his/her choice of \$1,000 or 20 hours of Comp Time upon the lateral's successful completion of the field training program.

#### **ALTERNATIVES**

Council could choose to deny the recommendation.

#### **ATTACHMENTS**

None.



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017  
**TO:** Honorable Mayor and Members of the City Council  
**SUBMITTED BY:** Forrest Ebbs, Community Development Director *FE*  
**SUBJECT:** Adoption of the General Plan Land Use Element Update

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### **RECOMMENDED ACTION**

It is recommended that the City Council:

1. Adopt the Resolution approving the Addendum to the 2003 General Plan EIR;  
and
2. Adopt the Resolution amending the Land Use Element of the General Plan

### **STRATEGIC PURPOSE**

The project would further Strategy H-2: "Update long range planning documents" and Short Term Objective "Update the Land Use Element of the General Plan". It also addresses Strategy H-3, Short Term Objective to "Support Implementation of the Rivertown Priority Development Area".

### **FISCAL IMPACT**

Adoption of the amended Land Use Element will not have a fiscal impact on the City of Antioch.

### **DISCUSSION**

#### **Background**

In late 2014, the City of Antioch undertook an update to the General Plan Land Use Element along with the development of a Downtown Specific Plan. The Land Use Element was initially adopted in 2003 and has since been modified in response to several actions, including the 2006 passage of Measure K (Roddy Ranch), changes responding to the 2015 Housing Element, adoption of the Hillcrest Station Area Specific Plan, the approval of the Promenade – Vineyards at Sand Creek project and other minor efforts.

In early 2016, the City engaged in a focus policy update discussion regarding the policies affecting the Sand Creek Focus Area. The intent of this effort was to refine the existing policies to provide greater transparency, to clarify existing policies, and to improve the method for allotting the 4,000 units anticipated for the area. For a variety of

reasons, including the pending Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP) and The Ranch development project, the effort was tabled by the City Council on October 24, 2017. As a result, the update of the General Plan Land Use Element is limited to those changes initially anticipated, which are described below. The Sand Creek Focus Area policies remain unchanged in this update.

The Planning Commission considered these updates to the Land Use Element at its November 1, 2017 meeting and recommended approval of the Addendum and the amendments. The draft resolution is included as Attachment "F".

On November 28, 2017, staff presented the Draft General Plan Land Use Element Update to the City Council for consideration and approval. The City Council received a letter from Kristina D. Lawson, on behalf of West Coast Home Builders, Inc., just prior to the meeting. The letter addressed the project and the environmental review. The City Council continued the public hearing to the December 12, 2017 meeting so that staff and the City Attorney could evaluate the letter. Staff and the City Attorney have evaluated the letter and are not compelled to change their original recommendation of approval.

#### Environmental Review (CEQA)

The City has prepared an Addendum to the 2003 General Plan Environmental Impact Report (EIR) to address the potential impacts of the Citywide General Plan Land Use Element Update under the California Environmental Quality Act (CEQA). As described above, most of the proposed changes are minor and generally inconsequential. However, a few significant actions, including the Tuscany Meadows annexation by Pittsburg and the sale of the Sierra Vista subdivision, greatly reduce the total build-out projections for the City of Antioch. As a result, the CEQA analysis determined that there would be no significant impacts from this update. The Tuscany Meadows project was analyzed under a separate EIR that was certified by the City of Pittsburg and the acquisition of the Sierra Vista subdivision is exempt under CEQA.

It is important to note that CEQA considers only the impacts of the project, which in this case includes just the changes to the General Plan Land Use Element. Many sections of the General Plan and the Land Use Element remain unchanged and do not require review under CEQA. Further, State Law requires that there be consistency between all elements of a General Plan, which limits the scope of changes that can be made when updating just one element.

The 2003 General Plan EIR is available at:

<http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/Environmental-docs.htm>

The 2003 General Plan is available at:

[http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Antioch\\_Adopted\\_General\\_Plan.pdf](http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Antioch_Adopted_General_Plan.pdf)

### Past City Council Actions

Since adoption of the General Plan in 2003, the City Council has approved numerous amendments in response to development applications, State requirements, and new Specific Plans. However, many of these amendments were very focused and, as a result, were inadvertently incomplete. For example, the General Plan land use designation of a property would be changed by action of the City Council, but the summary tables contained elsewhere in the Land Use Element were not amended to reflect the change. The proposed tables are completely current.

### Outside Actions

In addition, many of the proposed changes are in response to actions that have occurred outside of the City of Antioch, but impact the Land Use Element. The most significant of these changes is the 193-acre Tuscany Meadows project on the former Chevron property located southwest of the intersection of Buchanan Road and Somersville Road, adjacent to the City of Pittsburg. This property is currently in unincorporated Contra Costa County, but is contained within the Sphere of Influence (SOI) of the City of Antioch. The SOI is established by the City of Antioch, but approved by the Contra Costa County Local Agency Formation Commission (LAFCO). The SOI includes lands outside of a city's boundaries that are anticipated for annexation and development. Recently, the developer of this property received approval from LAFCO and the Cities of Pittsburg and Antioch to annex this property into the City of Pittsburg for its development; LAFCO approved the change to the SOI on November 8, 2017.

The current General Plan assumes annexation of this land into the City of Antioch. Since the future development of this property will no longer occur in the City of Antioch, it is necessary to amend the Land Use Element to reflect the change. Elimination of this property from the City of Antioch's Sphere of Influence greatly reduces the future build-out projections for the City.

The Sierra Vista residential project was approved in the 1993 and is a 50-unit estate residential subdivision that was never built. Earlier this year, the East Bay Regional Parks District acquired the land containing this approved project and intends to maintain it as open space. This action also reduces the future build-out potential for the City.

### Downtown Specific Plan

The 2003 General Plan contained extensive discussion and policy direction for treatment of the Rivertown/Downtown area of Antioch. In 2015, the City of Antioch initiated development of a Downtown Specific Plan to serve as the lead land use policy document for this area. The Planning Commission received the Downtown Specific Plan earlier this year and recommended City Council adoption. One goal of this proposal is to avoid inconsistent and conflicting land use policies between the General Plan and the forthcoming Downtown Specific Plan. As such, the proposal omits the entire section relating to the Downtown Area and refers instead to the Downtown Specific Plan. It is important to note that much of the valuable policy content in the General Plan was restated in the Downtown Specific Plan.

The Land Use Map was updated to accommodate the Downtown Specific Plan. The proposed boundaries of the Specific Plan are to be identified as *Downtown Specific Plan Focus Area*. In addition, nearby properties that are within the current Rivertown/Urban Waterfront Focus Area but are not within the Downtown Specific Plan Focus Area boundaries will be assigned appropriate land use designations, including the Dow Wetlands, which will have a formal Open Space Land Use Designation.

The Downtown Specific Plan and the Citywide General Plan Land Use Element Update are presented to the City Council concurrently so that both projects can be approved together. This will avoid conflicts and ensure that policies remain in place for development in this area.

### Other Minor Changes

In addition, the proposal includes minor changes such as:

- The proposal uses *Auto Center Drive* to describe the portion of former Somersville Road north of Highway 4. In the 2003 General Plan, the entire road was identified as Somersville Road. In addition, the current Somersville Road Corridor Focus Area has been renamed *West Antioch Commercial Focus Area*.
- In 2015, the City Council approved a General Plan Land Use Map amendment affecting properties at the southwestern corner of SR 160 and East 18<sup>th</sup> Street. These properties were formally designated for light industrial development and low density residential under the Eastern Waterfront Employment Focus Area land use designation. In response to State requirements for the Housing Element, three parcels were designated High Density Residential to accommodate multifamily or affordable housing. This action left the adjacent parcel with its light industrial designation even though it is now sandwiched between a new single-family residential neighborhood to the west and the new multi-family residential parcels to the east. Development of this property for light industrial purposes is both unlikely and undesirable due to the potential impacts from truck traffic or industrial land uses that might occur. As such, the proposal includes designation of this property to High Density Residential to correspond to the adjacent parcels and alleviate the conflicts.
- The 2003 Land Use Map incorrectly identified the parcels containing the Antioch Dunes National Wildlife Refuge and the City of Antioch's corporation yard, identifying the yard as open space and the eastern refuge parcel as industrial. The proposed map corrects this discrepancy, calling the yard industrial and the refuge open space.
- The Land Use Map reflects the development of residential neighborhoods and the dedication of lands for parks and open space. Whereas, the 2003 General Plan would identify an entire region as Low Density Residential, the final development of the area ultimately included new parks and open space. The Map now correctly shows these new parks as Open Space.
- The Land Use Map has been updated to reflect current City Limit and SOI boundaries following recent annexations in the northeastern portion of the City.



Citywide, the number of single-family dwelling units are reduced by 3,972 (-9.9%), multi-family dwelling units are reduced by 3,035 (-20.3%), commercial/office square footage is reduced by 5,544,565 (-14.2%), and business park/industrial square footage is reduced by 19,956,460 (-37.4%). Despite these large numbers, the general distribution of land uses and their intensities remain unchanged. Much of this decrease is due to the loss of the Tuscany Meadows project site, the correction of the Antioch Dunes property designation, updating the tables to reflect the Hillcrest Station Area Specific Plan, and similar actions. These reductions are **not** due to a concerted policy shift that would intentionally reduce development.

### **ATTACHMENTS**

- A: Resolution Approving Addendum to 2003 General Plan EIR
- B: Resolution Approving Update to the General Plan Land Use Element
- C: General Plan Land Use Element Update (Clean)
- D: General Plan Land Use Element Update (Redline/Strikeout)
- E: Planning Commission Resolution (DRAFT)
- F: Addendum to the 2003 General Plan EIR for Land Use Element Update
- G: Letter from Kristina D. Lawson, dated November 28, 2017

# ATTACHMENT "A"

## RESOLUTION NO. 2017/\*\*

### RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING AN ADDENDUM TO THE 2003 GENERAL PLAN EIR

**WHEREAS**, in September 2014 the City Council initiated an update to the Land Use Element of the General Plan; and

**WHEREAS**, the City Council, pursuant to the California Environmental Quality Act, the City of Antioch had previously certified the 2003 General Plan Environmental Impact Report; and,

**WHEREAS**, pursuant to the California Environmental Quality Act and City implementing procedures, an Addendum to the 2003 General Plan Environmental Impact Report has been prepared for the General Plan Land Use Element; and,

**WHEREAS**, measures specified in the Final Environmental Impact Report and Addendum will be implemented to mitigate any adverse environmental impacts from the project; and,

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

**WHEREAS**, on November 1, 2017, the Planning Commission held a public hearing on the matter, and received and considered evidence, both oral and documentary, and recommended the City Council adopt the Addendum to the 2003 General Plan Environmental Impact Report; and,

**WHEREAS**, the City Council gave notice of public hearing as required by law; and,

**WHEREAS**, on November 28, 2017, the City Council held a public hearing on the matter, and received and considered evidence, both oral and documentary; and,

**WHEREAS**, on December 12, 2017, the City Council held a public hearing on the matter, and received and considered evidence, both oral and documentary.

**NOW THEREFORE BE IT RESOLVED** that the City Council does hereby make the following findings for adoption of the Addendum to the 2003 General Plan Environmental Impact Report:

**FINDING:** Based on the entire record before it, the City finds that there have not been substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or substantial increase in the severity of previously identified significant effects.

**EVIDENCE:** The General Plan Land Use Element Update project is generally consistent with all other elements of the adopted 2003 General Plan and results in a net decrease in development potential. The project does not change anticipated development patterns in any manner that would increase impacts beyond those identified in the previously certified General Plan EIR or Addenda or produce new impacts.

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FINDING: Based on the entire record before it, the City finds no substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

EVIDENCE: No substantial changes have occurred within the planning area, community or region which would lead to new or expanded significant project impacts. As documented throughout the Addendum, cumulative development within the planning area is no greater than anticipated under the General Plan EIR. The Addendum provides an updated description of current conditions and anticipated development over the next several years, and accounts for other project changes that were found not to increase impacts beyond those identified in the previously certified General Plan EIR or Addenda or produce new impacts.

FINDING: Based on the entire record before it, the City finds no new information of substantial importance, which was not known and could not have known with the exercise of reasonable diligence at the time the 2003 General Plan Environmental Impact Report was certified, that shows any of the following:

- a) The project will have one or more significant effects not discussed in the previous EIR.
- b) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

EVIDENCE:

- a) The General Plan Land Use Element Update project does not present any new potentially significant effects not evaluated in the previous EIR.
- b) The analysis provided in the Addendum shows that the previously identified significant effects of the General Plan would not be accentuated through implementation of the proposed General Plan Land Use Element Update project.
- c) No changes in the feasibility of General Plan mitigation measures have been identified.

FINDING: Based on the entire record before it, the City finds that the implementation of the General Plan Land Use Element Update project will result in none of the conditions described in CEQA Guidelines Section 15162 therefore there is substantial evidence to support the City's determination that an Addendum to the 2003 General Plan Environmental Impact Report is required in this case.

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EVIDENCE: As noted above, there is substantial evidence to support the City's findings that: a) no substantial changes are proposed in the General Plan Land Use Element Update project that will require major revisions of the 2003 General Plan Environmental Impact Report; b) there have been no substantial changes in circumstances relating to the project that require the preparation of a subsequent or supplemental EIR; and c) there is no new information available, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2003 General Plan Environmental Impact Report was certified as complete, that requires the preparation of a subsequent or supplemental EIR. Accordingly, there is substantial evidence to support the City's determination that an Addendum to the 2003 General Plan Environmental Impact Report is required in this case, pursuant to CEQA Guidelines Section 15164.

**NOW THEREFORE BE IT FURTHER RESOLVED** that the City Council hereby adopts the Addendum to the 2003 General Plan Environmental Impact Report for the General Plan Land Use Element Update.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 12<sup>th</sup> day of December, 2017 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

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**ARNE SIMONSEN, CMC**  
**CITY CLERK OF THE CITY OF ANTIOCH**

# ATTACHMENT “B”

## RESOLUTION NO. 2017/\*\*

### RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH AMENDING THE LAND USE ELEMENT OF THE GENERAL PLAN

**WHEREAS**, the City of Antioch initiated an amendment to the Land Use Element of the General Plan in 2015; and,

**WHEREAS**, an Addendum to the 2003 General Plan Environmental Impact Report (EIR) has been prepared finding that the amendment would not generate any new or significant environmental impacts; and,

**WHEREAS**, Section 65358 of the California Government Code provides for the amendment of all or part of an adopted General Plan; and,

**WHEREAS**, the primary purpose of the General Plan Amendment is to update the document to reflect past actions and to provide internal consistency; and,

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

**WHEREAS**, on November 1, 2017, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary and recommended approval of the EIR Addendum to the City Council; and,

**WHEREAS**, the City Council duly gave notice of public hearing as required by law; and

**WHEREAS**, on November 28, 2017, the City Council duly held a public hearing on the matter, and received and considered evidence, both oral and documentary and approved the EIR Addendum; and

**WHEREAS**, on December 12, 2017, the City Council duly held a public hearing on the matter, and received and considered evidence, both oral and documentary and approved the EIR Addendum.

**NOW THEREFORE BE IT RESOLVED**, that the City Council makes the following findings required for approval of the proposed General Plan Amendment:

1. The proposed project conforms to the provisions and standards of the General Plan in that the proposed amendment will improve internal consistency within the Land Use Element and will not conflict with any of the previously adopted Goals, Policies and Programs of the General Plan; and,
2. The proposed Amendment is necessary to implement the goals and objectives of the General Plan in that it will further implement the City of Antioch Housing Element; and,
3. The proposed Amendment will not be detrimental to the public interest, convenience, and general welfare of the City in that the Amendment will result in a logical placement of land uses consistent with the overall intent of the General Plan and will improve the internal consistency of the Land Use Element; and,

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4. The proposed project will not cause environmental damage in that an Addendum to the 2003 General Plan EIR was prepared, which concluded that the project does not result in any significant or unavoidable impacts; and,
5. The Proposed General Plan Amendment will not require changes to or modifications of any other plans that the City Council adopted before the date of this resolution.

**BE IT FURTHER RESOLVED** that the City Council does hereby **APPROVE** the Amendment to the Land Use Element of the General Plan.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing approval was passed and adopted by the City Council of the City of Antioch, at a regular meeting thereof, held on the 12<sup>th</sup> day of December, 2017 by following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

---

**ARNE SIMONSEN, CMC**  
**CITY CLERK OF THE CITY OF ANTIOCH**

## 4.0 Land Use

### 4.1 INTRODUCTION AND PURPOSE

The Land Use Element is the cornerstone of the General Plan, setting forth Antioch's fundamental land use philosophy and directing development to the most suitable locations, while maintaining the economic, social, physical, environmental health and vitality of the community. The Land Use Element, required by law since 1955, has the broadest scope of the seven mandatory General Plan elements, synthesizing all General Plan land use issues.

This Element focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns, consistent with local values, to achieve Antioch's vision for its future. Of primary concern are the *type, intensity, location, and character* of land uses that will be permitted in the future. It is the purpose of this General Plan Element to provide appropriate land for each of the variety of activities associated with successful urban areas, and to guide the manner in which this land is developed and used. In so doing, the Land Use Element intends to create and regulate compatible and functional interrelationships between the various land uses in the City. Thus, the Land Use Element establishes City policy as to the appropriate use and development intensity for each parcel of land within the City, including the City's view of appropriate land uses and development intensity for lands outside of the City, but within the General Plan study area.

A key consideration in defining the type, intensity, location, and mix of future land uses is achieving a balance between local employment and housing. The Antioch General Plan seeks to achieve such a balance as a means of addressing issues of traffic congestion, air quality, and energy conservation. This balance, along with providing adequate land area for the commercial uses needed by local residents and businesses, will help achieve sufficient municipal income to pay for the

services and facilities discussed in the Growth Management and Public Services and Facilities elements. The ability to commute only a few short miles to and from work on roadways that resemble the open road more than they do parking lots is an important component of the quality of life Antioch seeks for its residents. As more residents throughout the Bay Area are able to live and work in the same or nearby communities, congestion can be eased, travel speeds increased, substantial amounts of fuel conserved, regional air quality improved. The Land Use Element also seeks to ease congestion and improve regional air quality by providing patterns of land use that support the use of transit. Such "transit-oriented" development consists of high density, mixed use development adjacent to transit nodes. Such transit nodes are proposed within Rivertown (adjacent to the Amtrak platform), at Hillcrest Avenue (surrounding the eBART station), and east of the SR-4 Bypass, south of the Laurel Avenue interchange (surrounding the eBART station)<sup>1</sup>.

#### 4.1.1 Existing Land Use

Despite substantial development in the past, Antioch has a great deal of land available for future development. Much of the land within the City and within the unincorporated portion of the General Plan study area (22,391 acres) are vacant. Additional land is in agricultural use, and, may be available for future development, depending upon its land use designation. Overall, open space uses, including agriculture, open water, recreational lands, and vacant lands account for approximately half of the land within the General Plan Study Area. Major open space areas include Black Diamond Mines and Contra Loma regional parks, Antioch Dunes National Wildlife Refuge, and municipal parklands.

<sup>1</sup> This transit-oriented development node is one of three "test sites" for smart growth sponsored by ABAG. It is part of the countywide "Shaping our Future" program.

Within the developed portion of the City, single-family residential uses cover the largest area (4,963 acres, 26.5%). Industrial uses account for 1,373 acres (7.3% of the land within the study area). Currently, industrial uses are concentrated in the northern portion of the Study Area to the west and east of Rivertown. Existing commercial uses are limited in extent, encompassing 456 acres (2.7% of the land within the Study Area). Commercial use is concentrated within Rivertown, and along major roadway corridors, such as Somersville Road/Auto Center Drive, Hillcrest Avenue, and "A" Street/Lone Tree Avenue.

#### 4.1.2 Contra Costa County 65/35 Land Preservation Plan (Urban Limit Line)

In 1990, the voters of Contra Costa County approved Measure C-1990. This Measure states that urban development within the County is to be limited to no more than 35 percent of the land within Contra Costa County. At least 65 percent of all land in the County is to be preserved for agriculture, open space, wetlands, parks and other non-urban uses. To ensure the enforcement of the "65/35" standard, the County has established an Urban Limit Line (ULL), which is incorporated into the County's General Plan Open Space and Conservation Element. Hence, there shall be a clear distinction between non-urban and urban use areas. The criteria set by the County for determining lands that should be located outside the ULL includes:

- Prime agricultural lands (U.S. Soil Conservation Service Class I and Class II)
- Open space, parks and other recreation areas
- Lands with slopes in excess of 25 percent
- Wetland areas
- Other areas not appropriate for urban growth because of physical unsuitability for development

Measure C-1990 requires that there be no changes made to the ULL that would violate the 65/35 standard. The ULL can be changed by a 4/5 vote of the Board of Supervisors after

holding a public hearing and making one or more of the following findings based on substantial evidence in the record:

- A natural or man-made disaster or public emergency has occurred that warrants the provision of housing and/or other community needs within land located outside the ULL.
- An objective study has determined that the ULL is preventing the County from providing its fair share of affordable or regional housing, as required by state law. The Board of Supervisors must find that a change to the ULL is necessary and the only feasible means to enable the County to meet these requirements.
- A majority of the cities are party to a preservation agreement, and the County have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement.
- A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries.
- A five-year periodic review of the ULL has determined that, based on the criteria for establishing the ULL, new information is available or circumstances have occurred, warranting a change to the ULL.
- An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation related environmental or community impacts, or (ii) further the County's aviation related needs.
- A change is required to conform to applicable to California or Federal law.

Although the direct land use effects of the Urban Limit Line are limited to unincorporated areas of the County, the Contra Costa Local Agency Formation Commission (LAFCO) has consented to support the County's 65/35 Preservation Standard, Urban Limit Line, and Growth Management Standards in the review of proposed city spheres of influence and annexations. Thus, LAFCO has stated that it



would not approve annexation of lands outside of the ULL to a city. Measure 1990-C states that the County is to review the location of the ULL every five years. The provisions of Measure C- 1990 will remain in effect until December 31, 2010.

In 2000, the County moved its Urban Limit Line in the East County area. Within the Antioch area, the Urban Limit Line was moved to coincide with the southern boundary of the City, placing lands in the unincorporated area outside the ULL. This move shifted approximately 1,922 acres out of the ULL within the Antioch area.

In 2005, voters approved Measure K to include Roddy Ranch and a portion of the Ginocchio Property within the ULL and the city limits.

#### 4.1.3 General Plan Land Use Designations and Development Feasibility

The General Plan provides a blueprint for community development by designating lands for different types of uses. In designating land uses, the General Plan takes into account:

- *Existing Land Use:* What is the current pattern of developed land by type of land use – residential, commercial, service, manufacturing, and others?
- *Demand:* How much demand exists for existing and new land uses of various types (housing, retail, industry, etc.)?
- *Desired Future Land Use:* Of lands available for development or redevelopment, which locations are best for different uses? Is there sufficient undeveloped land that is designated for various uses to meet community objectives, or do existing General Plan land use designations need to be adjusted to satisfy future needs?
- *Infrastructure Availability:* Are urban services – water supply, wastewater collection and treatment, transportation facilities, and others – adequate to serve existing *and* future development? How will

existing infrastructure inadequacies be corrected?

Taking these considerations into account, the General Plan indicates where various kinds of land uses are best located, and how much of each use should be provided. The General Plan provides opportunities, but does not *cause* development to happen. The General Plan recognizes that, ultimately, growth and development depend on the initiative of individual developers, for whom the provisions of the General Plan establish the context for evaluating the economic feasibility of their specific projects. Whether developers seize the initiative, and move forward with projects depends on the economic benefit they expect to derive from such development. In deciding whether to pursue a development project on a particular site, potential developers evaluate a series of factors that collectively determine whether the project will be economically feasible (whether it will “pencil out”). These factors include:

- *General Plan Designation and Zoning:* Is the site designated for uses that are marketable at its location? (If development has not occurred in certain locations as anticipated by the General Plan, why not?)
- *Competition:* Does a particular site have the location and physical, infrastructure, and environmental characteristics necessary to compete successfully in the marketplace? Has the community been successful in attracting the type of use being contemplated? Will the specific development at this specific site be appropriately timed and positioned within the market for that use?
- *Cost of Land and Construction:* Is the site available at costs the value of a completed development can support? Are needed construction materials and labor available at acceptable cost levels? Is development financing (short-term construction loans and long term financing) available at acceptable interest rates?
- *Local Agency Costs:* What types of development standards do the city and other local agencies impose? What are

the costs associated with development review fees, impact mitigation and other exactions by the city, and the interest carry over the time it takes to bring a project to market? How do these requirements affect the economic feasibility of different types of uses?

Developers consider the feasibility of each project – whether its costs and its revenue-generating potential will “pencil out” in the expected market – in the overall regulatory context established by the City’s General Plan and its development regulations. The General Plan sets the stage, but private-sector development decisions depend on a large number of other factors that contribute to feasibility. If projects are not economically feasible, development will not happen, regardless of the directives of the General Plan and the desires of the community. Thus, the development pattern that evolves is the joint outcome of the development framework established by the General Plan and the private sector conditions that shape the developer’s assessment of feasibility.

## 4.2 GOALS OF THE LAND USE ELEMENT

To provide for a sustained high quality of life and ensure that new development occurs in a logical, orderly, and efficient manner, it is the goal of the Land Use Element to accomplish the following:

- *Maintain a pattern of land uses that minimizes conflicts between various land uses, and promotes rational utilization of presently undeveloped and underdeveloped land, and supports the achievement of Antioch’s vision for its future.*

Defining the appropriate uses of land within the General Plan study area in a manner supportive of achieving the vision Antioch has established for its future is at the crux of the Land Use Element. The Land Use Element is responsive to the City’s vision because it:

- Promotes expansion of the local employment base and achievement of a balance between local employment and housing. The Land Use Element provides for a wide variety of office-based and industrial employment, including heavier industrial uses along the San Joaquin River, rail-served industries, light industrial uses, commercial services, and retail businesses, and mixed use business and office parks.
- Opens up additional choices of living environment for families. The Land Use Element provides for executive housing in planned community settings, traditional single-family subdivisions, amenity-rich middle to upper end attached housing, high-density housing in transit-oriented, downtown, and mixed-use settings.
- Provides for the revitalization of the Downtown area and waterfront, integrating General Plan policies with revitalization planning efforts undertaken by the City.
- Provides opportunities for achieving quality design and avoiding the relentless sameness present in many suburban communities.
- Aids in stimulating economic revitalization in areas that are having difficulty competing with larger and more diversified development sites in Antioch and other communities.
- Stimulates new options for development at key entry points into the community.

In defining appropriate uses, the Land Use Element addresses the future uses of lands that are currently undeveloped, and also sets forth desired changes in existing land uses and development intensities. In most cases, the Land Use Element recognizes existing land uses and development densities, and may recommend urban design improvements. In some cases, such as along the “A” Street corridor north of the SR4 freeway,

the Land Use Element proposes changes in basic land use types. In other cases, such as existing residential areas within Downtown, the Land Use Element recommends increases in the overall development intensity of existing land uses. Each of the recommendations contained in the Land Use Element are intended to result in a harmonious pattern of land uses directed toward meeting community objectives and needs.

- *Establish a land use mix which serves to develop Antioch into a balance community in which people can live, work, shop, and have recreation without needing to leave the City.*

The Land Use Element designates lands for a broad range of residential, commercial, employment-generating, public/institutional, and open space and recreational lands. Residential and employment-generating land use designations are intended to include lands providing housing and employment opportunities for executives, managers, and professionals; highly skilled, semi-skilled, and unskilled workers; and retail and service workers. Residential land use designations are intended to provide housing opportunities for all economic segments of the community, as well as for the special needs groups identified in the Housing Element. The Land Use Element seeks an array of shopping and commercial service opportunities to meet the needs of Antioch residents and businesses, including daily convenience shopping along with large-scale commercial centers for community and regional markets. The Land Use Element aims to provide a sufficient inventory of lands for public, institutional, and recreation uses, and seeks to preserve needed open space areas.

- *Establish an overall design statement for the City of Antioch.*

As important as is defining the pattern of future land uses is maintaining and enhancing Antioch's character and providing a

pleasing visual experience to residents and visitors. Thus, Antioch's Land Use Element incorporates "urban design" concepts aimed at ensuring that the built environment is a physical expression of desired community character.

## 4.3 COMMUNITY STRUCTURE

Throughout much of the General Plan study area, Antioch's land use pattern is well established, and is not intended to change over time. Future growth in the central and northern portions of the City will primarily consist of infill development, existing approved but undeveloped projects, and the expansion of existing uses. As development expands into the southern portion of the City and its General Plan study area, Antioch will face significant challenges.

### 4.3.1 Community Structure Objective

Provide adequate land for present and future urban and economic development needs, while retaining a compact, rather than a scattered, development pattern.

### 4.3.2 Community Structure Policies

- As part of General Plan implementation – including development review, capital improvement planning, and preparation of Specific Plans – foster close land use/transportation relationships to promote use of alternative transportation system modes and minimize travel by single occupant automobiles.
- Give priority to new development utilizing existing and financially committed infrastructure systems over development needing financing and construction of new infrastructure systems.
- Encourage high-density residential development (both freestanding and in mixed use projects) within one-quarter mile of existing and planned heavy and/or light rail transit stops as illustrated in the Circulation Element.
- Concentrate large-scale industrial uses along the waterfront east of Rodgers Point

and within areas designated for industrial use along existing rail lines. Limit employment-generating uses adjacent to residential areas and within mixed-use planned communities to business parks and office uses.

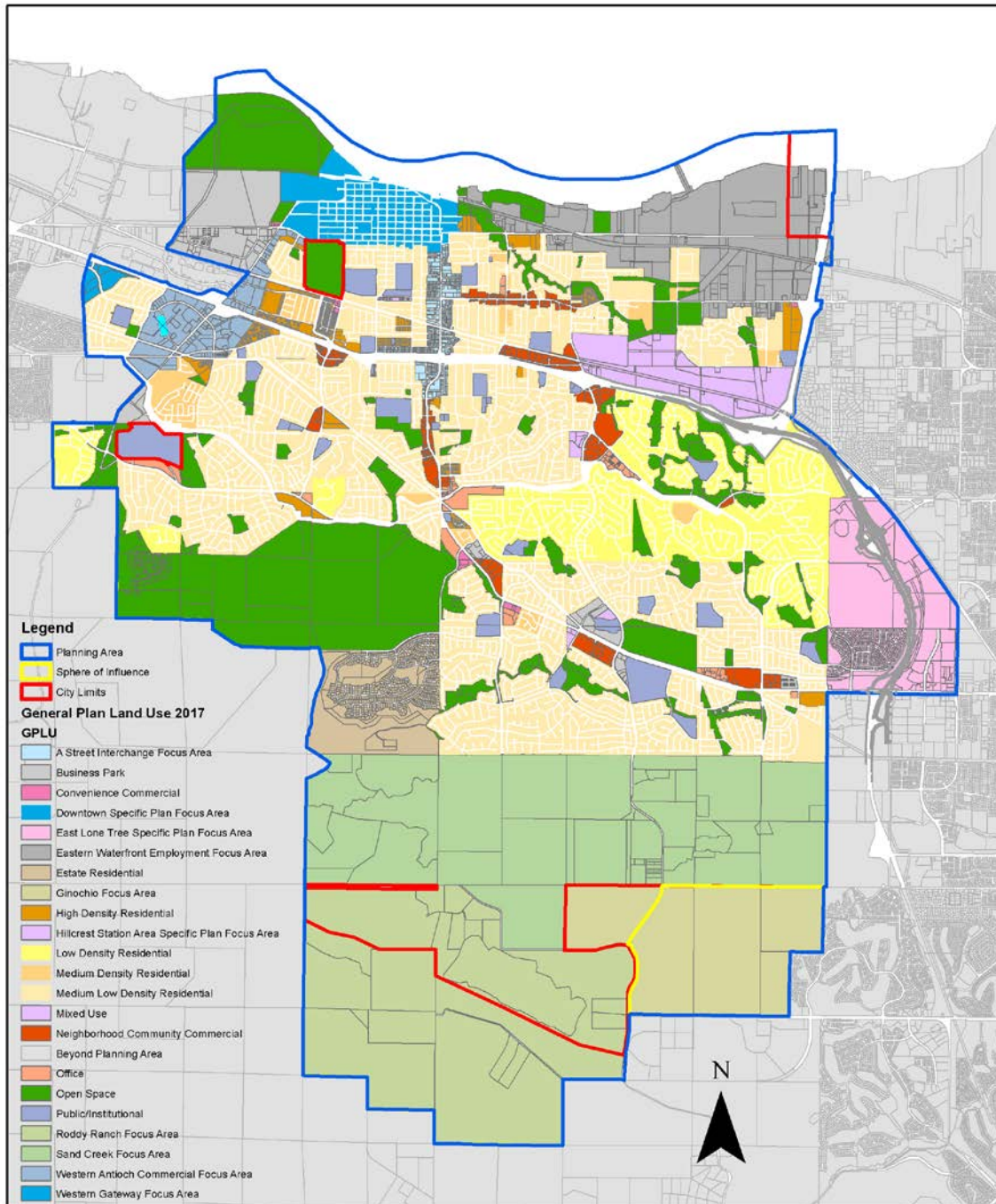
- e. Concentrate future regional commercial uses along Lone Tree Way, SR4 and SR160 and along the SR-4 bypass.
- f. Recognize the Voter-Approved Urban Limit Line (Figure 4.12) that encompasses up to 1,050 acres of land within the Roddy Ranch and Ginochio Property Focus Areas that were included in the Urban Limit Line as it was adopted by the voters in 1990 and in the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development, preserving open space and maintaining a compact urban form.
  - Maintain rural land uses (residential densities less than one dwelling unit per five acres (0.2 du/ac) and compatible open space/recreational uses which do not require urban levels of public services and facilities through 2020 in areas outside of the Voter-Approved Urban Limit Line.
  - Limit future urban development within Roddy Ranch and the Ginochio Property through 2020 to a total of approximately 1,050 acres (approximately 850 acres within Roddy Ranch and 200 acres within the Ginochio Property) that were within the urban limit line as it was adopted by the voters in 1990 and that are also within in the Voter-Approved Urban Limit Line.

General Plan study area, and thereby carry out the provisions of the General Plan. General Plan land use classifications are also intended to provide the City with sufficient flexibility in implementation to address unique and unforeseen situations. The designations established by the General Plan land use map include Residential, Commercial, Employment-Generating, and Community and Public land use designations. In addition, the General Plan includes ten "Focus Areas." Specific policy direction is provided for each Focus Area. These designations are set forth in Section 4.4.1. Within this section, appropriate land use types are defined for each designation. These land use types are defined in Table 4.A, which also identifies which land use types are appropriate within which land use designations. Sections 4.4.2 through 4.4.5 provide policies for residential, commercial, employment-generating, and community and public land uses. Figure 4.1 presents the General Plan land use map. Tables 4.A through 4.D provide a quantified description of anticipated General Plan build out.

#### **4.4 INTENSITY AND DISTRIBUTION OF LAND USE**

Antioch's General Plan land use classifications are intended to define the City's land use intent in designating lands throughout the

Figure 4.1 - General Plan Land Use Map



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	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
<b>Funeral Services.</b> Activities typically include services involving the care, preparation, or disposition of human dead.						✓	✓	✓				✓	✓															
<b>General Merchandise.</b> Activities typically include, but are not limited to, the retail sales from premises, including incidental rental and repair services.						✓	✓	✓	✓	✓		✓	✓	✓														
<b>Health Clubs and Spas.</b> Activities typically include, but are not limited to, sport and health-related activities performed either indoors or outdoors.						✓	✓	✓	✓	✓		✓	✓	✓			✓											
<b>Lodging and Visitor Services.</b> Activities typically include, but are not limited to, providing overnight accommodations and related banquet and conference facilities.							✓	✓	✓	✓		✓	✓	✓			✓	✓	✓									
<b>Indoor Recreational Facilities.</b> Activities typically include, but are not limited to, commercial recreation uses conducted within enclosed buildings, such as bowling alleys, skating facilities, racquet clubs, and indoor shooting and archery ranges.							✓	✓	✓	✓			✓	✓														
<b>Outdoor Recreational Facilities.</b> Activities typically include, but are not limited to, commercial recreation activities conducted outside of enclosed buildings, such as miniature golf, batting cages, tennis clubs, etc.							✓	✓	✓	✓			✓	✓														✓
<b>Personal Services.</b> Activities typically include establishments primarily engaged in the provision of services for the enhancement of personal appearance, cleaning, alteration of garments, and similar non-business or non-professional services.						✓	✓	✓	✓	✓		✓	✓	✓														
<b>Personal Instruction.</b> Activities typically include instruction in artistic, academic, athletic or recreational pursuits within an enclosed structure.						✓	✓	✓	✓	✓		✓	✓	✓														
<b>Recreational Vehicle Park.</b> Activities typically include, but are not limited to, providing overnight accommodations for visitors in recreational vehicles.											✓	✓						✓									✓	10
<b>Theaters.</b> Includes structures where the primary use is the exhibition of live or prerecorded theatrical, musical, comedic or other performances. Sale of prepared foods and beverages is permitted ancillary to the primary use.							✓	✓		✓		✓	✓	✓														
<b>Light Manufacturing and Assembly.</b> Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operations. Light														✓			✓	✓	✓	✓	✓	✓						



	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somerville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space	
typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services; storage and wholesaling from the premises of unfinished, raw, semi-refined products requiring further processing, fabrication, or manufacturing. Outdoor storage is permitted subject to applicable screening requirements. Also included are watchman's quarters as an ancillary use.																													
<b>Building Contractor's Offices and Yards.</b> Activities typically include, but are not necessarily limited to, offices and storage of equipment, materials, and vehicles for contractors in the trades involving construction activities. Storage yard uses may include, but should not be limited to, the maintenance and outdoor storage of large construction equipment such as earthmoving equipment, and screened outdoor storage of building materials.																			✓	✓	✓								
<b>Boating and Related Activities.</b> Activities typically include, but are not limited to, establishments and facilities engaged in the provision of sales or services directly related to the commercial or recreational use of waterways. Included in this category are construction, repair, and maintenance of boats; boat sales; anchorage and docking facilities, including temporary slip rentals; services for commercial boating and fishing, including retail fish sales, but not including fish processing; sale of marine equipment; and harbor-related services, such as indoor and outdoor dry boat storage, bait sales, fuel docks, and yacht clubs.											✓								✓										
<b>Civic Administration.</b> Activities typically include, but are not limited to, management, administration, clerical, and other services performed by public and quasi-public agencies.						✓	✓	✓				✓		✓	✓	✓	✓										✓		
<b>Cultural Facilities.</b> Activities typically include, but are not limited to, those performed by public and private museums and art galleries, public and private libraries and observatories.							✓	✓	✓		✓	✓		✓	✓	✓	✓										✓		
<b>Day Care Centers.</b> Day care centers consist of facilities defined in California Health and Safety Code Section 1596.76, providing day care and supervision for more than 12 children less than 18 years of age for periods of less than 24 hours per day. Also included are facilities for the care and supervision of seniors for periods of less than 24 hours per day.						✓	✓	✓	✓	✓				✓	✓	✓	✓										✓		
<b>Open Space.</b> Activities typically include, but are not limited to, preservation of lands in their natural																													

	✓ Estate Residential	✓ Low Density Residential	✓ Medium Low Density Residential	✓ Medium Density Residential	✓ High Density Residential	✓ Convenience Commercial	✓ Neighborhood/Community Comm.	✓ Regional Commercial	✓ Somersville Road Commercial	✓ SR-4/SR-160 Frontage Comm.	✓ Marina/Support Services	✓ Rivertown Commercial	✓ "A" Street Commercial/Office	✓ Mixed Use	✓ Mixed Use Medical Facility	✓ Office	✓ Business Park	✓ Eastern Waterfront Business Park	✓ Light Industrial	✓ Rail-Served Industrial	✓ General Industrial	✓ E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
condition to protect environmental resources or the public health and safety, agriculture, and active or passive recreation. Recreation areas may include recreational structures such as play equipment, but do not generally include structures for human occupancy.	✓																											
<b>Religious Assembly.</b> Activities typically include religious services and assembly such as customarily occurs in churches, synagogues, and temples.	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1			✓1	✓	✓		✓1										✓		
<b>Schools, Public and Private.</b> Typical activities include educational facilities for K-8 students provided by public agencies or private institutions.	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1	✓1			✓1	✓	✓		✓1										✓		

**Notes to Table 4.A:**

1. Permitted subject to the provisions of Land Use Element policy 4.4.2.2b.
2. Automotive sales are not permitted within areas designated Convenience Commercial, Regional Commercial, or Business Park, except that Automotive sales may be allowed within areas designated Business Park that also have frontage on Auto Center Drive.
3. Bars are not permitted within areas designated Convenience Commercial.
4. Automotive uses are limited to sites adjacent to a freeway interchange. Auto sales are not permitted within areas designated Light Industrial or Eastern Waterfront Business Park.
5. Eating and drinking establishments, as well as Lodging and Visitor Service uses, within the Light Industrial and Eastern Waterfront Business Park designations are limited to sites adjacent to a freeway interchange.
6. Multi-Family uses are permitted within the Rivertown Commercial designation above the ground floor only.
7. Administrative and Professional Office and Personal Instruction uses are permitted within the Rivertown Commercial designation above the ground floor only, except along Fourth Street and the area between Fourth Street and Fifth Street, where they may occupy ground floor space.
8. Funeral Services within the Rivertown Commercial designation are limited to "J" Street, Fourth Street and the area between Fourth Street and Fifth Street.
9. Auto sales within the Hillcrest Station Focus Area are limited to sites adjacent to the SR-4 and SR-160 freeways.
10. Limited to locations that are compatible with resource protection needs.

Table 4.B – Anticipated Maximum General Plan Build Out in the City of Antioch

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
<b>Residential</b>				
Estate Residential	915	-	-	-
Low Density Residential	4,944	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential		4,817	-	-
<b>Subtotal</b>	<b>29,023</b>	<b>6,064</b>	<b>-</b>	<b>-</b>
<b>Commercial</b>				
Convenience Commercial	-	-	341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	2,154,679	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>7,059,981</b>	<b>-</b>
<b>Industrial</b>				
Business Park	-	-	-	8,647,651
<b>Special</b>				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
<b>Subtotal</b>	<b>-</b>	<b>279</b>	<b>606,885</b>	<b>5,968,350</b>
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area	124	-	2,110,165	-
East Lone Tree Specific Plan Focus Area	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	268,051	13,688,023
Ginochio Property Focus Area	-	-	-	-
Downtown Specific Plan Focus Area	1,065	1,221	3,927,420	82,019
Roddy Ranch Focus Area	600	100	225,000	-
Hillcrest Station Area Focus Plan		2,500	2,500,000	
Sand Creek Focus Area	3,537	433	1,240,000	-
Western Antioch Commercial Focus Area	-	-	8,667,751	4,195,114
Western Gateway Focus Area	-	460	215,216	-
<b>Subtotal</b>	<b>6,439</b>	<b>5,570</b>	<b>20,845,130</b>	<b>15,922,342</b>
<b>TOTAL</b>	<b>35,462</b>	<b>11,912</b>	<b>28,511,966</b>	<b>30,538,343</b>

Population	150,175
Employed Population	84,098
Total Jobs	107,378
Retail Jobs	21,476
Non-Retail Jobs	85,902
Jobs/Population Ratio	0.72

<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

**Table 4.C – Anticipated Maximum General Plan Build Out in the Unincorporated Area**

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
<b>Residential</b>				
Estate Residential				
Low Density Residential		-	-	-
Medium Low Density Residential		-	-	-
Medium Density Residential		-	-	-
High Density Residential		-	-	-
<b>Subtotal</b>		-	-	-
		-	-	-
<b>Commercial</b>				
Convenience Commercial				
Neighborhood Community Commercial	-	-	-	-
Office	-	-	-	-
<b>Subtotal</b>	-	-	-	-
	-	-	-	-
<b>Industrial</b>				
Business Park				
	-	-	-	-
<b>Special</b>				
Mixed Use				
Public Institutional	-	-	-	-
Open Space	-	-	-	-
<b>Subtotal</b>	-	-	-	-
	-	-	-	-
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area				
East Lone Tree Specific Plan Focus Area	-	-	-	-
Eastern Waterfront Employment Focus Area	-	-	-	2,798,786
Ginochio Property Focus Area	400	-	-	-
Downtown Specific Plan Focus Area	-	-	-	-
Roddy Ranch Focus Area	-	-	-	-
Hillcrest Station Area Specific Plan Focus Area	-	-	-	-
Sand Creek Focus Area	-	-	-	-
Western Antioch Commercial Focus Area	-	-	-	-
Western Gateway Focus Area	400			
<b>Subtotal</b>	-			
<b>TOTAL</b>	<b>400</b>			<b>2,798,786</b>

Population  
 Employed Population  
 Total Jobs  
     Retail Jobs  
     Non-Retail Jobs  
 Jobs/Population Ratio

**1,268**  
**710**  
**5,598**  
**0**  
**5,598**  
**4.41**

<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this

table.

Table 4.D – Anticipated Maximum General Plan Build Out in the General Plan Study Area

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
<b>Residential</b>				
Estate Residential	915	-	-	-
Low Density Residential	4,944	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	4,817	-	-
<b>Subtotal</b>	<b>29,023</b>	<b>6,064</b>	<b>-</b>	<b>-</b>
<b>Commercial</b>				
Convenience Commercial	-	-	341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	7,059,981	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>11,965,283</b>	<b>-</b>
<b>Industrial</b>				
Business Park	-	-	-	8,647,651
<b>Special</b>				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
<b>Subtotal</b>	<b>-</b>	<b>279</b>	<b>606,885</b>	<b>10,655,359</b>
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area	124	-	2,110,165	-
East Lone Tree Specific Plan Focus Area	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	25,000	16,486,808
Ginochio Property Focus Area	400	-	-	-
Downtown Specific Plan Focus Area	1,065	1,221	3,927,420	82,019
Roddy Ranch Focus Area	600	100	225,000	-
Hillcrest Station Area Specific Plan Focus Area	-	2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Western Antioch Commercial Focus Area	-	358	9,224,280	-
Western Gateway Focus Area	-	460	215,216	-
<b>Subtotal</b>	<b>6,839</b>	<b>5,570</b>	<b>20,845,130</b>	<b>41,984,779</b>
<b>TOTAL</b>	<b>35,862</b>	<b>11,912</b>	<b>33,417,298</b>	<b>41,984,779</b>

Population	<b>151,443</b>
Employed Population	<b>84,808</b>
Total Jobs	<b>150,804</b>
Retail Jobs	<b>30,161</b>
Non-Retail Jobs	<b>120,643</b>
Jobs/Population Ratio	<b>1.00</b>

<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate



development yield may be less than the maximums stated in this table.

#### 4.4.1 Land Use Designations

##### 4.4.1.1 Residential Land Use Designations.

Six residential land use designations are set forth to provide for development of a full range of housing types, in conjunction with residential development within General Plan Focus Areas. Permitted maximum land use and anticipated population densities are described for each designation. Densities are stated as the maximum permissible number of dwelling units per net acre that exists within the project site *prior* to any new dedication requirements. Density is assumed to accrue only to lands that are “developable.”

Developable acres are those that are not encumbered by prior dedications of easements or rights-of-way, and are not so steep (generally over 25%), unstable, flood-prone or subject to other hazards as to be unable to support new development. Achievement of the maximum allowable density is neither guaranteed nor implied by the General Plan. The final density of any particular residential development type is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

Second units on a residential lot and home occupations are permitted by local regulation. Provision of density bonuses as allowed by State law and City ordinance may result in development densities in excess of the nominal maximum density for any land use designation.

**Estate Residential.** Estate Residential land uses are planned as a transition between urban and rural areas, and for areas that are not suited for a more intensive form of development because of topography, geologic conditions, or urban service limitations. Estate Residential areas will also serve to provide “executive” housing on large lots, thereby expanding the community’s range of housing types.

On designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged. The final approved and built density on lands in the Estate Residential land use designation should reflect the location of these lands as low-density residential transition areas between the urbanized Antioch and the undeveloped Mount Diablo Range of hills.

Since this designation is planned at the urban/non-urban interface, the type and level of development may require different construction standards, such as narrower street widths with parking along only one side of the street or no on-street parking, greater setbacks, limited sidewalk areas, etc. Development may require a different level of services than that required for strictly urban land uses. Projects that minimize the demand for urban services and provide major funding for construction of needed service facilities would be appropriate.

Environmental constraints such as steep slopes, riparian habitats, unstable soil conditions, sensitive flora and fauna, and visual prominence are often found on lands with the Estate Residential designation. These constraints may make development of these areas extremely sensitive, and could require creative and imaginative site planning in all projects. The steepness of the slopes and the visual prominence of these areas make many of these resources important public amenities to be preserved for all of the citizens of Antioch. Finally, as these areas will serve as a buffer between the urbanized City of Antioch and the undeveloped open space to the southwest, development must be at a level, which serves as an appropriate transition between urban and non-urban environments.

Development in this category is generally limited to a maximum of one (1) unit per gross developable acre, unless a density of two (2) units per developable acre is specified on the

General Plan land use map or in Focus Area policies. Overall, residential developments within the Estate Residential land use category should provide large lots, and project a semi-rural character.

Neighborhood entry signage is encouraged to create a sense of community, and define Estate Residential neighborhoods as special places. Within hillside areas, dwelling units should be clustered on land that is relatively flat, and no development should occur on slopes exceeding 20 percent. Due to the unique nature of these areas, a clustering of units may be needed to accommodate the unit yield and still maintain the topographic uniqueness of the area. Developments in these areas should be oriented around a major amenity that increases public exposure to the more hilly terrain. Examples of such amenities include golf courses and equestrian centers.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* One dwelling unit per developable acre (1 du/ac) or two dwelling units per developable acre (2 du/ac)
- *Anticipated Population per Acre:* Four (4) to eight (8) persons per acre

**Low Density Residential.** These areas are generally characterized by single-family homes in traditional subdivisions. Areas designated Low Density Residential are typically located on gently rolling terrain with no or few geological or environmental constraints. The residential neighborhoods of southeast Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Four dwelling units per gross developable acre (4 du/ac)
- *Anticipated Population per Acre:* Twelve (12) to Fourteen (14) persons per acre

**Medium Low Density.** These areas are generally characterized by single-family

homes in typical subdivision development, as well as other detached housing such as zero lot line units and patio homes. Duplex development would generally fall into this development density. Areas designated Medium Low Density are typically located on level terrain with no or relatively few geological or environmental constraints. Older subdivisions within the northern portion of Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Six dwelling units per gross developable acre (6 du/ac)
- *Anticipated Population per Acre:* Fourteen (14) to Eighteen (18) persons per acre

**Medium Density Residential.** A wide range of living accommodations, including conventional single-family dwellings, small lot single-family detached dwellings, mobile homes, townhouses, and garden apartments, characterizes the Medium Density land use designation. Development in these areas can be expected to be a maximum of two (2) stories, and include generous amounts of public or open space for active and passive recreational uses. Lands adjacent to parks, commercial uses, transit routes and rail stations, and arterial roadways would be appropriate for the upper end of the allowable development intensity for this category. Other lands would serve as a buffer or transition between lower density residential areas and higher density residential and commercial areas, as well as areas exhibiting greater traffic and noise levels.

At the higher end of the density range for this category, multi-family townhouse and apartment development is expected to be predominant. Where the Medium Density land use designation serves as a transition or buffer, lower density townhouse and small lot, single-family development would be the predominant uses.

- *Appropriate Land Use Types:* See Table 4.A

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

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

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

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

1.25 within areas designed for mixed use or transit-oriented development.

- *Anticipated Population per Acre:* Forty (40) persons per acre. Within transit-oriented development, up to forty-five to sixty (45-60) persons per acre

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

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

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

**4.4.1.2 Commercial Land Use**

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

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

intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements.

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

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

- *Appropriate Land Use Types:* See Table 4.A

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

**Neighborhood/Community Commercial.**

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

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

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

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.4.

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

areas for large-scale retail commercial development and supporting uses. Regional commercial areas typically serve a large population base, with a market area as large as 8 to 20 miles or more. Typically, regional commercial areas have freeway visibility, or are located along major arterials, and linked directly to a freeway. Regional commercial areas typically encompass an integrated shopping center of 30 to 50 acres or more, and may also combine surrounding freestanding commercial uses and smaller neighborhood or community centers into a single large-scale shopping district.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50 (1.0 within the existing Somersville Towne Center site)

**Western Antioch Commercial Focus Area Commercial.**

*Areas designated Western Antioch Commercial Focus Area Commercial* represent an important gateway into the community and Rivertown area. This land use designation is limited to the **Western Antioch Commercial Focus Area Commercial** (see Figure 4.3). The primary purpose of **Western Antioch Commercial Focus Area Commercial** Commercial is to provide an appropriate mix of uses for this specific corridor.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50.

**Marina/Support Services.** Areas designated Marina/Support Services are intended to encompass existing facilities located along the San Joaquin River at the foot of the Route 160 freeway.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50.

**Mixed Use.** The primary purpose of areas designated Mixed Use is to provide a different style of development than traditional neighborhoods, commercial, and employment areas that are physically separated from each other. Development within areas designated Mixed Use is to provide a variety of uses in an integrated manner within a single site. The specific mix of uses and development density are to be appropriate to the development site's particular location, access, size, and adjacent land uses. The intent is to create areas in which a mix of uses can come together to meet the community's housing, shopping, employment, and institutional needs through efficient patterns of land use. Within the Mixed Use designation, both "vertical mixed use" (various types of uses integrated within individual buildings, such as commercial on the ground floor with residential uses above) and "horizontal mixed use" (individual buildings housing different types of uses within an integrated site plan) are appropriate. .

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50

**Mixed Use Medical Facility.** The primary purpose of areas designated "Mixed Use Medical Facility" is to provide for development of a hospital and related facilities within the Sand Creek Focus Area. Within this designation, an integrated mix of office, residential, commercial, and employment-generating uses is appropriate. Both horizontal mixed use (different types of uses located in adjacent buildings) and vertical mixed use (different types of uses within the same building) are appropriate. Development is to be compatible with the primary use of this land use designation for practice of the medical arts.

- *Appropriate Land Use Types:* See Table 4.A.
- *Maximum allowable development intensity:* FAR of 1.0 (including areas devoted to residential use).

- *Anticipated Population per Acre:* Twenty (20) to twenty-five (25) persons per acre.

**4.4.1.3 Employment-Generating Land Use Designations.** The General Plan land use map and Focus Area policies identify six employment-generating land use designations, which will provide a broad range of employment opportunities for existing and future residents. Permitted maximum land use intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. “Floor area ratio” is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements. Achievement of this maximum is neither guaranteed nor implied by the General Plan. The final density of any particular commercial development is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

**Office.** The primary purpose of areas designated Office on the General Plan land use map is to provide areas for the establishment of park-like working environments for corporate, professional, and general administrative businesses; commercial services needed to support major business development; and retail facilities supporting office-based business operations. The office designation is intended to encourage the concentration of office uses near centers of commercial activity within the City, and to discourage isolated office buildings. Office developments may include low-rise garden office arrangements, or mid-rise structures, as appropriate to the project’s specific location.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

- **Business Park.** The primary purpose of lands designated Business Park on the General Plan land use map is to provide for light industrial, research and development, and office-based firms seeking an attractive and pleasant working environment and a prestigious location. Business Park areas are typically labor-intensive, meaning that the density of employment is higher than areas involving mostly manufacturing or warehouse uses. Business Park development may occur as a single use, a subdivision wherein individual entities own and operate their businesses, or as multi-tenant complexes.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

**Light Industrial.** Areas designated Light Industrial are intended for industrial uses compatible with a location in closer proximity to residential development than General or Rail-Served industrial areas.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

**Rail-Served Industrial.** Areas designated Rail-Served Industrial are intended for industrial uses designed to take advantage of rail service. This designation is limited to the Eastern Employment Focus Area.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

**Industrial.** Areas designated Industrial are intended for a range of industrial businesses, including uses, which, for reasons of potential environmental effects are best segregated from other, more sensitive, land uses, such as residential neighborhoods.

Primary processing industries involving the mechanical or chemical transformation of raw materials or the blending of materials such as lubricating oils, plastics, and resins; and treatment and fabrication operations would generally be appropriate only within this designation. Industrial uses that may require massive structures outside of buildings, such as cranes or conveyer systems, or open air storage of large quantities of raw or semi-refined materials are also limited to this land use designation.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

**4.4.1.4 Community and Public Land Use Designations.** The General Plan land use map identifies two Community and Public land use designations, which are intended to provide for public and institutional activities, as well as for the preservation of open space. Antioch recognizes that the City might not have jurisdiction over certain public facilities, and that public entities might not be required to follow the City's development standards. In such cases, the City's land use policies, including maximum development intensity are intended as a guideline for the agency.

**Public/Institutional.** This category is used to designate public land and institutional uses, including public and private schools and colleges, public corporation yards, libraries, fire stations, police stations, water treatment facilities, animal shelters, public and private museums churches, and governmental offices.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.50.

**Open Space.** These land uses are of a basically open space nature, and include parks, as well as other open space areas. Certain open space areas, such as those that exist to protect sensitive environmental resources, might not be open to public use, while other lands may be owned and managed

by private entities, and therefore not open to the general public. The most prevalent public open space uses are City and regional parks, as well as private open space areas within residential developments. It is intended that this designation be applied only to lands owned by public agencies or which are already programmed for acquisition.

The locations of existing and programmed neighborhood and community parks are in most cases specifically defined on the Land Use Map. In the case of a park whose acquisition has been programmed, the ultimate configuration of the park may be different from that which is shown on the General Plan land use map. In addition to public parks and open spaces, this category designates certain privately owned lands used for recreation and low-intensity, open space activities. Appropriate private sector uses in this category include cemeteries and land that is restricted to agricultural use. This designation also includes a higher intensity of uses that are of open space character. The range of allowable uses includes, but is not limited to, country clubs (excluding golf course-oriented residential uses), golf courses, tennis clubs, driving ranges, equestrian centers, marinas, and other privately owned areas reserved for active recreational use.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* No FAR standard required.

#### 4.4.2 Residential Land Uses

**4.4.2.1 Residential Land Use Objective.** Provide a wide range of residential opportunities and dwelling unit types to meet the present and future needs of all socioeconomic groups.

**4.4.2.2 Residential Land Use Policies.** The following policies apply to land designated for residential uses on the General Plan land use map and by Focus Area policies.



- a. Within lands designated for residential use, permit the following non-residential uses:
  - Public elementary schools;
  - Parks, botanical gardens, and passive open space areas; and
  - Playgrounds and playing fields and active open space areas.
- b. Along the periphery of neighborhoods where traffic through the neighborhood can be minimized and adequate buffer areas along the common boundary with residential uses is provided, subject to development permits the following additional non-residential uses would be appropriate:
  - Churches and places of religious assembly;
  - Private elementary schools;
  - Public and private middle and high schools;
  - Day care centers.

Thus, these uses would be permitted along arterial and collector streets that are not intended to have single family residences fronting on them.

- c. Encourage larger neighborhood units to provide choices for residents as to the size and type of dwelling unit and lot, neighborhood design, density of development, community amenities, and form of ownership.
- d. Design new residential development with identifiable neighborhood units, with neighborhood shopping facilities, parks and recreational facilities, and schools provided as an integral component of neighborhood design.
  - *Streets.* Street design should route through traffic around, rather than through new neighborhoods. Neighborhood streets should be quiet, safe, and amenable to bicycle and pedestrian use. Within new

- subdivisions, single-family residences should be fronted on short local streets, which should, in turn, feed onto local collectors, and then onto master planned roadways.
- *Schools, Parks, and Recreation Areas.* Elementary schools, as well as parks and recreational areas should be contained as near the center of the neighborhood they are as is feasible.
- *Neighborhood Commercial Areas.* Neighborhood commercial centers should be located at the periphery of residential neighborhoods, and be designed such that residents can gain vehicular, bicycle, and pedestrian access to the centers directly from the neighborhood.
- *Connections.* Individual neighborhoods should be provided with pathways and open spaces connecting residences to school and recreational facilities, thereby facilitating pedestrian and bicycle access.
- *Neighborhood Character.* Residential neighborhoods should be designed to maintain a distinct character through the use of neighborhood signage, streetscapes, architectural styles and variations, natural topographic variations, and landscape buffers.
- e. Provide recognizable variations in front and side yard setbacks within single-family residential neighborhoods.
- f. To reduce architectural massing, orient the shortest and lowest side of a corner residential dwelling unit toward the side street.
- g. Within multi-family and small lot single-family developments, cluster residential buildings around open space and/or recreational features.
- h. In higher density project with tuck-under parking and/or opposing garages, avoid the monotony of long parking corridors by turning individual units and/or staggering and landscaping parking areas.

- i. Provide each unit of a multi-family development project with some unique elements to create a sense of place and identity.
  - Individual units within a project should be distinguishable from each other, and should have separate entrances and entry paths, where feasible.
  - The common space of each cluster of dwelling units should be designed to provide differences in size, dimensions, grading, and site furniture.
  - Every dwelling unit shall be provided with a usable private garden area, yard, patio, or balcony.
- Buildings facing pedestrian ways and plazas should incorporate design features that provide visual interest at the street level.
- c. Building setbacks along major streets should be varied to create plaza-like areas, which attract pedestrians whenever possible.
- d. Provide for reciprocal access, where feasible, between commercial and office parcels along commercial corridors to minimize the number of drive entries, reduce traffic along commercial boulevards, and provide an orderly streetscape.
- e. Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.
- f. The City should consider high density residential projects within commercial land use areas in order to address housing needs and support local businesses. Any such residential projects are subject to the standards for High Density Residential, the City’s Design Guidelines, and may not generate traffic or air quality impacts that exceed a comparable commercial development on the property.

**4.4.3 Commercial Land Uses**

**4.4.3.1 Commercial Land Use Objective.**

Provide conveniently located, efficient, and attractive commercial areas to serve regional, community, and neighborhood functions and meet the retail and commercial needs of Antioch residents and businesses.

**4.4.3.2 Commercial Land Use Policies.**

The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

- a. Design commercial and office developments in such a manner as to complement and not conflict with adjacent residential uses, and provide these developments with safe and easy vehicular, pedestrian, and bicycle access.
- b. Orient commercial development toward pedestrian use.
  - Commercial buildings should provide a central place of main focus.
  - Buildings should be designed and sited so as to present a human-scale environment, including identifiable pedestrian spaces, seating areas and courtyards.
  - Uses within pedestrian spaces should contribute to a varied and lively streetscape.

**4.4.4 Employment - Generating Land Uses**

**4.4.4.1 Employment-Generating Land Use Objective.**

Provide a mix of employment-generating uses supporting a sound and diversified economic base and ample employment opportunities for the citizens of Antioch through a well-defined pattern of manufacturing, warehousing and distribution, professional services, and office-based uses.

**4.4.4.2 Employment-Generating Land Use Policies.**

The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

- a. Focus the use of employment-generating lands on high value and high employment-generating uses (e.g., office environments, manufacturing and assembly).
  - b. Provide for an appropriate mix of uses within employment-generating lands, including commercial and commercial service uses.
  - c. Take advantage of existing rail facilities within the community by permitting the development of rail-served industrial uses.
  - d. Ensure appropriate separation and buffering of manufacturing and industrial uses from residential land uses.
  - e. All manufacturing and industrial uses shall be adequately screened to reduce glare, noise, dust, and vibrations.
  - f. Office uses shall comply with the design policies set forth for commercial uses landscape (see Community Image and Design Element).
  - g. Business park and office environments should blend well-designed and functional buildings with landscape (see Community Design Image and Element).
- community (See also policies 4.4.2.2 a and b).
- b. Within areas designated Open Space, permit only such uses as are consistent with the provision of public and private recreation (active and passive), protection of public safety, managed production of resources, and preservation of significant environmental resources.
  - c. Incorporate significant existing natural resources into the design of new projects, rather than removing them.
  - d. When public or private natural or recreational open space is provided as part of a development project, amend the General Plan land use map to reflect the permanent provision of this open space. Alternatively, permanent open space protections in the form of easements, deed restrictions, or acquisition of development rights may be provided.

#### 4.4.5 Community and Public Land Uses

**4.4.5.1 Community and Public Land Use Objective.** Maintain an adequate inventory of lands for the conduct of public, quasi-public, and institutional activities, including protection of areas needed for future public, quasi-public, and institutional facilities.

**4.4.5.2 Community and Public Land Use Policies.** The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

The development and design of public office developments should comply with the General Plan provisions for commercial and office development.

- a. Maintain appropriate locations for the conduct of public business and the operation of institutional uses within the

#### 4.4.6 Focused Planning Areas

Ten areas within the Antioch General Plan study area have been identified for focused policy analysis and direction. The purpose of these “Focus Areas” is to provide policy direction specific to each area, including appropriate land use types and development intensity, based upon analysis of the particular opportunities and constraints affecting each area.

##### 4.4.6.1 Downtown Specific Plan Focus Area.

The Rivertown/Urban Waterfront Focus Area has been repealed and replaced with the Downtown Specific Plan. Please refer to this adopted Plan for all policies related to the area shown on Figure 4-2.



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#### 4.4.6.2 Western Antioch Commercial

**Focus Area.** This Focus Area encompasses the commercial areas along Auto Center Drive from SR-4 north to Fourth Street, as well as the commercial areas south of the freeway along Somersville Road, up to and including the Somersville Town Center. The General Plan intends that existing auto dealerships be retained and revitalized along Auto Center Drive. If the existing dealers ultimately decide to relocate from Auto Center Drive, the City should work with the dealers to secure alternative locations within the City of Antioch. Potential alternative locations include the Regional Commercial area within the East Lone Tree Specific Plan Focus Area.

**a. Purpose and Issues.** The Auto Center Drive/Somersville Road corridor is one of Antioch's primary sales tax generators, encompassing automobile dealerships, the Somersville Towne Center mall, and other retail businesses. Uses along this corridor are aging, and in need of improvement. In addition, the Somersville Road interchange is heavily congested. Interchange capacity were increased as part of improvements for SR-4.

- Automobile dealerships exist along Auto Center Drive. The City has worked in the past to improve the design of Auto Center Drive, and to assist existing dealerships to modernize their facilities. Relocating the dealerships to another location within Antioch could reduce the amount of land available for industrial use, and may or may not be desirable for the dealerships. The dealerships have generated a customer base in their present location, though they do not have freeway visibility.
- South of the freeway is Somersville Towne Center, formerly known as County East Mall. The center was an open air complex, and was enclosed in the 1970s.

There have been discussions in the past regarding adding another anchor tenant. However, the present design of the mall, with a series of tenants having their entries open to the parking lot along Somersville Road, limits simple design solutions. As a result, there have been suggestions

that the mall be revitalized as a mixed-use specialty retail, entertainment, office, and residential project.

- The Focus Area's commercial uses are auto-oriented, and its general character is that of a typical older suburban community. Improvements to signage, street-scapes, and building façades are needed throughout the developed portion of this Focus Area, along with improved pedestrian linkages in the mall area.
- At the southern end of this Focus Area is the Chevron property, which is a 193-acre relatively flat, vacant parcel south of Buchanan Road. It is expected to be annexed by the City of Pittsburg and developed into a residential community. These new residents will contribute to the future financial stability of this commercial Focus Area.

**b. Policy Direction.** Efforts should be continued to keep existing automobile dealerships in their present locations, and to upgrade their facilities. Somersville Towne Center should be improved and expanded into a cohesive mixed-use retail, retail, entertainment, and/or residential center. Pedestrian and other urban design improvements should be provided to increase linkages between the mall and adjacent uses. Special effort should be undertaken to improve access to the mall site from Somersville Road, and to improve the distribution of parking around the mall.

The following policies apply to the Western Antioch Commercial Focus Area.

- Areas designated "*Commercial*" on Figure 4.3 shall comply with the provisions of the Western Antioch Commercial land use category (see Table 4.A).
- Areas designated "*Regional Commercial*" on Figure 4.3 shall comply with the provisions of the Regional Commercial land use category (see Table 4.A).
- Areas designated "*High Density Residential*" in Figure 4.3 shall comply with the provisions of the High Density Residential land use category (see Table 4.A).

Expansion of Somersville Towne Center is encouraged, including new and expanded retail, particularly addition of new anchor tenants (department stores), higher end specialty retail, and sit-down restaurants. As shown in Figure 4.3, the General Plan permits expansion of the mall to the west. Expansion of the mall could also occur vertically by adding a second story of

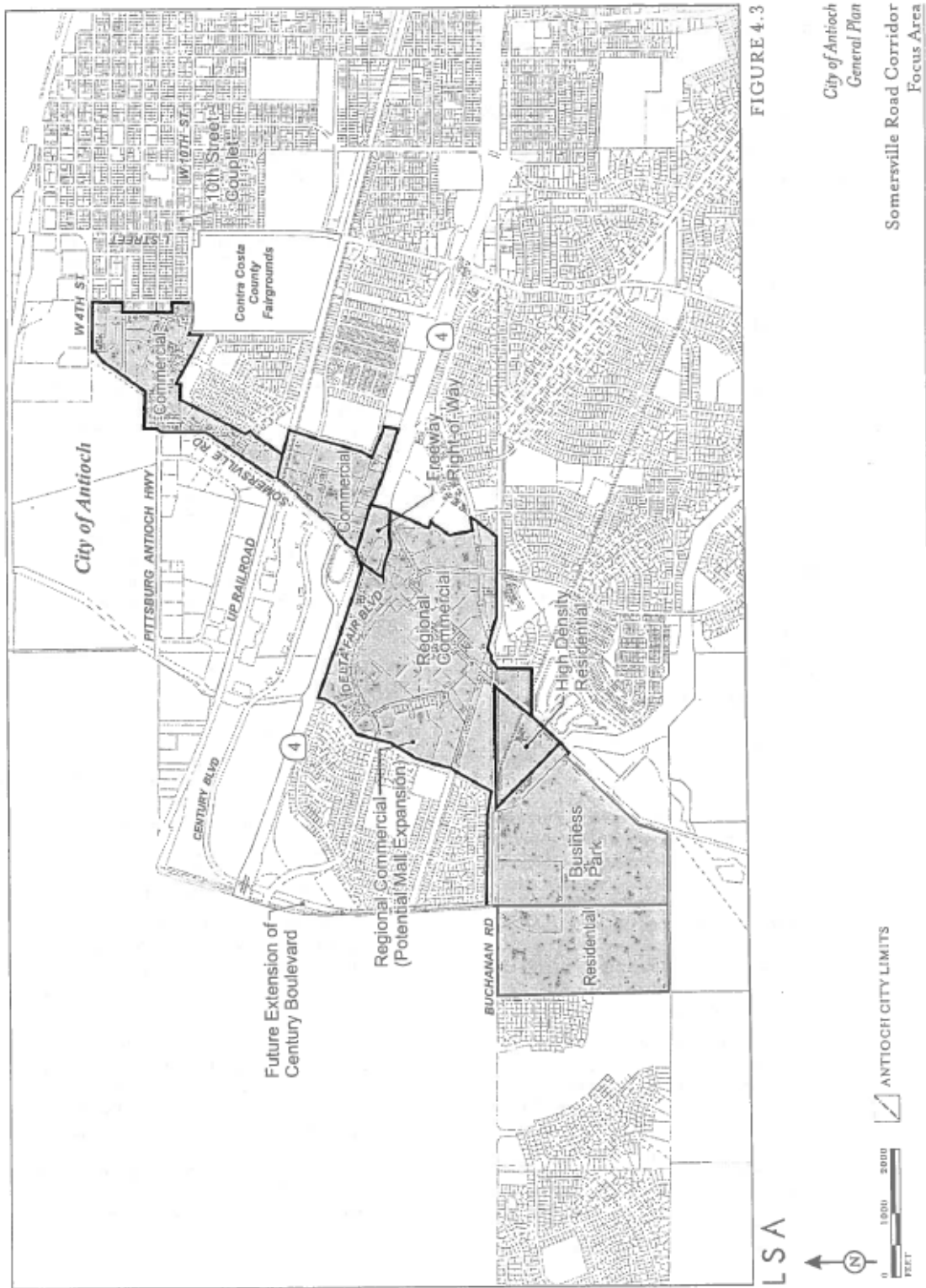


FIGURE 4.3

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shops. Also permitted is the conversion of the existing mall into a mixed-use commercial, office, and residential complex. Revitalization of the mall into a mixed use concept could occur alongside expansion of the existing mall itself through development of multi-story office buildings, either free-standing or attached to the mall.

- d. An urban design plan should be prepared for the entire Western Antioch Commercial Focus Area. The design plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.
- e. A façade improvement program should also be undertaken for existing commercial uses within this Focus Area.

**4.4.6.3 Eastern Waterfront Employment Area.** This Focus Area encompasses the industrial areas in the northeastern portion of the City and its General Plan study area, south of the San Joaquin River, west of the SR-160 freeway. The Eastern Waterfront Employment Area is approximately 976 acres in size, and lies primarily within the City of Antioch and partly within unincorporated territory.

**a. Purpose and Primary Issues.** As a result of shifts in the national and regional economy, several of the heavy industrial uses located along the San Joaquin River have closed, or have significantly scaled back their operations. Thus, it is necessary to plan for revitalization of former heavy industrial lands along the river, including transition to other uses. This may include environmental clean up of brownfields resulting from years of heavy industrial use. To the east of Fulton Shipyard and south of the Antioch Dunes National Wildlife Refuge is the abandoned City Sewage treatment plant site. The development feasibility of this site may depend in part upon the clean up and improvement of nearby areas.

A large portion of this Focus Area, primarily north of Wilbur Avenue and the BNSF rail line, was recently annexed into the City of Antioch.

Portions of this area are rail-served, which provides opportunities for the development of new industrial uses with modern plants.

South of Wilbur Avenue, industrial areas border along existing residential neighborhoods. As a result, it will be necessary to provide appropriate transitions between existing residential neighborhoods and future industrial development.

The environmental sensitivity and fragility of the Antioch Dunes National Wildlife Refuge within the northwestern portion of this Focus area establishes the need to provide appropriate buffer areas for urban uses located adjacent to the Refuge.

The proximity of the western portion of this Focus Area to Rodgers Point provides an opportunity for development of a recreational vehicle campground. Such a use would be possible at the site of the City's former water treatment plant. This Focus Area's location along the riverfront also provides the opportunity to extend the trail proposed for the Downtown Specific Plan Focus Area to the existing marina adjacent to the SR 160 freeway.

The Northern Waterfront Economic Development Initiative is a multi-agency collaboration led by the County of Contra Costa to revitalize the areas adjacent to the San Joaquin River within Contra Costa County. The Initiative identifies Antioch's extensive industrial waterfront potential and provides guidance for regional efforts.

**b. Policy Direction.** The primary function of this Focus Area is to provide employment opportunities, and to assist Antioch in achieving its goal of a balance between local housing and employment. In addition, the Focus Area is intended to support and implement the outcomes of the Northern Waterfront Economic Development Initiative. The majority of employment opportunities created within this area will continue to be industrial in character, will reflect lighter industrial uses than are now present. Generally, this Focus Area will feature a transition between larger industrial uses between Wilbur Avenue and the river to light industrial and business park uses to the south. The area within this Focus

Area between East 18th Street on the south and the BNSF rail line on the north, Viera Avenue on the west and Drive-In Avenue on the east is also subject to the provisions of the East Eighteenth Street Specific Plan.

The following policies apply to the Eastern Waterfront Employment Focus Area.

- a. Areas designated "*Eastern Employment Business Park*" in Figure 4.4 are intended for employment-generating uses compatible with a location adjacent to residential neighborhoods as a transition from other industrial uses. Appropriate land use types are set forth in Table 4.A.  
  
The maximum allowable intensity shall be an FAR of 0.55.
- b. The "*Commercial*" area identified in Figure 4.4 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).



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- c. Areas designated “*Multi-Family Residential*” in Figure 4.4 shall comply with the provisions of the High Density Residential land use category (see Section 4.4.2.2 of the Land Use Element).
- d. The “General Industrial” area identified in Figure 4.4 shall comply with the provisions of the General Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- e. The “*Light Industrial*” area identified in Figure 4.4 shall comply with the provisions of the Light Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- f. The “*Regional Commercial*” area identified in Figure 4.4 shall comply with the provisions of the Regional Commercial land use category described in Section 4.4.1.2 of the Land Use Element.
- g. The “*Marina/Supporting Uses*” area identified in Figure 4.4 shall comply with the provisions of the Marina/Supporting Uses land use category described in Section 4.4.1.2 of the Land Use Element.
- h. The “*Open Space*” area identified in Figure 4.4 shall comply with the provisions of the Open Space land use category described in Section 4.4.1.4 of the Land Use Element.
- i. Work with property owners and the California Department of Toxic Substances Control to facilitate clean up of existing brownfields within the industrial properties between Wilbur Avenue and the San Joaquin River.
- j. If a rail transit stop can be established along the BNSF line west of the Route 160 freeway, development of a high-density cluster of retail, office, and residential uses adjacent to the proposed site would be appropriate. Such development could occur as an integrated, mixed-use project at densities as high as an FAR of 1.0 for non-residential uses and up to 35 units per acre for the residential portion of such mixed use development.
- As part of the development of sites adjacent to the freeway interchanges at Wilbur Avenue and East 18<sup>th</sup> Street, establish community gateway monumentation is to be provided, including distinctive signage and landscaping, expressing the theme of Antioch as “Gateway to the Delta.” Such signage and monumentation must portray a high quality design image for the City.
- k. As a condition of new development or redevelopment of properties along the San Joaquin River between Rodgers Point and the existing marina at the SR 160 freeway, explore requiring dedication and improvement of a riverfront trail and linear park.
- 4.4.6.4 Hillcrest Station Area Focus Area.** The SR-4/SR-160 Industrial Frontage Focus Area has been repealed and replaced with the Hillcrest Station Area Specific Plan. Please refer to this adopted Plan for all policies related to the area shown on Figure 4.5.

**4.4.6.5 “A” Street Interchange.** The “A” Street Interchange Focus Area encompasses 119 acres of land along “A” Street from Worrel Road on the south to 10<sup>th</sup> Street and the Rivertown/Urban Waterfront Focus Area on the north. This Focus Area includes lands actually fronting on “A” Street, as well as additional adjacent properties.

**a. Purpose and Primary Issues.** “A” Street is located at the center of Antioch, and is an important gateway to the Rivertown Area. The existing interchange has the opportunity to become the primary gateway into the Rivertown area, as well as into southeastern Antioch. Thus, revitalization of uses at the interchanges, as well as uses along the route into Rivertown is needed. Currently, “A” Street is a suburban commercial strip with some single-family residential fronting on the roadway north of SR-4 freeway. Many uses along “A” Street are deteriorating or have a typical suburban commercial strip design. Most commercial parcels are too shallow to allow for modern design, and existing residential uses fronting on “A” Street are in need of upgrade. Relatively high traffic volumes make it undesirable for single family residential uses to front along and take access from “A” Street. To facilitate revitalization of this corridor, it would be desirable to consolidate commercial parcels fronting on “A” Street, and increase their depth. By accomplishing this, new commercial centers with high quality architectural and site design could be developed, accommodating many of the same uses that are now present, but in a manner more befitting of the area’s central location within the City. It would also be desirable to relocate residents fronting along “A” Street to more suitable living environments.

Remaking the uses at the “A” Street Interchange will be costly, and relocation of residents can be traumatic and difficult. However, the potential benefits are substantial. At a minimum, urban design improvements, including undergrounding of utilities, building façade, and sign improvements are needed in the short-term. In the mid- to long-term (8 to 15 years), deepening of existing commercial

parcels and removal of existing residences fronting on “A” Street at the interchange appear to be appropriate.

**b. Policy Direction.** The General Plan envisions a cluster of commercial and office uses with high design quality, transforming the “A” Street corridor from a strip commercial area into a pedestrian-oriented village with well-designed retail and office uses. The A Street interchange along the SR 4 freeway needs to feature a major community gateway statement. “Signature” buildings (those having greater height and design detail than adjacent buildings) will be encouraged at key locations, including at all four quadrants of the freeway interchange, as well as the intersections of A Street with Texas Avenue, East Eighteenth Street, Tenth Street and Wilbur Avenue.

To accomplish this requires relocation of deteriorating residential uses from the “A” Street frontage, and increasing the depth of commercial/office uses to provide a more sensible development pattern.

Transformation of the “A” Street corridor is intended to occur over a period of several years. Residents to be relocated as part of the revitalization effort will be afforded all of the protections and relocation benefits provided under State law.

The following policies apply to the “A” Street Interchange Focus Area.

- a. Areas designated “*Commercial*” in Figure 4.6 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).
- b. Areas designated “*Commercial/Office*” in Figure 4.6 shall comply with the provisions of the Neighborhood/Community Commercial Land Use designation (see Section 4.4.1.2). The land uses that are considered to be appropriate for areas designated “*Commercial/Office*” in Figure 4.6 are those identified for “A” Street Commercial/Office in Table 4.A.
- c. Areas designated “*Office*” in Figure 4.6 shall comply with the provisions of the Office Land Use designation (see Section

4.4.1.3). In addition to the uses identified as being appropriate within the Office designation, Religious Assembly uses would also be appropriate.

- d. Areas designated “*Residential*” in Figure 4.6 shall comply with the provisions of the Low Medium Density Residential Office Land Use designation (see Section 4.4.1.1).
- e. An urban design plan should be prepared for this Focus Area. The plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.
- f. A signage and façade improvement program should also be undertaken for commercial uses within this Focus Area.
- g. To provide visual emphasis to specific locations, commercial and office buildings should be limited to two stories in height, except at the intersection of 18<sup>th</sup> Street, where three story structures with distinctive architecture (“signature buildings) are encouraged.
- h. The City should, if feasible, expand Antioch Development Agency Project Area 1 or establish a new redevelopment project area for the “A” Street Interchange Focus Area. The primary purpose of such a redevelopment project would be to:
  - assist in the conversion of existing residential dwellings to commercial and office uses;
  - assist residents with relocation costs;



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- i. assist area businesses in financing façade and sign improvements;
- j. assist in funding improvements within the public right-of-way (e.g., streetscape improvements, special paving at intersections, street furniture)
- k. facilitate the consolidation of parcels along “A” Street as a means of encouraging new, high quality, pedestrian-oriented commercial and office development.

**4.4.6.6 Western Gateway.** The Western Gateway Focus Area consists of approximately 43 acres, located at the western edge of the City, adjacent to the City of Pittsburg (Figure 4.7). The triangular Focus Area is bounded by the SR-4 freeway to the north, the Pittsburg city limits to the west, and an existing single-family residential neighborhood to the southeast. Delta Fair Boulevard runs through the center of Focus Area.

**a. Purpose and Issues.** The Western Gateway Focus Area is located at a key community entry. It is the first property in Antioch seen by eastbound travelers along the SR-4 freeway, and as such, will define Antioch’s visual character for new visitors to the community. The Focus Area is partially developed. The County Social Services Department maintains offices along the south side of Delta Fair Boulevard. An existing transitional housing development is located adjacent to the County offices. Los Medanos College is located adjacent to the west side of the Focus Area, in Pittsburg. The Western Gateway Focus Area is connected to the Somersville Towne Center mall and regional commercial uses along Somersville Road by Delta Fair Boulevard, which traverses the residential neighborhoods between the two areas. Thus, even though there is a roadway connecting between the Western Gateway Focus Area and regional commercial uses along Somersville Road, the two areas do not have a functional linkage. The recent extension of Century Boulevard from the north provided a roadway connection between this Focus Area and commercial areas to the north of the SR-4 freeway in the City of Pittsburg.

Along the southeasterly side of this Focus Area are single-family dwellings. Thus, while the location of this Focus Area at a key entry to the community calls for dramatic architecture, perhaps with mid-rise buildings, there is also a need to maintain compatibility with the adjacent residential neighborhood.

**b. Policy Direction.** A community gateway monument and landscaping should be developed along the west side of the intersection of Delta Fair Boulevard and Century Boulevard. This monument should include modern community signage and appropriate landscaping. Development along the north side of Delta Fair Boulevard should consist of mid-rise office uses at the intersection of Delta Fair and Century boulevards, and potentially attached residential dwelling units adjacent to the existing neighborhood. The following policies shall guide development of the Western Gateway Focus Area.

- a. The Western Gateway Focus Area is intended for office uses northwest of Delta Fair Boulevard, along with existing multi-family residential and public uses on the opposite side of the roadway.
- b. Areas designated “Office” on Figure 4.7 shall comply with the provisions of the Office land use designation (see Section 4.4.1.3).



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- c. Areas designated “High Density Residential” on Figure 4.7 shall comply with the provision of the High Density Residential land use designation (See Section 4.4.1.3)
- d. Adequate separation shall be maintained between new multi-family uses and existing residential neighborhoods. If parking areas are located along the residential edge, sufficient noise mitigation shall be provided.
- e. As part of the development of this Focus Area, community gateway monumentation is to be established at the northwest corner of Delta Fair and Century Boulevards, including distinctive signage and landscaping and expressing the theme of Antioch as “Gateway to the Delta.” Such signage and monumentation must portray a high quality design image for the City.<sup>1</sup>

**4.4.6.7 Sand Creek.** The Sand Creek Focus Area encompasses approximately 2,712 acres in the southern portion of the City of Antioch (Figure 4.8).

This Focus Area is bounded by existing residential neighborhoods to the north, Black Diamond Mines Regional Preserve to the west, the city limits to the south, and the City of Brentwood to the east. Empire Mine Road and Deer Valley Road run in a general north-south direction through the Focus Area, dividing it roughly into thirds.

**a. Purpose and Primary Issues.** The Sand Creek Focus Area combines two existing policy and planning areas identified in the previous General Plan: the southern portion of “Focused Policy Area 18” and the entirety of Future Urban Area 1.” Previous General Plan policy tied the timing of development within this Focus Area to progressive build out of the land immediately to the north (the area generally known as Southeast Antioch), and to agreement on an alignment for the SR-4 bypass.

Through the 1990s, build out of Southeast Antioch was largely completed, an alignment for the SR-4 bypass was selected, and financing for construction of the bypass was developed. As a result, the City stepped up its planning efforts for the Sand Creek Focus Area with area landowners. Because of the multiple ownerships within the Sand Creek Focus Area, detailed coordination of access and infrastructure, along with the establishment of workable financing mechanisms was necessary in addition to land use planning.

Sand Creek, as well as natural hillsides and canyons within the Sand Creek Focus Area, contain habitats for sensitive plant and animal species, as well as habitat linkages and movement corridors. Overall, the western portion of the Focus Area is more environmentally sensitive than the eastern portion in terms of steep topography, biological habitats and linkages, the existence of abandoned coal mines, and proximity to public open space at Black Diamond Mines Regional Preserve. The west end of the Sand Creek Focus Area serves as a linkage between two regionally significant blocks of grassland. Decades of urban and agricultural use have greatly reduced the width of this linkage, substantially increasing the ecological importance of the remaining linkage within the Sand Creek Focus Area. Land has been preserved in regional parks and permanent open space, primarily in extensive grassland to the immediate west and northwest, as well as south of the Sand Creek Focus Area. These preserves represent a significant investment of public resources, and are a valued public asset.

Stream and riparian communities occupy a small portion of the Focus Area, but are widely distributed. Because of their high biotic value, stream and riparian communities within the Focus Area are considered to be a sensitive resource. The Focus Area also includes an oak woodland and savanna community, which, because of its high wildlife value, is considered to be a sensitive resource.

<sup>1</sup> See the Community Image and Design Element.



Figure 4.8: Sand Creek

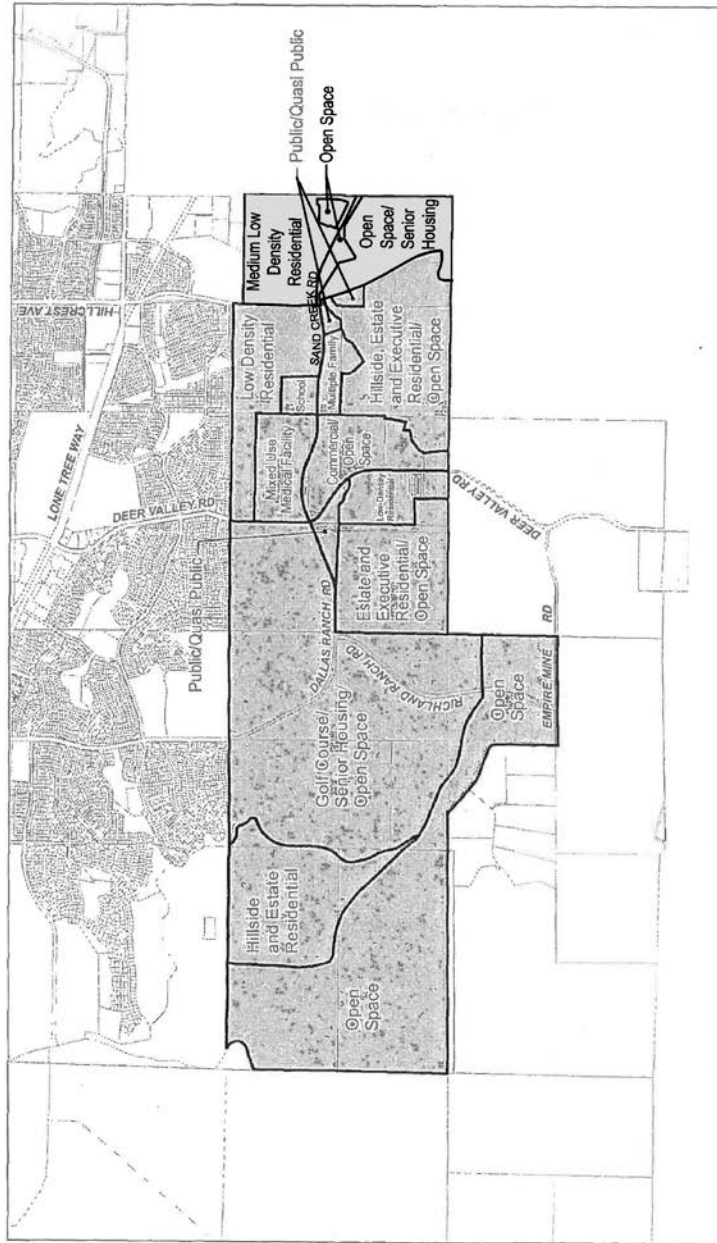


FIGURE 4.8

FIGURE 4.8  
(REVISED BY CBS, 11/09/15)

City of Antioch  
General Plan  
Sand Creek Focus Area

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**b. Policy Direction.** The environmental sensitivity of portions of the Sand Creek Focus Area was recognized in the City's previous General Plan; however, policy direction was very general. As an example, the previous General Plan did not provide any indication of the maximum allowable development intensity for Future Urban Area 1. The previous General Plan also stated that while the area between Contra Loma Boulevard and Empire Mine Road was designated Estate Residential, "the actual density should be based on a development plan that ensures that the special characteristics of the area, including steep slopes, riparian habitat, and other environmental constraints, are accommodated.

The following policy discussion and policies for the Sand Creek Focus Area are intended to provide clear direction for the future development and environmental management of the area.

The Sand Creek Focus Area is intended to function as a large-scale planned community, providing needed housing and employment opportunities. This Focus Area is also intended to provide substantial employment opportunities. Up to approximately 280 acres are to be devoted to retail and employment-generating uses, which will result in the creation of up to 6,500 jobs at build out. Residential development within the Sand Creek Focus Area will provide for a range of housing types, including upper income estate housing, golf course-oriented age-restricted housing for seniors, suburban single-family detached housing for families or for seniors, and multifamily development.

The following policies apply to development within the Sand Creek Focus Area.

- a. Prior to or concurrent with approvals of any development applications other than major employment-generating uses (including, but not limited to a medical facility on the Kaiser property), a specific plan or alternative planning process as determined by the City Council, shall be prepared and approved for the Sand Creek Focus Area. Such specific plan or alternative planning process shall identify
  - b. and provide for project for project-related land uses, financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements within the area proposed for development.
  - b. Sand Creek Focus Area development shall make a substantial commitment to employment-generating uses. Up to 280 180 acres are to be devoted to employment-generating uses within the areas shown for Business Park and Commercial/Open Space, in addition to the area shown as Mixed Use Medical Facility. Appropriate primary land uses within employment-generating areas include:
    - Administrative and Professional Offices
    - Research and Development
    - Light Manufacturing and Assembly
    - Hospital and related medical uses
  - c. Secondary, support and ancillary uses within employment-generating areas include:
    - Banks and Financial Services
    - Business Support Services
    - Eating and Drinking Establishments
    - Health Clubs and Spas
    - Lodging and Visitor Services
    - Storage and Distribution – Light
    - Civic Administration
    - Cultural Facilities
    - Day Care Centers
  - d. The maximum development intensity for employment-generating lands shall be an overall FAR of 0.5.
  - e. A maximum of 95 acres of retail commercial uses designed to service the local community may be developed within the areas shown for Commercial/Open Space,

- with a maximum overall development intensity of a 0.3 FAR.
- f. Up to 1.24 million square feet of retail commercial uses may be constructed. Within areas designated for retail use (areas shown for Commercial/Open Space), office development may be developed at a maximum FAR of 0.5.
  - g. Appropriate uses within the retail portions of this Focus Area include:
    - Administrative and Professional Offices
    - Automotive Uses
    - Banks and Financial Services
    - Business Support Services
    - Eating and Drinking Establishments
    - Food and Beverage Sales
    - General Merchandise
    - Health Clubs and Spas
    - Personal Services
    - Personal Instruction
    - Theaters
    - Civic Administration
    - Cultural Facilities
    - Day Care Centers
    - Residential development as part of a mixed-use medical facility
  - h. Commercial areas shall be designed as cohesive centers, and not in narrow corridors or commercial strips.
  - i. Each commercial center shall establish an identifiable architectural theme, including buildings, signage and landscaping.
  - j. Commercial and employment-generating developments shall be designed to accommodate public transit and non-motorized forms of transportation.
  - k. A maximum of 4,000 dwelling units may be constructed within the Sand Creek Focus Area. Appropriate density bonuses may be granted for development of age-restricted housing for seniors; however, such density bonuses may not exceed the total maximum of 4,000 dwelling units for the Sand Creek Focus Area.
  - l. It is recognized that although the ultimate development yield for the Focus Area may be no higher than the 4,000 dwelling unit maximum, the actual development yield is not guaranteed by the General Plan, and could be substantially lower. The actual residential development yield of the Sand Creek Focus Area will depend on the nature and severity of biological, geologic, and other environmental constraints present within the Focus Area, including, but not limited to constraints posed by slopes and abandoned mines present within portions of the Focus Area; on appropriate design responses to such constraints, and on General Plan policies. Such policies include, and but are not limited to, identification of appropriate residential development types, public services and facilities performance standards, environmental policies aimed at protection of natural topography and environmental resources, policies intended to protect public health and safety, and implementation of the Resource Management Plan called for in Policy “[tu](#),” below.
  - m. As a means of expanding the range of housing choices available within Antioch, three types of “upscale” housing are to be provided, including Hillside Estate Housing, Executive Estate Housing, and Golf Course-Oriented Housing.
 

Hillside Estate Housing consists of residential development within the hilly portions of the Focus Area that are designated for residential development. Appropriate land use types include Large Lot Residential. Within these areas, typical flat land roadway standards may be modified (e.g., narrower street sections, slower design speeds) to minimize required grad-

ing. Mass grading would not be permitted within this residential type. Rough grading would be limited to streets and building pad areas. Residential densities within Hillside Estate Areas are to be limited to one dwelling unit per gross developable acre (1 du/ac), with typical lot sizes ranging upward from 20,000 square feet. The anticipated population density for this land use type is up to four persons per developed acre. Included in this category is custom home development, wherein semi-improved lots are sold to individuals for construction of custom homes. Approximately 20 percent of Hillside Estate Housing should be devoted to custom home sites.

Executive Estate Housing consists of large lot suburban subdivisions within the flatter portions of the Focus Area. Appropriate land use types include Large Lot Residential. Densities of Executive Housing areas would typically be 2 du/ac, with lot sizes ranging upward from 12,000 square feet. The anticipated population density for this land use type is up to eight persons per developed acre.

Golf Course-Oriented Housing consists of residential dwelling units fronting on a golf course to be constructed within the portion of the Focus Area identified as Golf Course/Senior Housing/Open Space in Figure 4.8. Appropriate land use types include Single Family Detached and Small Lot Single Family detached for lots fronting on the golf course. Maximum densities for golf course-oriented housing would typically be 4 du/ac, with lot sizes as small as 5,000 square feet for lots actually fronting on the golf course. Given the significant environmental topographic constraints in the portion of the focus area west of Empire Mine Road, the minimum lot size for executive estate housing within this area shall be a minimum of 10,000 square feet. This would allow additional development flexibility in situations where executive estate housing needs to be clustered in order to preserve existing natural features. In no case shall the 10,000 square foot minimum lot size constitute more than 20 percent of the

total number of executive estate housing units in the area west of Empire Mine Road. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses. Should the City determine as part of the development review process that development of a golf course within the area having this designation would be infeasible, provision of an alternative open space program may be permitted, provided, however, that the overall density of lands designated Golf Course/Senior Housing/Open Space not be greater than would have occurred with development of a golf course.

- n. Single-Family Detached housing within suburban-style subdivisions with lot sizes ranging from 7,000 square feet to 10,000 square feet may also be developed within the Sand Creek Focus Area within areas shown as Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses.
- o. Small Lot Single Family Detached housing at the Aviano planned development and at the Vineyards at Sand Creek planned development with lots smaller than 7,000 square feet may be developed in the Sand Creek Focus Area within areas shown as Medium Low Density Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is fourteen to eighteen persons per acre developed with residential uses.
- p. A total of 25 to 35 acres is to be reserved for multi-family housing to a maximum density of 20 du/ac. Areas devoted to multi-family housing should be located adjacent to the main transportation routes within the Focus Area, and in close proximity to retail commercial areas. The anticipated population density for this land use type is up to forty persons per acre developed with residential uses.

- q. Age-restricted senior housing should be developed within the Focus Area as a means of expanding the range of housing choice within Antioch, while reducing the Focus Area's overall traffic and school impacts. Such senior housing may consist of Single Family Detached, Small Lot Single Family Detached, of Multi-Family Attached Housing, and may be developed in any of the residential areas of the Sand Creek Focus Area. Within areas identified in Figure 4.8 specifically for senior housing, limited areas of non-senior housing may be permitted where environmental or topographic constraints would limit development densities to a range more compatible with estate housing than with senior housing.
- r. Areas identified as Public/Quasi Public and School in Figure 4.8 are intended to identify locations for new public and institutional uses to serve the future development of the Sand Creek Focus Area. Development within these areas is to be consistent with the provisions of the Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
- s. Sand Creek, ridgelines, hilltops, stands of oak trees, and significant landforms shall be preserved in their natural condition. Overall, a minimum of 25 percent of the Sand Creek Focus Area shall be preserved in open space, exclusive of lands developed for golf course use.
- t. Adequate buffer areas adjacent to the top of banks along Sand Creek to protect sensitive plant and amphibian habitats and water quality shall be provided. Adequate buffer areas shall also be provided along the edge of existing areas of permanently preserved open space adjacent to the Sand Creek Focus Area, including but not limited to the Black Diamond Mines Regional Park. Buffers established adjacent to existing open space areas shall be of an adequate width to minimize light/glare, noise, fire safety, public safety, habitat, public access impacts within the existing open space areas, consistent with the provisions of Section 10.5, Open Space Transitions and Buffers Policies of the General Plan.
- u. Because of the sensitivity of the habitat areas within the Sand Creek Focus Area, and to provide for mitigation of biological resources impacts on lands in natural open space, as well as for the long-term management of natural open space, a project-specific Resource Management Plan based on the Framework Resource Management Plan attached as Appendix A to this General Plan shall be prepared and approved prior to development of the Sand Creek Focus Area properties.
- v. A viable, continuous grassland corridor between Black Diamond Mines Regional Preserve and Cowell Ranch State Park shall be retained using linkages in the southwestern portion of the Lone Tree Valley (within the Sand Creek drainage area), Horse Valley, and the intervening ridge. The primary goal of preserving such a corridor is to allow for wildlife movement between Black Diamond Mines Regional Preserve and Cowell Ranch State Park. Completion of such a corridor is contingent upon the cooperation with the City of Brentwood and Contra Costa County, each of whom may have land use jurisdiction over portions of this corridor.
- To preserve this corridor and in view of other significant development constraints, certain lands in the southwestern portion of the Focus Area shall be designated as "Open Space," as depicted in Figure 4.8. Limited future adjustments to the boundaries of this "Open Space" area may occur as part of the Specific Plan and/or project level environmental

- review processes, provided that such adjustments: (a) are consistent with the goals and policies outlined in the Framework for Resource Management set forth in Appendix A; (b) are based upon subsequently developed information and data relating to environmental conditions or public health and safety that is available at the Specific Plan stage, the project-level development plan stage, or during the permitting processes with federal, state or regional regulatory agencies; and (c) would not cause the "Open Space" area west of Empire Mine Road to be less than 65 percent of the total lands west of Empire Mine Road. Any open space and otherwise undeveloped areas west of Empire Mine Road that are within the area designated as "Hillside and Estate Residential" shall not count towards meeting this 65 percent minimum "Open Space" requirement.
- All areas designated as "Open Space" within the Focus Area may be utilized for mitigation for loss of grassland and other project-level impacts by projects within the Focus Area.
  - Due to the varied and complex topography west of Empire Mine Road the exact boundary between the "Hillside Estate" residential area and "Estate" residential area shall be determined as part of the project-level entitlement process.
  - It is anticipated that there will be only minor adjustments to the boundary between the open space area and the hillside and estate residential area shown in Figure 4.8. Minor adjustments may be made to this boundary provided that such adjustments shall not create islands of residential development within the area designated open space in Figure 4.8..
  - In order to ensure adequate buffering of the Black Diamond Mines Regional Park from development in the Sand Creek Focus Area, no residential development shall be allowed north of the Sand Creek channel between the area designated "Hillside and Estate Residential" in Figure 4.8 west of Empire Mine Road and the existing Black Diamond Mines Regional Park boundary.
- w. The construction of facilities necessary to ensure adequate public access across Sand Creek west of Empire Mine Road, including the bridging of Sand Creek, an appropriately sized parking lot and staging area, and any trails needed to ensure public access to Black Diamond Mines Regional Park shall be implemented as an infrastructure component of development in the Focus Area.
  - x. To mitigate the impacts of habitat that will be lost to future development within the Focus Area, an appropriate amount of habitat shall be preserved on- or off-site per the compensatory provisions of the Framework Resource Management Plan prepared for the Sand Creek Focus Area (attached as Appendix A of the General Plan).
  - y. Ponds, wetlands, and alkali grassland associated with upper Horse Creek shall be retained in natural open space, along with an appropriate buffer area to protect sensitive plant and amphibian habitats and water quality. If impacts on the Horse Creek stream and riparian downstream are unavoidable to accommodate infrastructure, appropriate compensatory mitigation shall be required off-site per the provisions of the Resource Management Plan attached as Appendix A to this General Plan.
  - z. Chaparral, scrub, and rock outcrop community within the western portion of the Focus Area (west of Empire Mine Road), as well as adjacent grassland community that is suitable habitat for the Alameda whipsnake (*masticophis lateralis*)

- euryxanthus*) shall be retained in natural open space. Within other portions of the Focus Area, the chaparral, scrub, and rock outcrop shall be retained in natural open space contiguous to the required grassland linkage to function as a buffer and protect the grassland linkage south of the chaparral, scrub, and outcrop community.
- aa. Within the western portion of the Focus Area (west of Empire Mine Road), the oak woodland and savanna community shall be preserved in natural open space. Within other portions of the Focus Area, the oak woodland and savanna community shall be preserved in natural open space where it overlaps the rock outcrop community.
- bb. As appropriate and necessary to protect public health and safety, abandoned mines shall be included within required natural open space areas, along with appropriate buffer areas and measures to prevent unauthorized entry.
- cc. Mass grading within the steeper portions or the Focus Area (generally exceeding 25 percent slopes) is to be avoided.
- dd. Impacts of residential development on the Antioch Unified School District and Brentwood school districts will be mitigated pursuant to a developer agreement with the District.
- ee. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the Sand Creek Focus Area as an identifiable “community” distinct from Southeast Antioch.
- ff. The Sand Creek Focus Area is intended to be “transit-friendly,” including appropriate provisions for public transit and non-motorized forms of transportation.
- gg. subject to its financial feasibility (see Policy “m”), a golf course shall be provided within the Focus Area, designed in such a way as to maximize frontage for residential dwellings. The golf course may also be designed to serve as a buffer between development and open space areas set aside to mitigate the impacts of development.
- The golf course shall be designed to retain the existing trail within Sand Creek.
- The golf course and Sand Creek corridor shall function as a visual amenity from the primary access road within the Focus Area (Dallas Ranch Road/Sand Creek Road). As part of the golf course clubhouse, banquet and conference facilities shall be provided.
- hh. A park program, providing active and passive recreational opportunities is to be provided. In addition to a golf course and preservation of natural open space within Sand Creek and the steeper portions of the Focus Area, the development shall meet the City’s established park standards. A sports complex is to be developed.
- A sports complex is to be developed. The sports complex is intended to be located within the Flood Control District’s detention basin.
- Neighborhood park facilities may be privately maintained for the exclusive use of project residents. The sports complex within the Sand Creek Detention Basin will be maintained by the City.
- ii. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the residential neighborhoods, as well as non-residential and recreational components of the community. Sand Creek Focus Area development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and moun-

tain biking. Trails along Sand Creek and Horse Valley Creek shall be designed so as to avoid impacting sensitive plant and

amphibian habitats, as well as water quality.

#### **4.4.6.8 East Lone Tree Specific Plan Area.**

The East Lone Tree Specific Plan Focus Area encompasses approximately 720 acres in the eastern portion of the City of Antioch. It is bounded by Lone Tree Way on the south, Empire Avenue and the Southern Pacific rail line on the east, the Contra Costa Canal on the north, and existing residential subdivisions on the west (Figure 4.9). The City's previous General Plan identified the East Lone Tree Specific Plan Area as "Future Urban Area 2." The alignment of the SR-4 bypass runs through the center of the Focus Area, with interchanges proposed at Lone Tree Way and at the extension of Laurel Road.

**a. Purpose and Primary Issues.** City General Plan policy has long held that the lands within the East Lone Tree Focus Area should be developed for employment-generating uses, with the majority of the area developed with suburban-type business parks, incorporating major office complexes and light industrial uses, all developed in accordance with high development standards. The SR-4 By-pass runs through the middle of the Focus area, along the base of rolling hills. The eastern portion of the area is relatively flat, while the western portion of the area consists of rolling hills.

The East Lone Tree Specific Plan was adopted by the City in May 1996. The Specific Plan supports long-standing General Plan goal of a new employment center by devoting the flat eastern portion of the Focus Area to employment-generating uses. At the heart of the employment center is a proposed retail nucleus of restaurants, shops, and service providers. The Specific Plan identifies the purpose of this retail nucleus as providing a "sense of vitality and urbanity to what is otherwise a low, spread-out campus of largely internalized workplaces." The Specific Plan also encourages a commuter rail station along the existing Southern Pacific rail line to link the proposed employment center with the proposed commuter rail system. The





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commuter rail station proposed in the Specific Plan will actually be located to the east of the Specific Plan (see Figure 7.1).

The Specific Plan identifies three sites as being appropriate for regional retail development. A 30-acre site at the Lone Tree Way interchange along the SR-4 Bypass is reserved in the Specific Plan exclusively for regional retail use, while two other sites, encompassing 48 acres are identified for regional retail use, but may be used for employment-generating uses. These two sites are located at the Laurel Road interchange along the Bypass, and at the intersection of Lone Tree Way and Empire Road. The East Lone Tree Specific Plan dedicates the western portion of the area primarily to detached single-family development at a density of 4 to 6 units per acre. A system of open space, trails, and parks is planned throughout the residential portion of the area.

The East Lone Tree Specific Plan, with its frontage along the SR-4 Bypass, provides Antioch with substantial opportunities for expansion of the employment and retail bases. The 98 acres devoted to employment-generating uses in the Specific Plan could provide employment for up to 2,850 workers. An additional 2,275 jobs could be created within the 78 acres reserved by the Specific Plan for "Regional Focus Area Retail/Employment" uses, if that area were to be devoted to employment-generating use. Retail and service employment could be as high as 2,025.

**b. Policy Direction.** The East Lone Tree Specific Plan implements General Plan policies aimed at establishing Antioch as a balanced community, providing a broad range of employment and shopping opportunities for its residents. The eastern portion of the Focus Area, east of the SR-4 Bypass, is to be devoted to employment-generating and commercial land uses, while the area west of the Bypass will be devoted to residential and open space uses, with supporting neighborhood commercial development and public uses. The eastern portion of the Focus

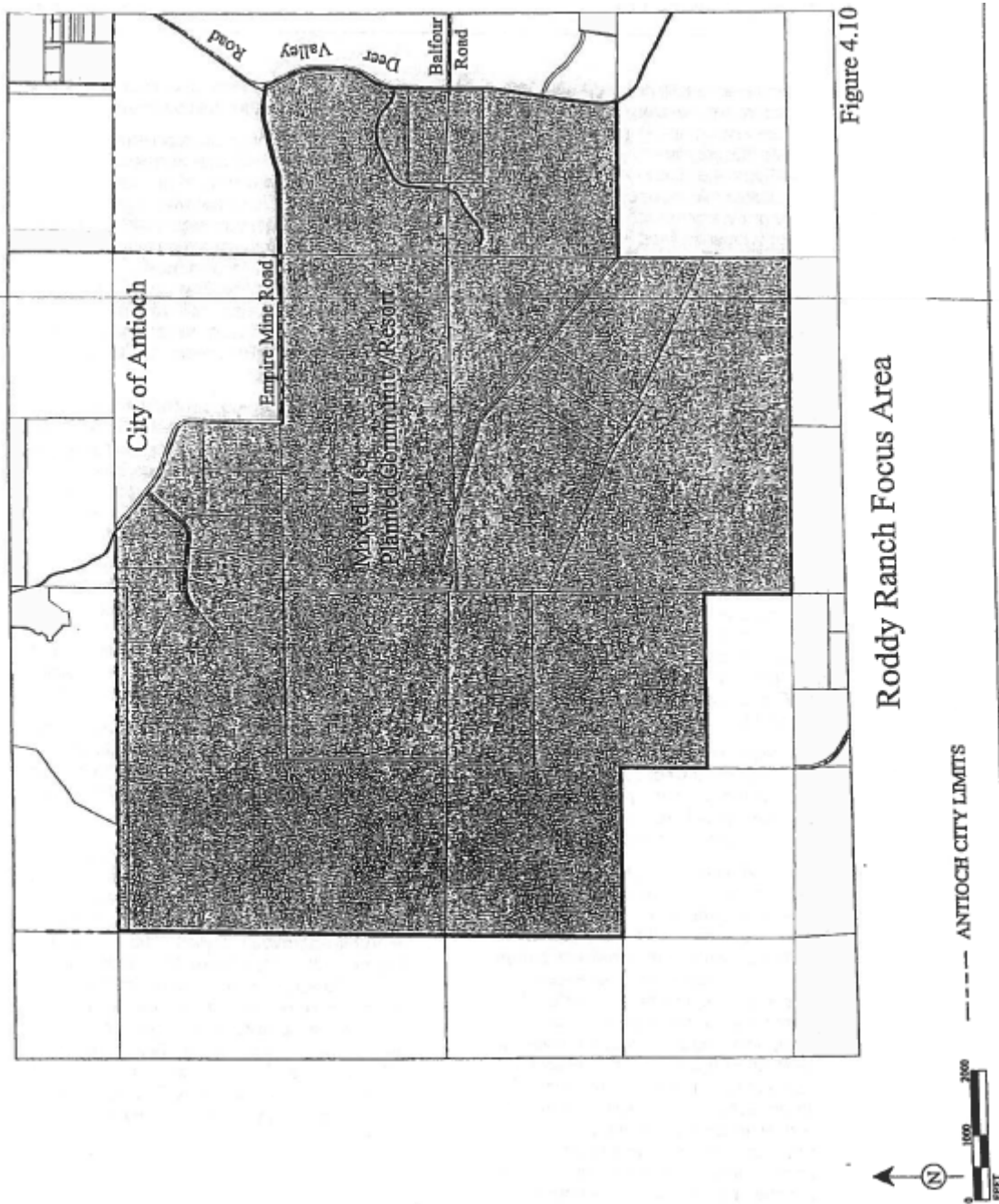
Area was included by ABAG in its "Shaping Our Future" program<sup>1</sup>.

Along with the provisions of the Specific Plan, the following land use policies shall apply.

- a. The maximum development intensity for the East Lone Tree Specific Plan area shall be as follows:
  - Single-Family Residential: 1,100 dwelling units, developed within the areas shown as "Residential/Open Space in Figure 4.9, subject to the provisions of the Low and/or Medium Low Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
  - Multi-Family Residential: 250 dwelling units, developed within the areas shown as "Residential/Open Space in Figure 4.9, subject to the provisions of the High Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
  - Commercial/Office: 1,135,000 square feet, developed within the areas shown as "Office/Retail," "Regional Retail," or "Regional Retail/ Employment Generating Lands in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Regional Retail land use category described in Section 4.4.1.2 or the Office land use category described in Section 4.4.1.3 of the Land Use Element.

<sup>1</sup> "Shaping Our Future" is sponsored by 45 organizations in the Bay Area in an attempt to achieve consensus on comprehensive approaches to growth and change in Contra Costa County. The program aims to define a "smarter way to grow," including "efficient" design of development along the edges of the metropolitan area. Planning principles being followed in Shaping Our Future include reducing single occupant vehicle trips through mixed use development at "efficient" densities, developing new transit centers and focusing new development around those centers, and preserving open space and agricultural lands.

- Business Park/Industrial: 2,152,300 square feet, developed within the areas shown as “Regional Retail/Employment Generating Lands” in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Business Park or Light Industrial land use categories described in Section 4.4.1.3 of the Land Use Element.
  - b. Land uses within the area shown as Open Space/Public in Figure 4.9 may include a mix of uses that comply with the provisions of the Open Space or Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
  - c. If a regional mall can be attracted to the East Lone Tree Specific Plan area, the land area devoted to regional retail may be expanded as necessary to accommodate this use.
  - d. Should the Antioch Unified School District not purchase land within the East Lone Tree Focus Area for a new high school as provided in State law, the area may be developed consistent with the East Lone Tree Focus Area Residential/Open Space designation.
  - e. The physical extent of the office/retail area along in the southwest quadrant of the Laurel Road interchange may be expanded, should the market support additional office/commercial development.
  - f. With implementation smart growth principles and the introduction of a rail transit stop in the vicinity of the Focus Area, the Commercial/Employment area located adjacent to the transit stop, may be developed as a mixed-use area, incorporating high intensity, residential, commercial, and office uses. Such development could occur at densities as high as an FAR of 1.0 for non-residential uses and mixed-use buildings, up to 20 units per acre for residential areas. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the Focus Area. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
  - g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the each residential neighborhood, as well as non-residential and recreational components of the community. Development of the East Lone Tree Specific Plan area should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
  - h. Public services and facilities, including needed on-site and off-site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
  - i. Project development shall provide full mitigation of impacts on school facilities to the Antioch Unified School District, Brentwood Union School District, and Liberty Union High School District to offset demands for new school facilities created by future development within each district
  - j. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the East Lone Tree Specific Plan area as an identifiable “community.”
- 4.4.6.9 Roddy Ranch.** Roddy Ranch is located in the southerly portion of the General Plan study area, within unincorporated territory. A portion of Roddy Ranch is inside the Voter-Approved Citywide Urban Limit Line (Figure 4.12). This Focus Area encompasses over 2,100 acres of rolling land used for grazing and ranching. Other existing land uses include a golf course, clubhouse, and open space. As a condition of approval for the golf course, development rights on 875 acres of land were dedicated to the County in 1998. These lands will be retained in permanent Open Space.



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**a. Purpose and Primary Issues.** The striking natural beauty of the Roddy Ranch area, along with its large size and single ownership, represent both a significant opportunity and a substantial challenge. Roddy Ranch provides Antioch with the opportunity to establish a unique high-end, recreation-oriented planned community. Because of the site's natural setting and relative isolation, it should be possible to create an "exclusive" community identity for Roddy Ranch, which is the intent of the General Plan. Consistent with Policy 4.3.2f, through 2020, development within Roddy Ranch that is outside of the Voter-Approved Urban Limit Line as it was approved by the voters of the City may be limited to uses consistent with the General Plan.

Key issues in the development of Roddy Ranch will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Roddy Ranch is currently devoid of the services needed to support urban and suburban development of the type envisioned in the long-term for this Focus Area. Water, sewer, drainage, and other utility systems will need to be developed essentially "from scratch." Roddy Ranch most likely will not generate sufficient students to support its own elementary, middle or high schools.

Currently, two-lane rural roads serve Roddy Ranch. Development of this Focus Area will require not only the development of an extensive on-site roadway system, but also widening of off-site roadways within existing developed and undeveloped areas.

**b. Policy Direction.** As noted in Land Use Element Policy 4.3.2, the General Plan recognizes the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form.

It is the intent of the Antioch General Plan that Roddy Ranch be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of Roddy Ranch should be defined

principally by suburban density residential development clustered within natural and recreational open spaces, along with the preservation of the steeper natural hillsides and the canyon bottoms containing riparian resources within the site. The existing golf course, as a major recreational amenity, should be the central focus of the planned community.

The following policies shall guide development of the Roddy Ranch Focus Area, pursuant to the Voter-Approved Urban Limit Line provisions of Policy 4.3.2f.

- a. Prior to approvals of any development applications, a Final Development Plan for the Roddy Ranch Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements. Development within the Roddy Ranch shall be predicated upon extension of infrastructure from the north through the Sand Creek Focus Area.
- b. Residential development within Roddy Ranch shall not exceed a maximum of 700 dwelling units within the portion of Roddy Ranch located generally on lands not committed to open space and having steep slopes or significant environmental constraints, which lands shall not exceed 500 acres within the Voter-Approved Urban Limit Line (6-9 persons per developable acre on average) consistent with Policy 4.3.2f. Of these 700 units, all or substantially all shall be Estate Residential and the balance shall be Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style setting.
- c. Residential neighborhoods within Roddy Ranch should be designed to provide high quality housing attractive to a broad spectrum of buyers, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be

- limited to a central “town center” location within the site, adjacent to commercial uses and along the golf course.
- d. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
  - e. Commercial uses within Roddy Ranch are intended to serve local neighborhood needs (e.g., supermarket, drug store, and personal services), and are to be limited to that which can be supported by residential and recreational uses within Roddy Ranch (10 to 20 acres, approximately 100,000 to 225,000 square feet of gross leasable area).
  - f. Visitor-serving commercial uses (e.g., hotel and restaurants) may also be developed within Roddy Ranch. Such visitor-serving uses would be oriented toward the golf course. The hotel may include a maximum of 250 rooms with ancillary retail, conference, restaurant, and recreational uses. Visitor-serving commercial uses may occupy a total of 20 acres at a maximum building intensity of 0.50.
  - g. Primary access to Roddy Ranch is to be from both Deer Valley Road and Empire Mine Road, with secondary connections to Balfour Road and Sand Creek Road.
  - h. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Roddy Ranch development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
  - i. Development of the Roddy Ranch shall provide such on- and off-site road improvements on City of Antioch streets as to ensure that applicable performance standards set forth in the Growth Management Element are met.
  - j. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
  - k. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.
  - l. Project development shall provide full mitigation of impacts on school facilities to affected school districts.
  - m. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site starting with the time the first increment of development is occupied.
  - n. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of Roddy Ranch as an identifiable “community.”
  - o. Development of an attractive, but natural-appearing landscape is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.
  - p. A central open space area, which may include the golf course, is to be provided to serve as the dominant visual feature of the Roddy Ranch, as well as to provide recreational opportunities.
  - q. Because of the sensitivity of the habitat areas within the Roddy Ranch Focus Area, preparation and approval of a Resource Management Plan to provide for mitigation of biological resources impacts, as well as for the long-term management of natural open space, shall be required prior to development of the Roddy Ranch

Focus Area. The Resource Management Plan shall provide for appropriate habitat linkages consistent with General Plan policies and Resource Management Plan provisions for the Sand Creek Focus Area.

**4.4.6.10 Ginochio Property.** The Ginochio Property is located in the southerly portion of the General Plan study area, within unincorporated territory (Figure 4.11). This Focus Area encompasses nearly 1,070 acres of rolling lands and canyon areas. The site is currently vacant. A portion of Ginochio Property is located within the Voter-Adopted Urban Limit Line (Figure 4.12).

**a. Purpose and Primary Issues.** The Ginochio Property presents Antioch with similar opportunities and challenges, as does Roddy Ranch. Within the Ginochio Property is the opportunity to establish a high-end planned community, which is the intent of the General Plan.

Key issues in the development of the Ginochio Property will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Water, sewer, drainage, and other utility systems will need to be developed essentially “from scratch” to support long-term suburban development of the Ginochio Property. If family-oriented housing is development, new school facilities will be needed; however, development of the Ginochio Property might not support develop-

ment of its own new schools, necessitating students to travel to distant locations for school. As was the case for Roddy Ranch, the Ginochio Property is served by winding two-lane rural roads, which will require substantial widening along with development of an extensive on-site roadway system.

**b. Policy Direction.** Urban development within the Ginochio Property is limited to property within the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form. Thus, the policy direction that follows is predicated on compliance with the provisions of Policy 4.3.2f.

It is the intent of the Antioch General Plan that the Ginochio Property be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of the Ginochio Property should be defined principally by suburban density residential development within the northerly portion of the Focus Area, and preservation of large, unbroken blocks of open space in the southern portion of the site. A major recreational amenity should be developed as the central focus of the planned community.

The following policies shall guide development of the Ginochio Property, pursuant to the Urban Limit Line provisions of Policy 4.3.2.



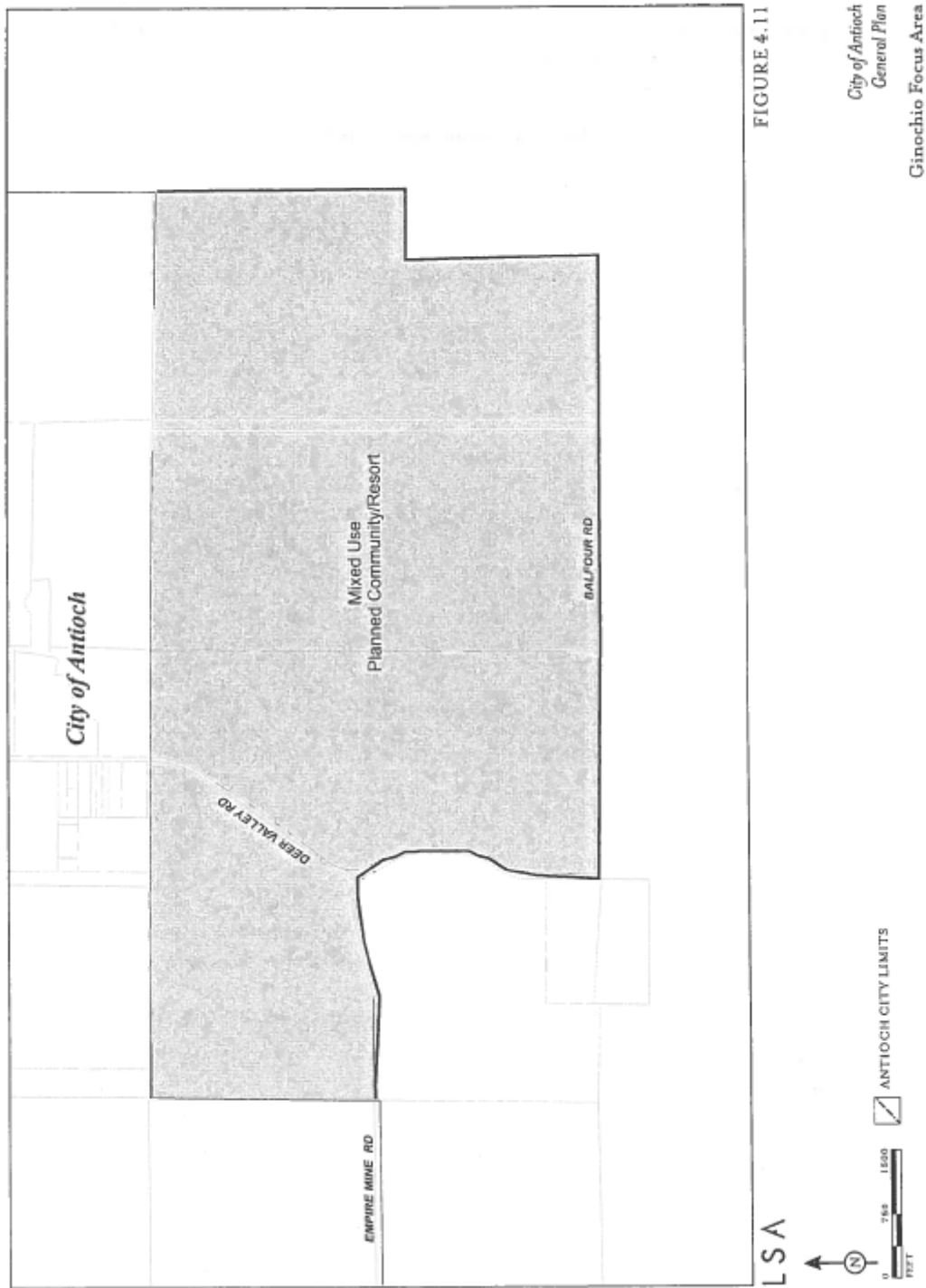


FIGURE 4.11

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- a. Prior to approvals of any development applications, a Final Development Plan for the Ginochio Property Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements.
  - b. While it is in force, development shall be consistent with the City's boundary agreement with the City of Brentwood.
  - c. Residential development within the Ginochio Property shall not exceed a maximum of 2.0 dwelling units per developable acre (6 persons per developable acre) with the permitted development area set forth in Policy 4.3.2f, and shall include a range of Single-Family Detached and Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style development within the northern portion of the site. Large Lot Residential development consisting of custom home sites on five and ten acre parcels is appropriate, provided that the maximum density is not exceeded. Senior, age-restricted residential development is anticipated to be an important component of the Ginochio Property's residential development. For purposes of determining density within the Ginochio Property focus area, a "developable acre" shall be defined as lands not committed to open space and having steep slopes or other significant environmental constraints. These lands will be mapped in the Final Development Plan. Development may occur on lands with steep slopes at a maximum density of one dwelling unit per 10 acres (1 du/10ac). The mapping of such lands will occur as part of the Final Development Plan.
  - d. Residential neighborhoods within the Ginochio Property should be designed to provide high quality housing attractive to a broad spectrum of families and retirees, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be limited to a central "town center" location within the site, adjacent to commercial uses.
  - e. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
  - f. Primary access to the Ginochio Property is to be from an extension of Hillcrest Avenue, with secondary connections to Balfour Road and Sand Creek Road.
  - g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Development of the Ginochio Property should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
  - h. Along with the development of on-site roadways required to meet the applicable Growth management Element performance standards, new development shall provide the off-site road improvements to City Antioch needed to meet applicable performance standards for each increment of project development.
  - i. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
  - j. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.

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

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

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

Pursuant to the City of Antioch Growth Control, Traffic Relief, Voter-Approved Urban Limit Line, and Roddy Ranch Development Reduction Initiative, the voters amended the



# ATTACHMENT "D"

## 4.0 Land Use

### 4.1 INTRODUCTION AND PURPOSE

The Land Use Element is the cornerstone of the General Plan, setting forth Antioch's fundamental land use philosophy and directing development to the most suitable locations, while maintaining the economic, social, physical, environmental health and vitality of the community. The Land Use Element, required by law since 1955, has the broadest scope of the seven mandatory General Plan elements, synthesizing all General Plan land use issues.

This Element focuses on the organization of the community's physical environment into logical, functional, and visually pleasing patterns, consistent with local values, to achieve Antioch's vision for its future. Of primary concern are the *type, intensity, location, and character* of land uses that will be permitted in the future. It is the purpose of this General Plan Element to provide appropriate land for each of the variety of activities associated with successful urban areas, and to guide the manner in which this land is developed and used. In so doing, the Land Use Element intends to create and regulate compatible and functional interrelationships between the various land uses in the City. Thus, the Land Use Element establishes City policy as to the appropriate use and development intensity for each parcel of land within the City, including the City's view of appropriate land uses and development intensity for lands outside of the City, but within the General Plan study area.

A key consideration in defining the type, intensity, location, and mix of future land uses is achieving a balance between local employment and housing. The Antioch General Plan seeks to achieve such a balance as a means of addressing issues of traffic congestion, air quality, and energy conservation. This balance, along with providing adequate land area for the commercial uses needed by local residents and businesses, will help achieve sufficient municipal income to pay for the

services and facilities discussed in the Growth Management and Public Services and Facilities elements. The ability to commute only a few short miles to and from work on roadways that resemble the open road more than they do parking lots is an important component of the quality of life Antioch seeks for its residents. As more residents throughout the Bay Area are able to live and work in the same or nearby communities, congestion can be eased, travel speeds increased, substantial amounts of fuel conserved, regional air quality improved. The Land Use Element also seeks to ease congestion and improve regional air quality by providing patterns of land use that support the use of transit. Such "transit-oriented" development consists of high density, mixed use development adjacent to transit nodes. Such transit nodes are proposed within Rivertown (adjacent to the Amtrak platform), at Hillcrest Avenue (surrounding the eBART station), and east of the SR-4 Bypass, south of the Laurel Avenue interchange (surrounding the eBART station)<sup>1</sup>.

#### 4.1.1 Existing Land Use

Despite substantial development in the past, Antioch has a great deal of land available for future development. ~~Approximately 38 percent~~ ~~Much~~ of the land within the City (6,383 acres) ~~and nearly 46 percent of the land and~~ within the unincorporated portion of the General Plan study area (2,240,223.391 acres) are vacant. Additional land (928 acres in the City and 381 acres in unincorporated areas) is in agricultural use, and, may be available for future development, depending upon its land use designation. Overall, open space uses, including agriculture, open water, recreational lands, and vacant lands account for approximately half of the land within the City, and over 60 percent of the unincorporated land within the General Plan Study Area. Major open space areas include Black Diamond

<sup>1</sup> This transit-oriented development node is one of three "test sites" for smart growth sponsored by ABAG. It is part of the countywide "Shaping our Future" program.

Mines and Contra Loma regional parks, Antioch Dunes National Wildlife Refuge, and municipal parklands.

Within the developed portion of the City, single-family residential uses cover the largest area (3,874.963 acres, 2326.5%). Industrial uses account for 831.1373 acres (3.87.3% of the land within the study area), the majority of which (431 acres) is located within the unincorporated northeastern portion of the Study Area. Currently, industrial uses are concentrated in the northern portion of the Study Area to the west and east of Rivertown. Existing commercial uses are limited in extent, encompassing 456 acres (2.7% of the land within the City); only 3.8 acres of commercial use are located within unincorporated portions of the Study Area. Commercial use is concentrated within Rivertown, and along major roadway corridors, such as Somersville Road/Auto Center Drive, Hillcrest Avenue, and "A" Street/Lone Tree Avenue.

#### 4.1.2 Contra Costa County 65/35 Land Preservation Plan (Urban Limit Line)

In 1990, the voters of Contra Costa County approved Measure C-1990. This Measure states that urban development within the County is to be limited to no more than 35 percent of the land within Contra Costa County. At least 65 percent of all land in the County is to be preserved for agriculture, open space, wetlands, parks and other non-urban uses. To ensure the enforcement of the "65/35" standard, the County has established an Urban Limit Line (ULL), which is incorporated into the County's General Plan Open Space and Conservation Element. Hence, there shall be a clear distinction between non-urban and urban use areas. The criteria set by the County for determining lands that should be located outside the ULL includes:

- Prime agricultural lands (U.S. Soil Conservation Service Class I and Class II)
  - Open space, parks and other recreation areas
  - Lands with slopes in excess of 25 percent
  - Wetland areas
  - Other areas not appropriate for urban growth because of physical unsuitability for development
- Measure C-1990 requires that there be no changes made to the ULL that would violate the 65/35 standard. The ULL can be changed by a 4/5 vote of the Board of Supervisors after holding a public hearing and making one or more of the following findings based on substantial evidence in the record:
- A natural or man-made disaster or public emergency has occurred that warrants the provision of housing and/or other community needs within land located outside the ULL.
  - An objective study has determined that the ULL is preventing the County from providing its fair share of affordable or regional housing, as required by state law. The Board of Supervisors must find that a change to the ULL is necessary and the only feasible means to enable the County to meet these requirements.
  - A majority of the cities are party to a preservation agreement, and the County have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement.
  - A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries.
  - A five-year periodic review of the ULL has determined that, based on the criteria for establishing the ULL, new information is available or circumstances have occurred, warranting a change to the ULL.
  - An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation related environmental or community impacts, or (ii) further the County's aviation related needs.
  - A change is required to conform to applicable to California or Federal law.

Although the direct land use effects of the Urban Limit Line are limited to unincorporated areas of the County, the Contra Costa Local Agency Formation Commission (LAFCO) has consented to support the County's 65/35 Preservation Standard, Urban Limit Line, and Growth Management Standards in the review of proposed city spheres of influence and annexations. Thus, LAFCO has stated that it would not approve annexation of lands outside of the ULL to a city. Measure 1990-C states that the County is to review the location of the ULL every five years. The provisions of Measure C- 1990 will remain in effect until December 31, 2010.

In 2000, the County moved its Urban Limit Line in the East County area. Within the Antioch area, the Urban Limit Line was moved to coincide with the southern boundary of the City, placing lands in the unincorporated area outside the ULL. This move shifted approximately 1,922 acres out of the ULL within the Antioch area.

[In 2005, voters approved Measure K to include Roddy Ranch and a portion of the Ginochio Property within the ULL and the city limits.](#)

#### 4.1.3 General Plan Land Use Designations and Development Feasibility

The General Plan provides a blueprint for community development by designating lands for different types of uses. In designating land uses, the General Plan takes into account:

- *Existing Land Use:* What is the current pattern of developed land by type of land use – residential, commercial, service, manufacturing, and others?
- *Demand:* How much demand exists for existing and new land uses of various types (housing, retail, industry, etc.)?
- *Desired Future Land Use:* Of lands available for development or redevelopment, which locations are best for different uses? Is there sufficient undeveloped land that is designated for various uses to

meet community objectives, or do existing General Plan land use designations need to be adjusted to satisfy future needs?

- *Infrastructure Availability:* Are urban services – water supply, wastewater collection and treatment, transportation facilities, and others – adequate to serve existing *and* future development? How will existing infrastructure inadequacies be corrected?

Taking these considerations into account, the General Plan indicates where various kinds of land uses are best located, and how much of each use should be provided. The General Plan provides opportunities, but does not *cause* development to happen. The General Plan recognizes that, ultimately, growth and development depend on the initiative of individual developers, for whom the provisions of the General Plan establish the context for evaluating the economic feasibility of their specific projects. Whether developers seize the initiative, and move forward with projects depends on the economic benefit they expect to derive from such development. In deciding whether to pursue a development project on a particular site, potential developers evaluate a series of factors that collectively determine whether the project will be economically feasible (whether it will “pencil out”). These factors include:

- *General Plan Designation and Zoning:* Is the site designated for uses that are marketable at its location? (If development has not occurred in certain locations as anticipated by the General Plan, why not?)
- *Competition:* Does a particular site have the location and physical, infrastructure, and environmental characteristics necessary to compete successfully in the marketplace? Has the community been successful in attracting the type of use being contemplated? Will the specific development at this specific site be appropriately timed and positioned within the market for that use?
- *Cost of Land and Construction:* Is the site available at costs the value of a completed development can support? Are needed



construction materials and labor available at acceptable cost levels? Is development financing (short-term construction loans and long term financing) available at acceptable interest rates?

- *Local Agency Costs:* What types of development standards do the city and other local agencies impose? What are the costs associated with development review fees, impact mitigation and other exactions by the city, and the interest carry over the time it takes to bring a project to market? How do these requirements affect the economic feasibility of different types of uses?

Developers consider the feasibility of each project – whether its costs and its revenue-generating potential will “pencil out” in the expected market – in the overall regulatory context established by the City’s General Plan and its development regulations. The General Plan sets the stage, but private-sector development decisions depend on a large number of other factors that contribute to feasibility. If projects are not economically feasible, development will not happen, regardless of the directives of the General Plan and the desires of the community. Thus, the development pattern that evolves is the joint outcome of the development framework established by the General Plan and the private sector conditions that shape the developer’s assessment of feasibility.

#### 4.2 GOALS OF THE LAND USE ELEMENT

To provide for a sustained high quality of life and ensure that new development occurs in a logical, orderly, and efficient manner, it is the goal of the Land Use Element to accomplish the following:

- *Maintain a pattern of land uses that minimizes conflicts between various land uses, and promotes rational utilization of presently undeveloped and underdeveloped land, and supports the achievement of Antioch’s vision for its future.*

Defining the appropriate uses of land within the General Plan study area in a manner supportive of achieving the vision Antioch has established for its future is at the crux of the Land Use Element. The Land Use Element is responsive to the City’s vision because it:

- Promotes expansion of the local employment base and achievement of a balance between local employment and housing. The Land Use Element provides for a wide variety of office-based and industrial employment, including heavier industrial uses along the San Joaquin River, rail-served industries, light industrial uses, commercial services, and retail businesses, and mixed use business and office parks.
- Opens up additional choices of living environment for families. The Land Use Element provides for executive housing in planned community settings, traditional single-family subdivisions, amenity-rich middle to upper end attached housing, high-density housing in transit-oriented, downtown, and mixed-use settings.
- Provides for the revitalization of the [Rivertown-Downtown](#) area and waterfront, integrating General Plan policies with revitalization planning efforts undertaken by the City.
- Provides opportunities for achieving quality design and avoiding the relentless sameness present in many suburban communities.
- Aids in stimulating economic revitalization in areas that are having difficulty competing with larger and more diversified development sites in Antioch and other communities.
- Stimulates new options for development at key entry points into the community.

In defining appropriate uses, the Land Use Element addresses the future uses of lands that are currently undeveloped, and

also sets forth desired changes in existing land uses and development intensities. In most cases, the Land Use Element recognizes existing land uses and development densities, and may recommend urban design improvements. In some cases, such as along the “A” Street corridor north of the SR4 freeway, the Land Use Element proposes changes in basic land use types. In other cases, such as existing residential areas within [RivertownDowntown](#), the Land Use Element recommends increases in the overall development intensity of existing land uses. Each of the recommendations contained in the Land Use Element are intended to result in a harmonious pattern of land uses directed toward meeting community objectives and needs.

- *Establish a land use mix which serves to develop Antioch into a balance community in which people can live, work, shop, and have recreation without needing to leave the City.*

The Land Use Element designates lands for a broad range of residential, commercial, employment-generating, public/institutional, and open space and recreational lands. Residential and employment-generating land use designations are intended to include lands providing housing and employment opportunities for executives, managers, and professionals; highly skilled, semi-skilled, and unskilled workers; and retail and service workers. Residential land use designations are intended to provide housing opportunities for all economic segments of the community, as well as for the special needs groups identified in the Housing Element. The Land Use Element seeks an array of shopping and commercial service opportunities to meet the needs of Antioch residents and businesses, including daily convenience shopping along with large-scale commercial centers for community and regional markets. The Land Use Element aims to provide a sufficient inventory of lands for public, institutional, and

recreation uses, and seeks to preserve needed open space areas.

- *Establish an overall design statement for the City of Antioch.*

As important as is defining the pattern of future land uses is maintaining and enhancing Antioch’s character and providing a pleasing visual experience to residents and visitors. Thus, Antioch’s Land Use Element incorporates “urban design” concepts aimed at ensuring that the built environment is a physical expression of desired community character.

### 4.3 COMMUNITY STRUCTURE

Throughout much of the General Plan study area, Antioch’s land use pattern is well established, and is not intended to change over time. Future growth in the central and northern portions of the City will primarily consist of infill development, existing approved but undeveloped projects, and the expansion of existing uses. ~~Along the riverfront, much of the existing heavy industrial development is planned to transition to lighter industrial and business park uses. Higher density housing will be introduced into the Rivertown area in the form of mixed-use buildings within the predominantly commercial northern portion of the area, while larger vacant parcels within the central and southerly portions of Rivertown will be encouraged to develop at medium and higher densities.~~ As development expands into the southern portion of the City and its General Plan study area, Antioch will face significant challenges.

#### 4.3.1 Community Structure Objective

Provide adequate land for present and future urban and economic development needs, while retaining a compact, rather than a scattered, development pattern.

#### 4.3.2 Community Structure Policies

- As part of General Plan implementation – including development review, capital improvement planning, and preparation of

Specific Plans – foster close land use/transportation relationships to promote use of alternative transportation system modes and minimize travel by single occupant automobiles.

- b. Give priority to new development utilizing existing and financially committed infrastructure systems over development needing financing and construction of new infrastructure systems.
- c. Encourage high-density residential development (both freestanding and in mixed use projects) within one-quarter mile of existing and planned heavy and/or light rail transit stops as illustrated in the Circulation Element.
- d. Concentrate large-scale industrial uses along the waterfront east of Rodgers Point and within areas designated for industrial use along existing rail lines. Limit employment-generating uses adjacent to residential areas and within mixed-use planned communities to business parks and office uses.
- e. Concentrate future regional commercial uses along Lone Tree Way, SR4 and SR160 and along the SR-4 bypass.
- f. Recognize the Voter-Approved Urban Limit Line (Figure 4.12) that encompasses up to 1,050 acres of land within the Roddy Ranch and Ginochio Property Focus Areas that were included in the Urban Limit Line as it was adopted by the voters in 1990 and in the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development, preserving open space and maintaining a compact urban form.
  - Maintain rural land uses (residential densities less than one dwelling unit per five acres (0.2 du/ac) and compatible open space/recreational uses which do not require urban levels of public services and facilities through 2020 in areas outside of the Voter-Approved Urban Limit Line.

- Limit future urban development within Roddy Ranch and the Ginochio Property through 2020 to a total of approximately 1,050 acres (approximately 850 acres within Roddy Ranch and 200 acres within the Ginochio Property) that were within the urban limit line as it was adopted by the voters in 1990 and that are also within in the Voter-Approved Urban Limit Line.

#### 4.4 INTENSITY AND DISTRIBUTION OF LAND USE

Antioch's General Plan land use classifications are intended to define the City's land use intent in designating lands throughout the General Plan study area, and thereby carry out the provisions of the General Plan. General Plan land use classifications are also intended to provide the City with sufficient flexibility in implementation to address unique and unforeseen situations. The designations established by the General Plan land use map include Residential, Commercial, Employment-Generating, and Community and Public land use designations. In addition, the General Plan includes ten "Focus Areas." Specific policy direction is provided for each Focus Area. These designations are set forth in Section 4.4.1. Within this section, appropriate land use types are defined for each designation. These land use types are defined in Table 4.A, which also identifies which land use types are appropriate within which land use designations. Sections 4.4.2 through 4.4.5 provide policies for residential, commercial, employment-generating, and community and public land uses. Figure 4.1 presents the General Plan land use map. Tables 4.A through 4.D provide a quantified description of anticipated General Plan build out.

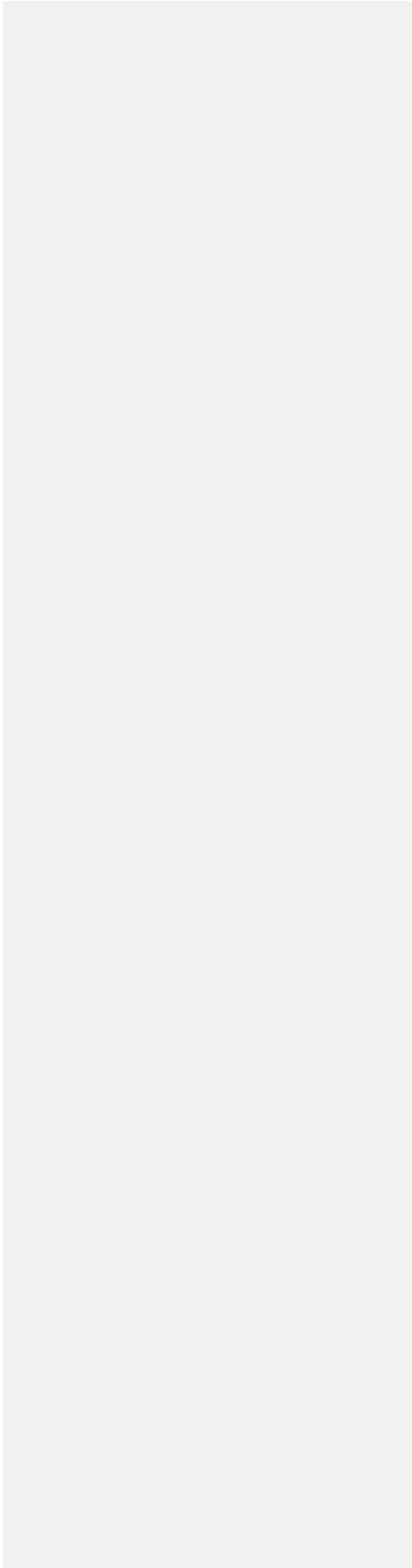


Figure 4.1 - General Plan Land Use Map

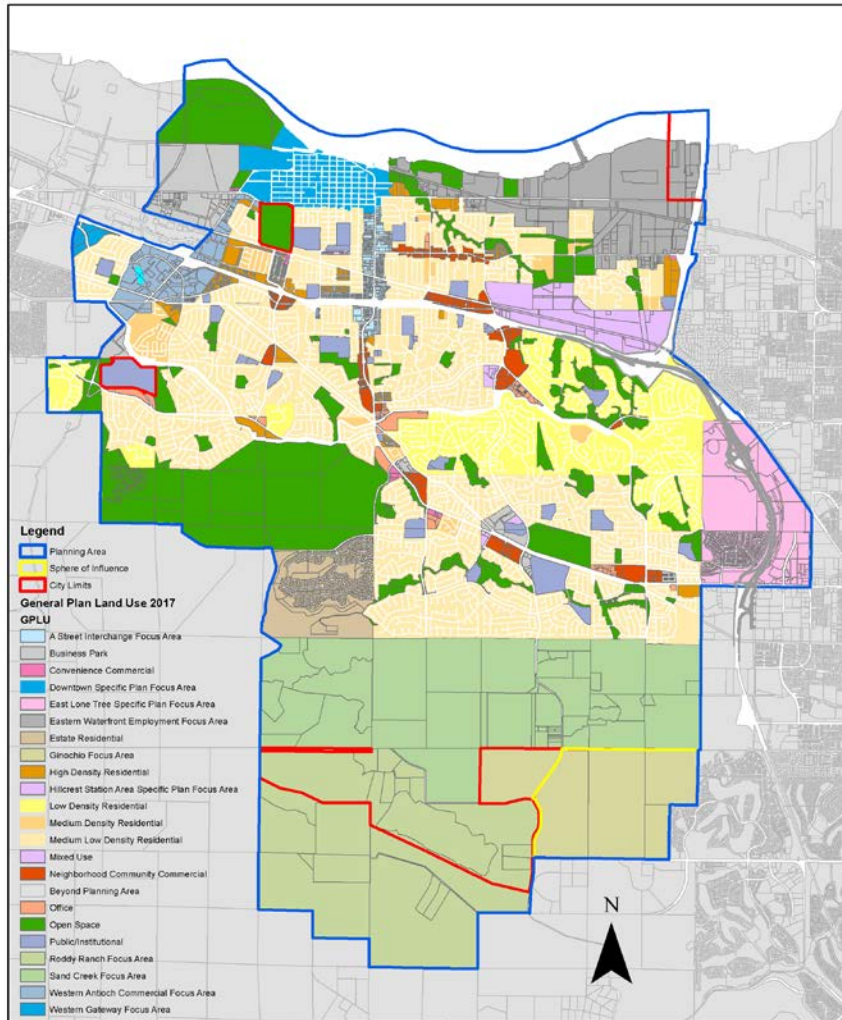
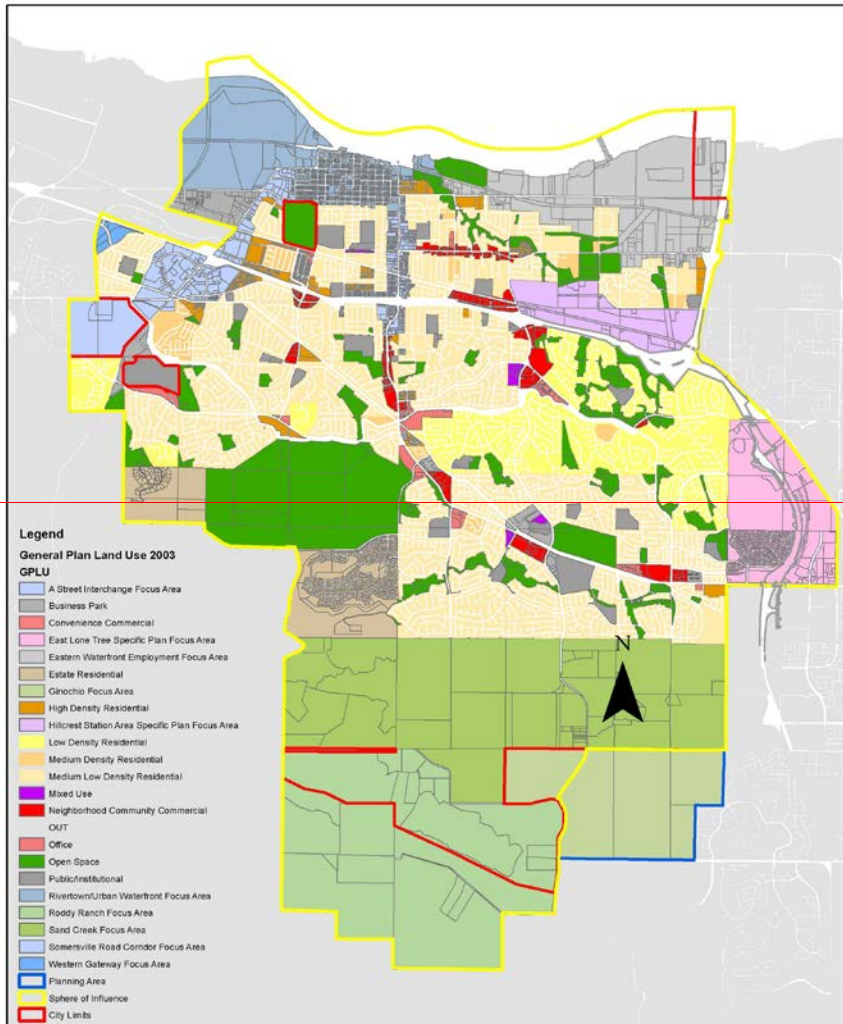


Figure 4.1 - General Plan Land Use Map



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Table 4.A – Appropriate Land Use Types

	Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E-Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
<b>Large Lot Residential.</b> This residential type typically consists of single-family detached units on lots of 0.5 acre or more. Residential developments of this type shall be designed as large suburban parcels within subdivisions within the Urban Limit Line and as rural residential uses outside of the Urban Limit Line.	✓																											
<b>Single-Family Detached.</b> These areas typically consist of suburban residential subdivisions of single family, detached dwellings on lots ranging from 7,000 to 20,000 square feet.		✓	✓	✓										✓														
<b>Small Lot Single Family Detached.</b> These dwelling unit types are typically located within a specific plan or other type of "planned development," and consist of single family, detached dwellings on lots smaller than 7,000 square feet. In exchange for development on small residential lots, amenities such as permanent open space and private recreation facilities are required to be provided specifically for the use of residents of the development.			✓	✓										✓														
<b>Multi-Family Attached.</b> Attached for-sale or rental dwelling units, designed either as townhouse units or as stacked flats, characterize these areas. Amenities such as common open space and recreation facilities specifically for the use of residents of the development are required.				✓	✓							✓ 6		✓														
<b>Mobile Homes.</b> Areas of mobile home development typically consist of subdivisions wherein individual mobile homeowners also own their own lots in fee and mobile home parks wherein mobile homeowners rent or lease the space upon which their mobile home is placed. Typically, mobile home subdivisions and parks provide open space and/or recreational amenities for the use of their residents.				✓	✓																							
<b>Group Residential.</b> Activities typically include the use of a dwelling unit as a residence by a group or groups of persons without the provision of medical care, supervision, or medical assistance. Typical uses include boarding houses, convents, and religious retreats.					✓									✓														
<b>Residential Care Facilities.</b> While largely residential in character, residential care facilities are distinguished from other residential use types in that care facilities combine a variety of medical care, supervision, or					✓									✓														



	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
medical assistance services with housing. State law exempts certain small residential care facilities from local regulation, and can locate anywhere permitted by law.																												
<b>Administrative and Professional Offices.</b> Activities typically include, but are not limited to, executive management, administrative, or clerical uses of private firms and public utilities. Additional activities include the provision of advice, design, information, or consultation of a professional nature. Uses typically include, but are not limited to, corporate headquarters; branch offices; data storage, financial records, and auditing centers; architect's; lawyer's; insurance sales and claims offices; financial planners; and accountant's offices.						✓7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓						
<b>Amusement Centers/Arcades.</b> Any structure (or portion thereof) in which four or more amusement devices (either coin- or card-operated) are installed, such as photography machines, video games, muscle testers, fortune telling machines, laser tag, electronic or "County fair" style games, rides or similar uses, and other games of skill or science, but not including games of chance or other similar devices. Included is any place open to the public, whether or not the primary use of the premises is devoted to operation of such devices. Sales of prepared foods and beverages is also included as an ancillary use of the site.							✓	✓	✓	✓	✓	✓	✓	✓														
<b>Automotive Uses.</b> Activities typically include, but are not limited to, the sales and servicing of motor vehicles, recreational vehicles, boats, and trailers.						✓2	✓	✓2	✓	✓		✓	✓	✓			✓2	✓4	✓4			✓						
<b>Banks and Financial Services.</b> Activities typically include, but are not limited to banks and credit unions, home mortgage, and other personal financial services.						✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓					✓						
<b>Business Support Services.</b> Activities typically include, but are not limited to, services and goods generally provided to support other businesses.						✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓					✓						
<b>Eating and Drinking Establishments.</b> Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises or off-premises consumption.						✓3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓5	✓5			✓						
<b>Food and Beverage Sales.</b> Activities typically include, but are not limited to retail sale from the premises of food and beverages for off-premises final preparation and consumption.						✓	✓	✓	✓			✓	✓	✓	✓	✓												

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space
<b>Funeral Services.</b> Activities typically include services involving the care, preparation, or disposition of human dead.						✓	✓	✓				✓	✓															
<b>General Merchandise.</b> Activities typically include, but are not limited to, the retail sales from premises, including incidental rental and repair services.						✓	✓	✓	✓	✓		✓	✓	✓														
<b>Health Clubs and Spas.</b> Activities typically include, but are not limited to, sport and health-related activities performed either indoors or outdoors.						✓	✓	✓	✓	✓		✓	✓	✓														
<b>Lodging and Visitor Services.</b> Activities typically include, but are not limited to, providing overnight accommodations and related banquet and conference facilities.							✓	✓	✓	✓	✓	✓	✓	✓					✓									
<b>Indoor Recreational Facilities.</b> Activities typically include, but are not limited to, commercial recreation uses conducted within enclosed buildings, such as bowling alleys, skating facilities, racquet clubs, and indoor shooting and archery ranges.							✓	✓	✓	✓			✓	✓					✓									
<b>Outdoor Recreational Facilities.</b> Activities typically include, but are not limited to, commercial recreation activities conducted outside of enclosed buildings, such as miniature golf, batting cages, tennis clubs, etc.							✓	✓	✓	✓			✓	✓														✓
<b>Personal Services.</b> Activities typically include establishments primarily engaged in the provision of services for the enhancement of personal appearance, cleaning, alteration of garments, and similar non-business or non-professional services.						✓	✓	✓	✓	✓		✓	✓	✓														
<b>Personal Instruction.</b> Activities typically include instruction in artistic, academic, athletic or recreational pursuits within an enclosed structure.						✓	✓	✓	✓	✓		✓	✓	✓														
<b>Recreational Vehicle Park.</b> Activities typically include, but are not limited to, providing overnight accommodations for visitors in recreational vehicles.											✓	✓						✓									✓	10
<b>Theaters.</b> Includes structures where the primary use is the exhibition of live or prerecorded theatrical, musical, comedic or other performances. Sale of prepared foods and beverages is permitted ancillary to the primary use.							✓	✓		✓	✓	✓	✓	✓														
<b>Light Manufacturing and Assembly.</b> Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operations. Light														✓														

City of Antioch General Plan

4.0 Land Use

		manufacturing is conducted wholly within an enclosed building. Light manufacturing activities do not produce odors, noise, vibration, or particulates, which would adversely affect uses within the same structure or on the same site. Also included are watchman's quarters. <b>General Manufacturing and Assembly.</b> Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products; assembly of component parts (including required packaging for retail sale); blending of materials such as lubricating oils, plastics, and resins; and treatment and fabrication operations. Uses requiring massive structures outside of buildings such as cranes or conveyor systems, or open-air storage of large quantities of raw or semi-refined materials are also included within this land use type. Also included are watchman's quarters.																				
Estate Residential																						
Low Density Residential																						
Medium Low Density Residential																						
Medium Density Residential																						
High Density Residential																						
Convenience Commercial																						
Neighborhood/Community Comm.																						
Regional Commercial																						
Somersville Road Commercial																						
SR-4/SR-160 Frontage Comm.																						
Marina/Support Services										✓												
Rivertown Commercial																						
"A" Street Commercial/Office																						
Mixed Use																					✓	
Mixed Use Medical Facility																						
Office																						
Business Park																						✓
Eastern Waterfront Business Park																						✓
Light Industrial														✓								✓
Rail-Served Industrial																						✓
General Industrial																						✓
E. Lone Tree Employment-Generating																						✓
Residential TOD																						
Office TOD																						
Town Center Mixed Use																						
Community Retail																						
Public/Institutional																						
Open Space																						

	Estate Residential	Low Density Residential	Medium Low Density Residential	Medium Density Residential	High Density Residential	Convenience Commercial	Neighborhood/Community Comm.	Regional Commercial	Somersville Road Commercial	SR-4/SR-160 Frontage Comm.	Marina/Support Services	Rivertown Commercial	"A" Street Commercial/Office	Mixed Use	Mixed Use Medical Facility	Office	Business Park	Eastern Waterfront Business Park	Light Industrial	Rail-Served Industrial	General Industrial	✓ E. Lone Tree Employment-Generating	Residential TOD	Office TOD	Town Center Mixed Use	Community Retail	Public/Institutional	Open Space	
typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services; storage and wholesaling from the premises of unfinished, raw, semi-refined products requiring further processing, fabrication, or manufacturing. Outdoor storage is permitted subject to applicable screening requirements. Also included are watchman's quarters as an ancillary use.																													
<b>Building Contractor's Offices and Yards.</b> Activities typically include, but are not necessarily limited to, offices and storage of equipment, materials, and vehicles for contractors in the trades involving construction activities. Storage yard uses may include, but should not be limited to, the maintenance and outdoor storage of large construction equipment such as earthmoving equipment, and screened outdoor storage of building materials.																					✓								
<b>Boating and Related Activities.</b> Activities typically include, but are not limited to, establishments and facilities engaged in the provision of sales or services directly related to the commercial or recreational use of waterways. Included in this category are construction, repair, and maintenance of boats; boat sales; anchorage and docking facilities; including temporary slip rentals; services for commercial boating and fishing, including retail fish sales, but not including fish processing; sale of marine equipment; and harbor-related services, such as indoor and outdoor dry boat storage, bait sales, fuel docks, and yacht clubs.											✓								✓										
<b>Civic Administration.</b> Activities typically include, but are not limited to, management, administration, clerical, and other services performed by public and quasi-public agencies.						✓		✓				✓		✓													✓		
<b>Cultural Facilities.</b> Activities typically include, but are not limited to, those performed by public and private museums and art galleries, public and private libraries and observatories.												✓		✓													✓		
<b>Day Care Centers.</b> Day care centers consist of facilities defined in California Health and Safety Code Section 1596.76, providing day care and supervision for more than 12 children less than 18 years of age for periods of less than 24 hours per day. Also included are facilities for the care and supervision of seniors for periods of less than 24 hours per day.																													
<b>Open Space.</b> Activities typically include, but are not limited to, preservation of lands in their natural																													



Table 4.B – Anticipated Maximum General Plan Build Out in the City of Antioch

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
<b>Residential</b>				
Estate Residential	-2,787,915	-	-	-
Low Density Residential	6,049,494	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	6,509,817	-	-
<b>Subtotal</b>	<b>31,000,29,023</b>	<b>7,756,6,064</b>	-	-
<b>Commercial</b>				
Convenience Commercial	-	-	281,788,341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	2,154,679	-
<b>Subtotal</b>	-	-	<b>7,000,3207,059,981</b>	-
<b>Industrial</b>				
Business Park	-	-	-	4,687,0098,647,651
<b>Special</b>				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
<b>Subtotal</b>	-	<b>279</b>	<b>606,885</b>	<b>5,968,350</b>
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area	124	-	2,121,1252,110,165	-
East Lone Tree Specific Plan Focus Area	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	25,000,268,051	23,412,469,13,688,023
Ginochio Property Focus Area	-	-	-	-
Rivertown/Urban-Waterfront/Downtown Specific Plan Focus Area	-1,135,1,065	-1,385,1,221	1,712,175,3,927,420	6,688,163,82,019
Roddy Ranch Focus Area	600	100	225,000	-
Hillcrest Station Area Focus Plan	-	2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Somersville Road Corridor/Western Antioch Commercial Focus Area	-	-	8,667,751	4,195,114
Western Gateway Focus Area	-	460	215,216	-
<b>Subtotal</b>	<b>6,508,6,439</b>	<b>5,376,5,570</b>	<b>-17,841,267,20,845,130</b>	<b>-35,448,045,15,922,342</b>
<b>TOTAL</b>	<b>37,508,35,462</b>	<b>-13,410,11,912</b>	<b>25,448,472</b>	<b>46,103,404</b>

		<u>28,511,966</u>	<u>30,538,343</u>
Population	<u>428,222</u>	<u>150,175</u>	† Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.
Employed Population	<u>71,800</u>	<u>84,098</u>	
Total Jobs	<u>67,400</u>	<u>107,378</u>	
Retail Jobs	<u>14,995</u>	<u>21,476</u>	
Non-Retail Jobs	<u>52,405</u>	<u>85,902</u>	
Jobs/Population Ratio	<u>0.930</u>	<u>0.72</u>	

Table 4.C – Anticipated Maximum General Plan Build Out in the Unincorporated Area

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
<b>Residential</b>				
Estate Residential				
Low Density Residential		-	-	-
Medium Low Density Residential		-	-	-
Medium Density Residential		-	-	-
High Density Residential		-	-	-
<b>Subtotal</b>		-	-	-
<b>Commercial</b>				
Convenience Commercial				
Neighborhood Community Commercial	-	-	-	-
Office	-	-	-	-
<b>Subtotal</b>	-	-	-	-
<b>Industrial</b>				
Business Park				
	-	-	-	-
<b>Special</b>				
Mixed Use				
Public Institutional	-	-	-	-
Open Space	-	-	-	-
<b>Subtotal</b>	-	-	-	-
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area				
East Lone Tree Specific Plan <u>Focus Area</u>	-	-	-	-
Eastern Waterfront Employment <u>Focus Area</u>	-	-	-	-2,798,786
Ginochio Property <u>Focus Area</u>	-400	-	-	-
Rivertown/Urban Waterfront/Downtown <u>Specific Plan Focus Area</u>	-	-	-	-
Roddy Ranch <u>Focus Area</u>	-	-	-	-
Hillcrest Station Area <u>Specific Plan Focus Area</u>	-	-	-	-
Sand Creek Focus Area	-	-	-	-
Western Antioch <u>Commercial Somersville Road Corridor Focus Area</u>	-	-	-	-
Western Gateway Focus Area	1,926,400	358	-8,667,751	-4,195,114
<b>Subtotal</b>	-	-1,179	-	-
<b>TOTAL</b>	<b>2,326,400</b>	<b>1,537</b>	<b>8,667,751</b>	<b>7,190,183</b> <b>2,798,786</b>

Population	4,476,268	<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by
Employed Population	2,506,710	
Total Jobs	5,777,598	
Retail Jobs	2200	



Non-Retail Jobs  
Jobs/Population Ratio

5,557,598  
2,314.41

the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

Table 4.D – Anticipated Maximum General Plan Build Out in the General Plan Study Area

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
<b>Residential</b>				
Estate Residential	2,787,915	-	-	-
Low Density Residential	6,049,494	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	6,509,817	-	-
<b>Subtotal</b>	<b>31,000,29,023</b>	<b>-7,7566,064</b>	-	-
<b>Commercial</b>				
Convenience Commercial	-	-	281,788,341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	7,000,320,059,981	-
<b>Subtotal</b>	-	-	<b>41,845,961,1,965,283</b>	-
<b>Industrial</b>				
Business Park	-	-	-	4,687,009,8,647,651
<b>Special</b>				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
<b>Subtotal</b>	-	<b>279</b>	<b>606,885</b>	<b>10,655,359</b>
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area	124	-	2,121,125,110,165	-
East Lone Tree Specific Plan Focus Area	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	25,000	26,407,539,16,486,808
Ginochio Property Focus Area	400	-	-	-
Rivertown/Urban Waterfront Downtown Specific Plan Focus Area	1,135,1,065	1,385,1,221	1,712,175,3,927,420	6,688,163,82,019
Roddy Ranch Focus Area	600	100	225,000	-
Hillcrest Station Area Specific Plan Focus Area	-	2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Somersville Road Corridor Western Antioch Commercial Focus Area	1,926	358	17,335,501,9,224,280	8,390,227
Western Gateway Focus Area	-	1,639,460	215,216	-
<b>Subtotal</b>	<b>-8,834,6,839</b>	<b>-6,913,5,570</b>	<b>-26,509,018</b>	<b>-42,638,228</b>

			<u>20,845,130</u>	<u>41,984,779</u>
<b>TOTAL</b>	<u>39,834,358</u>	<u>62,862,912</u>	<u>38,961,863</u>	<u>57,980,597</u>
Population		<u>132,698,151</u>		
Employed Population		<u>74,306,848</u>		
Total Jobs		<u>72,877,150</u>		
Retail Jobs		<u>152,453,161</u>		
Non-Retail Jobs		<u>57,662,120</u>		
Jobs/Population Ratio		<u>0.981</u>		

<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

#### 4.4.1 Land Use Designations

##### 4.4.1.1 Residential Land Use Designations.

Six residential land use designations are set forth to provide for development of a full range of housing types, in conjunction with residential development within General Plan Focus Areas. Permitted maximum land use and anticipated population densities are described for each designation. Densities are stated as the maximum permissible number of dwelling units per net acre that exists within the project site *prior* to any new dedication requirements. Density is assumed to accrue only to lands that are “developable.”

Developable acres are those that are not encumbered by prior dedications of easements or rights-of-way, and are not so steep (generally over 25%), unstable, flood-prone or subject to other hazards as to be unable to support new development. Achievement of the maximum allowable density is neither guaranteed nor implied by the General Plan. The final density of any particular residential development type is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

Second units on a residential lot and home occupations are permitted by local regulation. Provision of density bonuses as allowed by State law and City ordinance may result in development densities in excess of the nominal maximum density for any land use designation.

**Estate Residential.** Estate Residential land uses are planned as a transition between urban and rural areas, and for areas that are not suited for a more intensive form of development because of topography, geologic conditions, or urban service limitations. Estate Residential areas will also serve to provide “executive” housing on large lots, thereby expanding the community’s range of housing types.

On designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged. The final approved and built density on lands in the Estate Residential land use designation should reflect the location of these lands as low-density residential transition areas between the urbanized Antioch and the undeveloped Mount Diablo Range of hills.

Since this designation is planned at the urban/non-urban interface, the type and level of development may require different construction standards, such as narrower street widths with parking along only one side of the street or no on-street parking, greater setbacks, limited sidewalk areas, etc. Development may require a different level of services than that required for strictly urban land uses. Projects that minimize the demand for urban services and provide major funding for construction of needed service facilities would be appropriate.

Environmental constraints such as steep slopes, riparian habitats, unstable soil conditions, sensitive flora and fauna, and visual prominence are often found on lands with the Estate Residential designation. These constraints may make development of these areas extremely sensitive, and could require creative and imaginative site planning in all projects. The steepness of the slopes and the visual prominence of these areas make many of these resources important public amenities to be preserved for all of the citizens of Antioch. Finally, as these areas will serve as a buffer between the urbanized City of Antioch and the undeveloped open space to the southwest, development must be at a level, which serves as an appropriate transition between urban and non-urban environments.

Development in this category is generally limited to a maximum of one (1) unit per gross developable acre, unless a density of two (2) units per developable acre is specified on the

General Plan land use map or in Focus Area policies. Overall, residential developments within the Estate Residential land use category should provide large lots, and project a semi-rural character.

Neighborhood entry signage is encouraged to create a sense of community, and define Estate Residential neighborhoods as special places. Within hillside areas, dwelling units should be clustered on land that is relatively flat, and no development should occur on slopes exceeding 20 percent. Due to the unique nature of these areas, a clustering of units may be needed to accommodate the unit yield and still maintain the topographic uniqueness of the area. Developments in these areas should be oriented around a major amenity that increases public exposure to the more hilly terrain. Examples of such amenities include golf courses and equestrian centers.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* One dwelling unit per developable acre (1 du/ac) or two dwelling units per developable acre (2 du/ac)
- *Anticipated Population per Acre:* Four (4) to eight (8) persons per acre

**Low Density Residential.** These areas are generally characterized by single-family homes in traditional subdivisions. Areas designated Low Density Residential are typically located on gently rolling terrain with no or few geological or environmental constraints. The residential neighborhoods of southeast Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Four dwelling units per gross developable acre (4 du/ac)
- *Anticipated Population per Acre:* Twelve (12) to Fourteen (14) persons per acre

**Medium Low Density.** These areas are generally characterized by single-family

homes in typical subdivision development, as well as other detached housing such as zero lot line units and patio homes. Duplex development would generally fall into this development density. Areas designated Medium Low Density are typically located on level terrain with no or relatively few geological or environmental constraints. Older subdivisions within the northern portion of Antioch reflect this residential density.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Density:* Six dwelling units per gross developable acre (6 du/ac)
- *Anticipated Population per Acre:* Fourteen (14) to Eighteen (18) persons per acre

**Medium Density Residential.** A wide range of living accommodations, including conventional single-family dwellings, small lot single-family detached dwellings, mobile homes, townhouses, and garden apartments, characterizes the Medium Density land use designation. Development in these areas can be expected to be a maximum of two (2) stories, and include generous amounts of public or open space for active and passive recreational uses. Lands adjacent to parks, commercial uses, transit routes and rail stations, and arterial roadways would be appropriate for the upper end of the allowable development intensity for this category. Other lands would serve as a buffer or transition between lower density residential areas and higher density residential and commercial areas, as well as areas exhibiting greater traffic and noise levels.

At the higher end of the density range for this category, multi-family townhouse and apartment development is expected to be predominant. Where the Medium Density land use designation serves as a transition or buffer, lower density townhouse and small lot, single-family development would be the predominant uses.

- *Appropriate Land Use Types:* See Table 4.A

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

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

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

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

1.25 within areas designed for mixed use or transit-oriented development.

- *Anticipated Population per Acre:* Forty (40) persons per acre. Within transit-oriented development, up to forty-five to sixty (45-60) persons per acre

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

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

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

#### 4.4.1.2 Commercial Land Use

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

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

intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements.

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

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

- *Appropriate Land Use Types:* See Table 4.A

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

**Neighborhood/Community Commercial.**

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

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

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

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.4.

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

areas for large-scale retail commercial development and supporting uses. Regional commercial areas typically serve a large population base, with a market area as large as 8 to 20 miles or more. Typically, regional commercial areas have freeway visibility, or are located along major arterials, and linked directly to a freeway. Regional commercial areas typically encompass an integrated shopping center of 30 to 50 acres or more, and may also combine surrounding freestanding commercial uses and smaller neighborhood or community centers into a single large-scale shopping district.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50 (1.0 within the existing Somersville Towne Center site)

**Somersville Road/Western Antioch Commercial Focus Area-Commercial.**

Areas designated **Western Antioch Commercial Focus Area/Commercial** Somersville Road Commercial represent an important gateway into the community and Rivertown area. This land use designation is limited to the **Western Antioch Commercial Focus Area/Commercial** Somersville Road Corridor Focus Area (see Figure 4.3). The primary purpose of **Western Antioch Commercial Focus Area/Commercial** Somersville Road Commercial is to provide an appropriate mix of uses for this specific corridor.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50.

**Community Retail.** This classification is intended to facilitate the development of a community commercial center with highway frontage. The site shall be at least 10 acres and shall be developed with a maximum FAR of 0.30. This site may share parking with the adjacent office or Town Center Mixed Use development.

- *Maximum allowable development intensity:* FAR of 0.3:

**Town Center Mixed Use.** This classification is intended to provide for an integrated mix of high-intensity uses in the area surrounding the potential second eBART station near Phillips Lane. Residential, commercial, employment, entertainment, and hospitality uses are permitted. Both horizontal mixed-use and vertical mixed-use projects are appropriate in this area. Retail, restaurant, and services uses are to be located on the ground floor in the pedestrian Town Center. Office space or residential space may be on upper floors. Development is to be high-density to support pedestrian and bicycle use, and shall provide easy pedestrian access to the potential transit station. The maximum floor area ratio (FAR) allowed is 1.0.

Residential densities may range from a minimum of 6 to a maximum of 25 units per gross acre (calculated based on the entire Town Center Mixed Use area). A range of housing types may be included in a development project, some of which may be as high as 50 units per acre with City Council approval, provided the total project does not exceed the maximum density standard. Residential units should be at least 300 feet away from rail and freeway rights-of-way, or should incorporate construction measures that mitigate noise and air emission impacts.

- *Maximum allowable development intensity:* FAR of 1.0.
- *Minimum housing density:* 6 units per gross acre.
- *Maximum housing density:* 25 units per gross acre.

**Marina/Support Services.** Areas designated Marina/Support Services are intended to encompass existing facilities located along the San Joaquin River within Rivertown and at the foot of the Route 160 freeway.

- *Appropriate Land Use Types:* See Table 4.A



- *Maximum allowable development intensity:* FAR of 0.50.

**Mixed Use.** The primary purpose of areas designated Mixed Use is to provide a different style of development than traditional neighborhoods, commercial, and employment areas that are physically separated from each other. Development within areas designated Mixed Use is to provide a variety of uses in an integrated manner within a single site. The specific mix of uses and development density are to be appropriate to the development site's particular location, access, size, and adjacent land uses. The intent is to create areas in which a mix of uses can come together to meet the community's housing, shopping, employment, and institutional needs through efficient patterns of land use. Within the Mixed Use designation, both "vertical mixed use" (various types of uses integrated within individual buildings, such as commercial on the ground floor with residential uses above) and "horizontal mixed use" (individual buildings housing different types of uses within an integrated site plan) are appropriate. .

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.50

**Mixed Use Medical Facility.** The primary purpose of areas designated "Mixed Use Medical Facility" is to provide for development of a hospital and related facilities within the Sand Creek Focus Area. Within this designation, an integrated mix of office, residential, commercial, and employment-generating uses is appropriate. Both horizontal mixed use (different types of uses located in adjacent buildings) and vertical mixed use (different types of uses within the same building) are appropriate. Development is to be compatible with the primary use of this land use designation for practice of the medical arts.

- *Appropriate Land Use Types:* See Table 4.A.

- *Maximum allowable development intensity:* FAR of 1.0 (including areas devoted to residential use).
- *Anticipated Population per Acre:* Twenty (20) to twenty-five (25) persons per acre.

**4.4.1.3 Employment-Generating Land Use Designations.** The General Plan land use map and Focus Area policies identify six employment-generating land use designations, which will provide a broad range of employment opportunities for existing and future residents. Permitted maximum land use intensities are described for each designation. Maximum development intensities are stated as the maximum floor area ratio (FAR) within the project site. "Floor area ratio" is determined by dividing the total proposed building area of a development project by the square footage of the development site *prior* to any new dedication requirements. Achievement of this maximum is neither guaranteed nor implied by the General Plan. The final density of any particular commercial development is dependent upon development design; any physical, geological, or environmental constraints that might be present within the site; available infrastructure and services; and other factors. The development standards that are established in the Antioch zoning ordinance might also limit attainment of maximum allowable densities.

**Office.** The primary purpose of areas designated Office on the General Plan land use map is to provide areas for the establishment of park-like working environments for corporate, professional, and general administrative businesses; commercial services needed to support major business development; and retail facilities supporting office-based business operations. The office designation is intended to encourage the concentration of office uses near centers of commercial activity within the City, and to discourage isolated office buildings. Office developments may include low-rise garden office arrangements, or mid-rise structures, as appropriate to the project's specific location.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

~~**Office TOD.** This classification is intended to provide a compact office employment center close to the eBART station. The types of development envisioned in the office TOD land use classification are shown in the photos to the left. The maximum Floor Area Ratio (FAR) allowed is 1.0. A portion of the parking should be in parking decks or structures. Retail, restaurant, and commercial service uses that serve employees are permitted and encouraged on the ground floor. Low density, single-use retail or entertainment developments with surface parking are not permitted. Commercial parking in surface lots requires a conditional use permit (where it is a primary use, not associated with a development project).~~

- ~~*Maximum allowable development intensity:* FAR of 1.0.~~

**Business Park.** The primary purpose of lands designated Business Park on the General Plan land use map is to provide for light industrial, research and development, and office-based firms seeking an attractive and pleasant working environment and a prestigious location. Business Park areas are typically labor-intensive, meaning that the density of employment is higher than areas involving mostly manufacturing or warehouse uses. Business Park development may occur as a single use, a subdivision wherein individual entities own and operate their businesses, or as multi-tenant complexes.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.5.

**Light Industrial.** Areas designated Light Industrial are intended for industrial uses compatible with a location in closer proximity to residential development than General or Rail-Served industrial areas.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

**Rail-Served Industrial.** Areas designated Rail-Served Industrial are intended for industrial uses designed to take advantage of rail service. This designation is limited to the Eastern Employment Focus Area.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

**General Industrial.** Areas designated General Industrial are intended for a range of industrial businesses, including uses, which, for reasons of potential environmental effects are best segregated from other, more sensitive, land uses, such as residential neighborhoods.

Primary processing industries involving the mechanical or chemical transformation of raw materials or the blending of materials such as lubricating oils, plastics, and resins; and treatment and fabrication operations would generally be appropriate only within this designation. Industrial uses that may require massive structures outside of buildings, such as cranes or conveyer systems, or open air storage of large quantities of raw or semi-refined materials are also limited to this land use designation.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum allowable development intensity:* FAR of 0.55.

**4.4.1.4 Community and Public Land Use Designations.** The General Plan land use map identifies two Community and Public land use designations, which are intended to provide for public and institutional activities, as well as for the preservation of open space. Antioch recognizes that the City might not have jurisdiction over certain public facilities, and that public entities might not be required

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to follow the City's development standards. In such cases, the City's land use policies, including maximum development intensity are intended as a guideline for the agency.

**Public/Institutional.** This category is used to designate public land and institutional uses, including public and private schools and colleges, public corporation yards, libraries, fire stations, police stations, water treatment facilities, animal shelters, public and private museums churches, and governmental offices.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* Floor Area Ratio (FAR) of 0.50.

**Open Space.** These land uses are of a basically open space nature, and include parks, as well as other open space areas. Certain open space areas, such as those that exist to protect sensitive environmental resources, might not be open to public use, while other lands may be owned and managed by private entities, and therefore not open to the general public. The most prevalent public open space uses are City and regional parks, as well as private open space areas within residential developments. It is intended that this designation be applied only to lands owned by public agencies or which are already programmed for acquisition.

The locations of existing and programmed neighborhood and community parks are in most cases specifically defined on the Land Use Map. In the case of a park whose acquisition has been programmed, the ultimate configuration of the park may be different from that which is shown on the General Plan land use map. In addition to public parks and open spaces, this category designates certain privately owned lands used for recreation and low-intensity, open space activities. Appropriate private sector uses in this category include cemeteries and land that is restricted to agricultural use. This designation also includes a higher intensity of uses that are of open space character. The range of allowable uses includes, but is not limited to, country clubs (excluding golf

course-oriented residential uses), golf courses, tennis clubs, driving ranges, equestrian centers, marinas, and other privately owned areas reserved for active recreational use.

- *Appropriate Land Use Types:* See Table 4.A
- *Maximum Allowable Development Intensity:* No FAR standard required.

#### 4.4.2 Residential Land Uses

##### 4.4.2.1 Residential Land Use Objective.

Provide a wide range of residential opportunities and dwelling unit types to meet the present and future needs of all socioeconomic groups.

**4.4.2.2 Residential Land Use Policies.** The following policies apply to land designated for residential uses on the General Plan land use map and by Focus Area policies.

- a. Within lands designated for residential use, permit the following non-residential uses:
  - Public elementary schools;
  - Parks, botanical gardens, and passive open space areas; and
  - Playgrounds and playing fields and active open space areas.
- b. Along the periphery of neighborhoods where traffic through the neighborhood can be minimized and adequate buffer areas along the common boundary with residential uses is provided, subject to development permits the following additional non-residential uses would be appropriate:
  - Churches and places of religious assembly;
  - Private elementary schools;
  - Public and private middle and high schools;
  - Day care centers.

Thus, these uses would be permitted along arterial and collector streets that are not intended to have single family residences fronting on them.

- c. Encourage larger neighborhood units to provide choices for residents as to the size and type of dwelling unit and lot, neighborhood design, density of development, community amenities, and form of ownership.
- d. Design new residential development with identifiable neighborhood units, with neighborhood shopping facilities, parks and recreational facilities, and schools provided as an integral component of neighborhood design.
  - *Streets.* Street design should route through traffic around, rather than through new neighborhoods. Neighborhood streets should be quiet, safe, and amenable to bicycle and pedestrian use. Within new subdivisions, single-family residences should be fronted on short local streets, which should, in turn, feed onto local collectors, and then onto master planned roadways.
  - *Schools, Parks, and Recreation Areas.* Elementary schools, as well as parks and recreational areas should be contained as near the center of the neighborhood they are as is feasible.
  - *Neighborhood Commercial Areas.* Neighborhood commercial centers should be located at the periphery of residential neighborhoods, and be designed such that residents can gain vehicular, bicycle, and pedestrian access to the centers directly from the neighborhood.
  - *Connections.* Individual neighborhoods should be provided with pathways and open spaces connecting residences to school and recreational facilities, thereby facilitating pedestrian and bicycle access.
- *Neighborhood Character.* Residential neighborhoods should be designed to maintain a distinct character through the use of neighborhood signage, streetscapes, architectural styles and variations, natural topographic variations, and landscape buffers.
- e. Provide recognizable variations in front and side yard setbacks within single-family residential neighborhoods.
- f. To reduce architectural massing, orient the shortest and lowest side of a corner residential dwelling unit toward the side street.
- g. Within multi-family and small lot single-family developments, cluster residential buildings around open space and/or recreational features.
- h. In higher density project with tuck-under parking and/or opposing garages, avoid the monotony of long parking corridors by turning individual units and/or staggering and landscaping parking areas.
- i. Provide each unit of a multi-family development project with some unique elements to create a sense of place and identity.
  - Individual units within a project should be distinguishable from each other, and should have separate entrances and entry paths, where feasible.
  - The common space of each cluster of dwelling units should be designed to provide differences in size, dimensions, grading, and site furniture.
  - Every dwelling unit shall be provided with a usable private garden area, yard, patio, or balcony.

#### 4.4.3 Commercial Land Uses

##### 4.4.3.1 Commercial Land Use Objective.

Provide conveniently located, efficient, and attractive commercial areas to serve regional, community, and neighborhood functions and meet the retail and commercial needs of Antioch residents and businesses.

**4.4.3.2 Commercial Land Use Policies.**

The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

- a. Design commercial and office developments in such a manner as to complement and not conflict with adjacent residential uses, and provide these developments with safe and easy vehicular, pedestrian, and bicycle access.
- b. Orient commercial development toward pedestrian use.
  - Commercial buildings should provide a central place of main focus.
  - Buildings should be designed and sited so as to present a human-scale environment, including identifiable pedestrian spaces, seating areas and courtyards.
  - Uses within pedestrian spaces should contribute to a varied and lively streetscape.
  - Buildings facing pedestrian ways and plazas should incorporate design features that provide visual interest at the street level.
- c. Building setbacks along major streets should be varied to create plaza-like areas, which attract pedestrians whenever possible.
- d. Provide for reciprocal access, where feasible, between commercial and office parcels along commercial corridors to minimize the number of drive entries, reduce traffic along commercial boulevards, and provide an orderly streetscape.
- e. Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.
- e.f. The City should consider high density residential projects within commercial land use areas in order to address housing needs and support local businesses. Any such residential projects are subject to the

standards for High Density Residential, the City's Design Guidelines, and may not generate traffic or air quality impacts that exceed a comparable commercial development on the property.

**4.4.4 Employment - Generating Land Uses****4.4.4.1 Employment-Generating Land Use**

**Objective.** Provide a mix of employment-generating uses supporting a sound and diversified economic base and ample employment opportunities for the citizens of Antioch through a well-defined pattern of manufacturing, warehousing and distribution, professional services, and office-based uses.

**4.4.4.2 Employment-Generating Land Use**

**Policies.** The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

- a. Focus the use of employment-generating lands on high value and high employment-generating uses (e.g., office environments, manufacturing and assembly).
- b. Provide for an appropriate mix of uses within employment-generating lands, including commercial and commercial service uses.
- c. Take advantage of existing rail facilities within the community by permitting the development of rail-served industrial uses.
- d. Ensure appropriate separation and buffering of manufacturing and industrial uses from residential land uses.
- e. All manufacturing and industrial uses shall be adequately screened to reduce glare, noise, dust, and vibrations.
- f. Office uses shall comply with the design policies set forth for commercial uses landscape (see Community Image and Design Element).
- g. Business park and office environments should blend well-designed and functional buildings with landscape (see Community Design Image and Element).

**4.4.5 Community and Public Land Uses**

**4.4.5.1 Community and Public Land Use Objective.** Maintain an adequate inventory of lands for the conduct of public, quasi-public, and institutional activities, including protection of areas needed for future public, quasi-public, and institutional facilities.

**4.4.5.2 Community and Public Land Use Policies.** The following policies apply to land designated for commercial uses on the General Plan land use map and by Focus Area policies.

The development and design of public office developments should comply with the General Plan provisions for commercial and office development.

- a. Maintain appropriate locations for the conduct of public business and the operation of institutional uses within the community (See also policies 4.4.2.2 a and b).
- b. Within areas designated Open Space, permit only such uses as are consistent with the provision of public and private recreation (active and passive), protection of public safety, managed production of resources, and preservation of significant environmental resources.
- c. Incorporate significant existing natural resources into the design of new projects, rather than removing them.
- d. When public or private natural or recreational open space is provided as part of a development project, amend the General Plan land use map to reflect the permanent provision of this open space. Alternatively, permanent open space protections in the form of easements, deed restrictions, or acquisition of development rights may be provided.

**4.4.6 Focused Planning Areas**

Ten areas within the Antioch General Plan study area have been identified for focused policy analysis and direction. The purpose of

these “Focus Areas” is to provide policy direction specific to each area, including appropriate land use types and development intensity, based upon analysis of the particular opportunities and constraints affecting each area.

**4.4.6.1 Rivertown/Urban Waterfront Downtown Specific Plan Focus Area.**

The Rivertown/Urban Waterfront Focus Area has been repealed and replaced with the Downtown Specific Plan. Please refer to this adopted Plan for all policies related to the area shown on Figure 4-2.

~~The Rivertown/Urban Waterfront Focus Area is located in the northwestern portion of the General Plan study area, encompassing 963 acres. Antioch’s downtown area—known as “Rivertown”—is located at the center of this Focus Area. South of Rivertown are older residential areas, with a mix of small commercial uses. These residential areas are concentrated immediately adjacent to Rivertown and along 10<sup>th</sup> Street. A mix of attached residential dwelling units is located between Rivertown and 10<sup>th</sup> Street. To the west of Rivertown are older heavy industrial uses, a business park, and a large open land area between the San Joaquin River and the Pittsburg-Antioch Highway, encompassing the Dow Wetlands and other vacant lands. Along the eastern edge of this Focus area and to the east are heavy industrial uses along the river.~~

~~**a. Purpose and Primary Issues.** Rivertown and the Antioch waterfront contain a wide variety of features, conditions, and issues encompassing both new facilities, such as the City’s central police facility and deteriorating sites such as the Rodgers Point boat launch; areas with an array of conflicts, problems, as well as areas with substantial potential opportunities. These conflicts, problems, and opportunities are described below.~~

~~• While Rivertown does not suffer the degree of decay found in some suburban downtown areas, neither does it enjoy the vitality its location along the river within a growing community would seem to be able to command. Antioch has made significant~~

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investments in Rivertown, including streetscape improvements, special lighting, and street sign monuments. Investments have also been made in the municipal marina and adjacent park site, river lookouts, and the extension of "A" Street into the downtown area.

- The waterfront between "I" Street and "F" Street is adjacent to the heart of historic downtown, including most of the remaining commercial buildings, which orient primarily to Second Street and G Street. A key need in this area is to recreate Rivertown's physical and economic link that once existed with the waterfront, which is still its major asset. Whereas the former heavy industrial uses along the riverfront were Antioch's major employment base, re-integrating the waterfront with Antioch's economic vitality will require a new land use focus. To accomplish this requires there be sufficient amenities on the waterfront, and enough "critical mass" in terms of restaurants, specialty retail, services, recreation, and other attractions to bring local resident and visitor trade to the waterfront and downtown area. The visual relationship of waterfront improvements to downtown would be improved by concentrating waterfront development and focusing on some of Rivertown's key physical features.

- To emphasize historical Rivertown, a traditional town square with a large gazebo could be developed within the area. The town square, which ideally, would be along the river or have a view of the river, could be the site for summer concerts. Development of recreational facilities, such as bocce ball or lawn bowling courts, could also assist in enhancing downtown activities.

- Past market evaluations for marina developments have concluded that Antioch has a market for waterfront amenities from local and regional residents.

- The San Joaquin River, along with views of the river and the potential for a riverfront trail, provide Antioch with its greatest opportunity for revitalizing Rivertown, and creating a citywide activity center. Antioch's downtown area sits on a bluff higher than the railroad embankment and the San Joaquin River normal high water mark. This elevation difference provides for dramatic views of the river and the opposite shore. However, there

is a need to replace some buildings close to the river and refurbish the rear of others that tend to face south toward First or Second Street, turning their backs to the riverfront. In the future, it will be important to reorient buildings<sup>‡</sup> and provide views toward the river.

- The scale of Rivertown buildings in the vicinity of the waterfront provides the opportunity for mixed-use development. Such development could take the form of multi-story, attached housing or mixed-use buildings with commercial uses on the ground floor and residential uses on upper floors.

- Antioch's location along the San Joaquin River, along with the existing of deep water access to the shoreline, provides an opportunity for establishing waterborne transit service.

- The General Plan objective of having continuous shoreline access is hampered in places where there is virtually no land outside the railroad right-of-way for such access. To provide a shoreline trail in these areas with appropriate resting and viewing locations and sufficient clearance for service and emergency vehicle access, it would be necessary to fill or bridge over the water. Such construction is expensive, potentially reduces wetland habitat values, and may require mitigation by restoration or wetland areas in other areas.

- The waterfront area east of "E" Street has been identified as a prime wildlife habitat. Federal law limits the development potential of such areas, and permits the loss of wetland habitat only occur if it is replaced elsewhere, often at a 2:1 or 3:1 ratio. There is, unfortunately, a limited opportunity to provide such mitigation.

- In some areas, the shoreline extends south of the railroad, requiring crossings. Currently, access from downtown to Rodgers Point is via McElheny Road, a substandard road running along the bottom of the East Antioch Creek. The development potential of areas to the east, including Rodgers Point, the Fulton Shipyard site, and the former City sewage treatment plant site depend on

<sup>‡</sup> Where existing buildings cannot be re-oriented to provide views of the river, the riverfront side of the building should be refurbished to enhance views of the building from the riverfront, or the building should be replaced.

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establishing a suitable direct connection across the railroad tracks. This will require either an overcrossing or an undercrossing to replace the existing undercrossing, as new at-grade crossings are generally against the policies of the railroad and the Public Utilities Commission. It is a key General Plan objective for Rivertown to close or improve the existing McElheny Road crossing, and create all-weather access between the downtown and Rodgers Point.

- Rodgers Point is located entirely on the river side of the railroad, and is the only significant land area adjacent to the downtown area with this advantage. It is a natural promontory of land owned by the City. It has dramatic views of the river and of downtown, and is prominent from downtown. Although quite small, Rodgers Point has the potential to be a major focal point of community recreation and special events.

- The area between the "A" Street/6<sup>th</sup> Street intersection and the Fulton Shipyard has the potential for mixed-use development, including hotel uses, as well as higher density residential uses with views of the river. The setting of this area could facilitate a market for higher end multi-family development within Antioch.

- East of Rodgers Point is the City-owned boat launch, with a single concrete launch ramp, a pier which also supports a water uptake line for the municipal water supply, some tie-up berths for day cruisers, automobile and auto/trailer parking, and a boarded-up two-story structure. The current boat launch facility has a number of deficiencies, making it difficult for both launching and landing. While a municipal boat launch facility is needed, it is not necessary that the facility be maintained at its current location. Rodgers Point and the boat launch area have the potential for development of visitor serving uses (e.g., hotel, and restaurants) and office development if improved access is provided.

- The isolated location of the boat launch area has attracted loiterers who may discourage other users. Thus, improved access and revitalization of adjacent uses is needed if the boat launch is to be improved and maintained in its present location.

- The former Fulton Shipyard, with its deep water access, has the potential to serve as a marina or repair facility for larger recreational boats, or to provide a location for waterborne transit. Other areas that may be appropriate for waterborne transit include the Rivertown area, and heavy industrial areas located east of the Fulton Shipyard.

- Past parking studies have concluded that more infill development, including construction of some surface parking and parking structures, is needed to enhance the downtown area as a complete and functional shopping district. Past studies also concluded the proximity of the existing parking lots and addition of future parking structures would provide the opportunity to serve a modest reconstructed commercial waterfront. Thus, the General Plan proposes to modify parking standards within the downtown area to permit the use of offsite parking facilities to meet off-street parking requirements. This will also facilitate expanding the use of downtown buildings that have near 100 percent lot coverage, and cannot provide onsite parking.

- In providing downtown parking structures, it will be important to blend the design of these structures with the design of surrounding buildings. Provision of efficient and safe pedestrian and bicycle paths from the parking structures to uses within the downtown will also be needed.

- The residential area located south of downtown generally contains older homes and many senior citizens. Residents in this area typically have a lower income than in the newer portions of Antioch, and many dwellings are in some state of disrepair. A concentrated effort is needed to improve housing in this area. North of the fairgrounds, southwest of the downtown area<sup>4</sup>, development was planned on fill over marshlands. Soils in this area generally have a low load-bearing capacity, and development is limited to low density dwellings, which can be supported by area soils, or very high densities, where costs for constructing special foundations can be supported.

<sup>4</sup> This area, known as "Proserville," is bounded by 6<sup>th</sup> Street, 10<sup>th</sup> Street, "O" Street, and "L" Street.

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• Currently, Rivertown is somewhat isolated from the balance of Antioch. The primary approaches to Rivertown from the SR-4 freeway consist of Somersville Road, "L" Street, "G" Street, and "A" Street. Only Somersville Road and "A" Street have full freeway interchanges. Current freeway improvement plans include closing the "G" Street interchange and providing "L" Street with a full interchange. Once a full interchange is provided, "L" Street will become a primary access route, via a four-lane roadway, improving the connection of Rivertown to the rest of Antioch.

• Access roads connecting Rivertown to the freeway run through older residential, commercial, and/or industrial areas, and do not present a high quality visual entry into the downtown. Somersville Road runs through older commercial and industrial areas, some of which are in need of revitalization (see discussion of the Somersville Road Corridor Focus Area). At the Somersville Road transition to Fourth Street, older heavy industrial uses, which are also in need of revitalization, are predominant.

• The extension of "A" Street from Sixth Street into the downtown area has improved access, and will have a positive effect on Rivertown's commercial potential. However, the residential and commercial uses along "A" Street north of the freeway are in need of revitalization. Focus Area policies set forth for the "A" Street and Somersville Road corridors will assist by enhancing entries into Rivertown.

• The Antioch Rivertown Business Association has embarked upon a major effort to inject new vitality into the downtown/waterfront business district. Recognizing that Rivertown must create and provide something special for visitors to the area, the Business Association and the City have developed a plan called "Rivertown Renaissance," which includes a number of projects focusing on arts, entertainment, and specialty businesses. The Renaissance Plan provides several initiatives to attract arts- and entertainment-related businesses, including co-op art studios, artist live-work studios, and special events, such as the annual Jamboree. Specialty businesses identified in the plan include galleries, boutiques, antique shops,

crafts-related businesses, restaurants and cafés, and professional offices.

• The development potential of waterfront areas is affected by the fragility of natural biological habitats (wetlands) along the river. To the west of Rivertown and the municipal marina, north of the BNSF rail line is a large area set aside to protect wetland habitat. Special care must be taken in developing projects adjacent to this area and along the waterfront to minimize or avoid impacts on wetland areas.

**b. Policy Direction.** The Rivertown area is intended to be a community-gathering place focused on the waterfront, providing specialty retail, restaurant, and office uses, as well as recreational activities along the riverfront. Emphasis within Rivertown will be on daytime and nighttime activities. Thus, in addition to retail uses, the City will work to attract restaurant, entertainment, and arts-related uses to Rivertown. Other activity areas, such as bocce ball courts and other active recreational uses are also desirable as a means of generating high levels of activity.

The General Plan intends the waterfront to be re-established as a major attraction for the downtown and the entire community by providing a range of activities for families and all age groups to enjoy public access and water-oriented recreation, waterfront commercial uses, RV camping, and environmental experiences. The downtown waterfront should serve as an extension of Rivertown commercial areas, and reflect its themes. To facilitate revitalization of the waterfront, improved boat launch facilities envisioned, along with establishment of dry boat storage and one or more recreational vehicle parks. Suitable locations for recreational vehicle parks include Fulton Shipyard Road, the City's former water treatment facility, and the existing industrial facility site on Fourth Street adjacent to the Municipal Marina. This older industrial facility could be redeveloped into a modern business park, with provision made for recreational vehicles adjacent to the marina.

The density of new development within the developed portions of the Rivertown/Urban Waterfront Focus Area may be increased as

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compared to existing development as a means of increasing use of the Rivertown area. These densities will be achieved by permitting three-story structures in limited areas, and providing public parking lots and/or structures as a means of reducing on-site parking requirements, and encouraging uses, such as residential, on the upper floor of commercial buildings.

Figure 4.2 identifies specific land use designations within the Rivertown/Urban Waterfront Focus Area. The following policies shall apply to development within this Focus Area:

a. The area designated "Dow Wetlands Preserve" on Figure 4.2 is intended to protect existing wetland resources, and is to remain in open space use.

b. Areas designated "Business Park" in Figure 4.2 shall comply with the provisions of the Business Park land use category (see Table 4.A).

c. The area designated "Marina" in Figure 4.2 shall comply with the provisions of the Marina/Support Services land use designation (see Table 4.A).

d. The area designated "Commercial" in Figure 4.2 represents the Rivertown core. Uses designated "Commercial" in Figure 4.2 shall comply with the provisions of the Neighborhood/Community Commercial land use designation (see Table 4.A).

Maximum development intensity: FAR of 1.50 for non-residential uses along the riverfront north of Second Street. Within the balance of the Focus Area, the maximum allowable FAR is 0.50 for non-residential uses and 1.0 for mixed-use buildings that provide residential use within the upper floors. Residential development shall provide public and private amenities, such as:

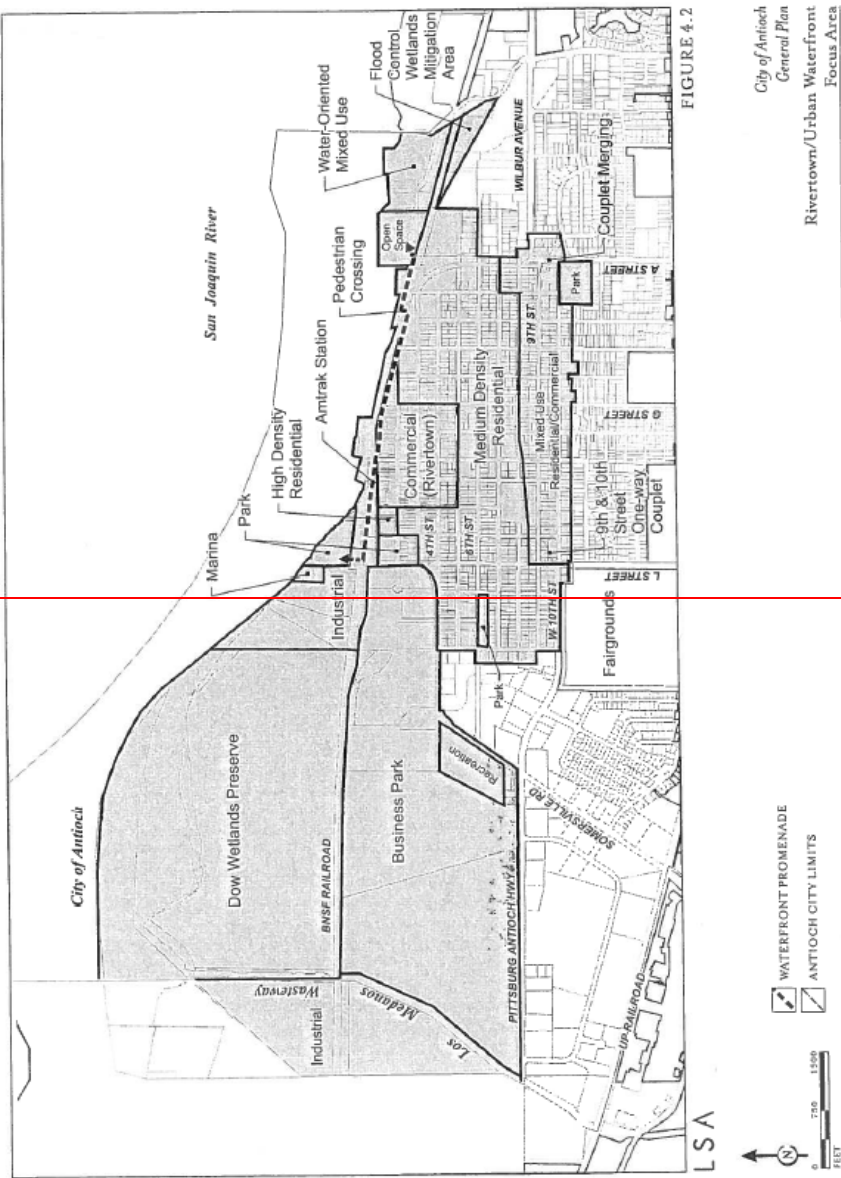
— building amenities, including retail arcades, public art, sculptured rooftops, atriums, day care, water features;

- pedestrian amenities, including sidewalk canopies and other overhead weather protection devices, streetscape enhancements;

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- landscaping, multiple building entrances, public restrooms;
  - *pedestrian movement*, such as sidewalk widening, through block connections, promenade extensions;
  - *housing and human services*, such as employment creation, job training, income-restricted housing for very low and low-income households;
  - *transportation improvements*, such as transit station access and private transportation services;
  - *cultural amenities*, such as performing arts facilities, art galleries, artist studios;
  - *preservation*, such as adaptive reuse of historic buildings; and
  - *planning objectives*, such as provision of uninterrupted retail frontage or creation of local resident population.
- e. Areas designated "Medium Density Residential" on Figure 4.2 shall comply with the provisions of the Medium Density Residential land use category (Section 4.4.1.1).
  - f. Areas designated "High Density Residential" on Figure 4.2 shall comply with the provisions of the Medium Density Residential land use category (see Section 4.4.1.1).
  - g. Areas designated "Mixed Use Residential/Commercial" as shown on Figure 4.2 may consist of a mix of the uses identified as appropriate for the High Density Residential designation (see Section 4.4.1.1) and the Convenience Commercial designation (see Section 4.4.1.2).
  - h. Areas designated "Open Space" on Figure 4.2 shall comply with the provisions of the Open Space designation (see Section 4.4.1.4).
  - i. The "Industrial" area identified in Figure 4.2 shall comply with the provisions of the General Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
  - j. The "Water-Oriented Mixed Use" area identified in Figure 4.2 is intended to facilitate the revitalization of Rodgers Point. Development within this land use category may comply with the provisions of the Business Park land use category described in Section 4.4.1.3 of the Land Use Element or the provisions of the Marina/Support Services or Community Commercial land use categories described in Section 4.4.1.2.
  - k. The "Flood/Control/Wetlands Mitigation Area," "Park," and "Recreation" designations identified in Figure 4.2 are intended to identify existing open space uses that are not anticipated to change. Uses within these areas shall comply with the provisions of the Open Space land use category described in Section 4.4.1.4 of the Land Use Element.
  - l. The central core of Rivertown is to be primarily retail in character, transitioning to office, commercial services, and neighborhood-serving retail at the periphery of Rivertown adjacent to the existing residential neighborhood. Within the core of Rivertown, buildings are to feature retail, restaurants, commercial services, and entertainment uses on the ground floor, with these uses, as well as residential and office uses permitted above the ground floor. The City will develop specific economic incentives for infill uses along First Street and at other locations close to, and visible from, the water as a means of re-establishing the downtown area's relationship to the river. In order to enhance the commercial vitality of the downtown area, municipal parking structures will be developed at key locations.
  - m. Adjacent to the downtown area along the waterfront, uses should be complemented by public access boardwalks, piers or promenades with fully developed landscaping, lighting, and site furniture. Appropriate uses include:

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- a limited number of marina berths
  - public access facilities and uses such as guest slips and moorings
  - Delta cruise/waterborne transit center
  - boat rentals
  - fishing excursion boat charter center
  - sporting goods shops specializing selling and/or renting water-oriented recreational equipment such as fishing tackle windsurfers, jet skis or kayaks
  - chandlery.
- n. All improvements within this Focus Area should be oriented to and accessible from downtown as much as possible, and be designed to support the historical architectural theme of downtown.
- o. Land uses surrounding the existing Amtrak stop should be designed to take advantage of the rail line's transportation and visitor-serving potential. Within the area adjacent to the existing Amtrak platform, higher density, transit-oriented development, including a mix of office, commercial, and residential uses is permitted.
- p. A continuous waterfront park will be developed. This park will incorporate a continuous system of multi-use public trails along the entire waterfront from the westerly City limits to the Rodgers Point/Fulton Shipyard area, as permitted by environmental and physical constraints.
- In order to protect existing wetland areas, including the Dow Wetlands Preserve, alignment of the public access will generally be along the south of the rail line.
- 
- Where compatible with environmental conditions, rest stops, a "par course" and play structures should be provided.
- The desired minimum width of the linear park is 25 feet to accommodate an 8-foot wide path and landscape buffers. To increase the apparent width of this linear park, a boardwalk can be extended over the embankment along many stretches of the shoreline.
- q. Public access is to be provided along the entire length of the riverfront. Views of the river are an important resource, and need to be preserved.
- r. Adequate pedestrian and vehicular access from the first public street inland of the waterfront must be provided, along with a riverfront multi-use trail. The riverfront is an active area; public access and use along the riverfront is to be provided, wherever possible.
- s. The deteriorated and blighted condition of the City's existing waterfront environment should be rehabilitated to form an amenity of regional significance. Existing wetland areas north of the railroad are to be left unaltered, except for clean up of beached debris and potential removal of invasive plant species and reintroduction of native plant species.<sup>4</sup>
- t. The shore adjacent to the downtown area should be improved with an access road/path, bank top boardwalks, and landscaped areas (see above illustration).
- u. "Anchor" uses should be provided along the waterfront between "I" Street and "F" Street. Examples of such uses include:
- marina berths
  - restaurants
  - specialty shops (e.g., those specializing in retail sales and/or rental of water-oriented recreational equipment, such as windsurfers, jet skis, kayaks)
  - guest berths for boats

<sup>4</sup> The restored wetland is anticipated to help provide needed wetland mitigation credit to offset the construction of other facilities along the waterfront.

- sport fishing and boat charter facilities
- cultural facilities

— These uses should be clustered to provide economic “critical mass,” and, along with the general ambience provided by the river and downtown, to attract visitors to the waterfront.

— v. — Public access boardwalks, piers or promenades, landscaping, decorative lighting, and site furniture should complement anchor uses. All the improvements should be oriented to and directly accessible from downtown as much as possible, and designed to support the historical architectural theme of downtown.

— w. — Near the extension of “C” Street, adjacent to the railroad trestle abutment, an overlook platform should be provided. At the overlook, a gazebo, tower or other special identity structure should be provided, both to act as a symbolic milestone destination for this length of shoreline trail and also to act as a focal point from downtown. Steps and a ramp should be provided to lead down from this overlook structure to connect to a pedestrian undercrossing.

— x. — To maintain the strong economic and functional connection desired for the waterfront, provide improved direct access from downtown to Rodgers Point in a manner and at a location to be determined after the completion of engineering studies.<sup>4</sup>

— y. — Rodgers Point and the adjacent boat launch area should be developed as a multi-functional community gathering place to anchor the eastern terminus of the continuous waterfront park system. The objective is to create a waterfront area for family-oriented use, including both

private development and public open spaces:

z. — The revitalization and redevelopment of Rodgers Point should include improved boat launch facilities, unless provision is made to provide a municipal boat launch at a different location in the community. Along with improved boat launch facilities, opportunities should be provided for the establishment of privately operated stackable dry boat storage.

aa. — Prior to or concurrent with approvals of any development applications at Rodgers Point, a Master Plan for the area shall be prepared and approved by the City. The Master Plan shall provide detailed guidance for environmental review, project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements.

bb. — “Anchor” commercial facilities such as restaurants or lodging/visitor services should be developed at Rodgers Point as part of the area’s revitalization.

cc. — The distinctive streetscape existing within the downtown area should be expanded to encompass the all of the commercial and residential portions of the Rivertown/Urban Waterfront Focus Area. Entry monumentation, including signage, special landscaping, and, potentially, an overhead structure spanning the street, should be placed at the following locations:

- Fourth Street at “L” Street
- “L” Street at 10<sup>th</sup> Street
- “A” Street at 6<sup>th</sup> Street
- 10<sup>th</sup> Street at “L” Street.

**4.4.6.2 Somersville Road Corridor/Western Antioch Commercial Focus Area.**

This Focus Area encompasses the commercial areas along Somersville Road, Auto Center Drive from SR-4 north to Fourth Street, as well

<sup>4</sup>— This access would, at a minimum, provide a low flow crossing. Providing an all-weather undercrossing would be an expensive project.

as the commercial areas south of the freeway along Somersville Road, up to and including the Chevron property Somersville Towne Center. The General Plan intends that existing auto dealerships be retained and revitalized along Somersville Road Auto Center Drive. If the existing dealers ultimately decide to relocate from Somersville Road Auto Center Drive, the City should work with the dealers to secure alternative locations within the City of Antioch. Potential alternative locations include the Regional Commercial area within the East Lone Tree Specific Plan Focus Area, and between SR 4 and the railroad in the Hillcrest Station Area.

**a. Purpose and Issues.** The Autor Center Drive/Somersville Road corridor is one of Antioch's primary sales tax generators, encompassing automobile dealerships, the Somersville Towne Center mall, and other retail businesses. Uses along this corridor are aging, and in need of improvement. In addition, the Somersville Road interchange is heavily congested. Interchange capacity will be increased as part of improvements for SR-4. Interchange improvements could impact adjacent existing hotel uses.

- Automobile dealerships exist along Somersville Road Auto Center Drive. The City has worked in the past to improve the design of Somersville Road Auto Center Drive, and to assist existing dealerships to modernize their facilities. Relocating the dealerships to another location within Antioch could reduce the amount of land available for industrial use, and may or may not be desirable for the dealerships. The dealerships have generated a customer base in their present location, though they do not have freeway visibility.
- South of the freeway is Somersville Towne Center, formerly known as County East Mall. The center was an open air complex, and was enclosed in the 1970s. The mall has not provided the level of retailers, mix of uses (e.g., restaurants), or design interest that could be supported by the community. In addition, vehicular access to the mall from Somersville Road is difficult due to limited parking. Pedestrian entry along the easterly side of the mall is awkward due to the presence of commercial uses with access directly from the parking lot.

ward due to the presence of commercial uses with access directly from the parking lot.

There have been discussions in the past regarding adding another anchor tenant. However, the present design of the mall, with a series of tenants having their entries open to the parking lot along Somersville Road, limits simple design solutions. As a result, there have been suggestions that the mall be revitalized as a mixed-use specialty retail, entertainment, office, and residential project.

- The Focus Area's commercial uses are auto-oriented, and its general character is that of a typical older suburban community. Improvements to signage, street-scapes, and building façades are needed throughout the developed portion of this Focus Area, along with improved pedestrian linkages in the mall area.
- At the southern end of this Focus Area is the Chevron property, which is a 193-acre relatively flat, vacant parcel south of Buchanan Road. It is expected to be annexed by the City of Pittsburg and developed into a residential community. These new residents will contribute to the future financial stability of this commercial Focus Area. It is an unincorporated island surrounded by the cities of Antioch and Pittsburg, and is within Antioch's sphere of influence. The site has been extensively disturbed as the result of its previous use as an oil storage facility. With the extension of James Donlon Road, the Chevron property will become an important gateway into west Antioch.

**b. Policy Direction.** Efforts should be continued to keep existing automobile dealerships in their present locations, and to upgrade their facilities. Somersville Towne Center should be improved and expanded into a cohesive mixed-use retail, retail, entertainment, and/or residential center. Pedestrian and other urban design improvements need to be provided to increase linkages between the mall and adjacent uses. Special effort should be undertaken to improve access to the mall site



from Somersville Road, and to improve the distribution of parking around the mall.

The following policies apply to the ~~Somersville Road Corridor~~ Western Antioch Commercial Focus Area.

- a. Areas designated "*Commercial*" on Figure 4.3 shall comply with the provisions of the ~~Somersville Road~~ Western Antioch Commercial land use category (see Table 4.A).
- b. Areas designated "*Regional Commercial*" on Figure 4.3 shall comply with the provisions of the Regional Commercial land use category (see Table 4.A).
- c. Areas designated "*High Density Residential*" in Figure 4.3 shall comply with the provisions of the High Density Residential land use category (see Table 4.A).

Expansion of Somersville Towne Center is encouraged, including new and expanded retail, particularly addition of new anchor tenants (department stores), higher end specialty retail, and sit-down restaurants. As shown in Figure 4.3, the General Plan permits expansion of the mall to the west. Expansion of the mall could also occur vertically by adding a second story of

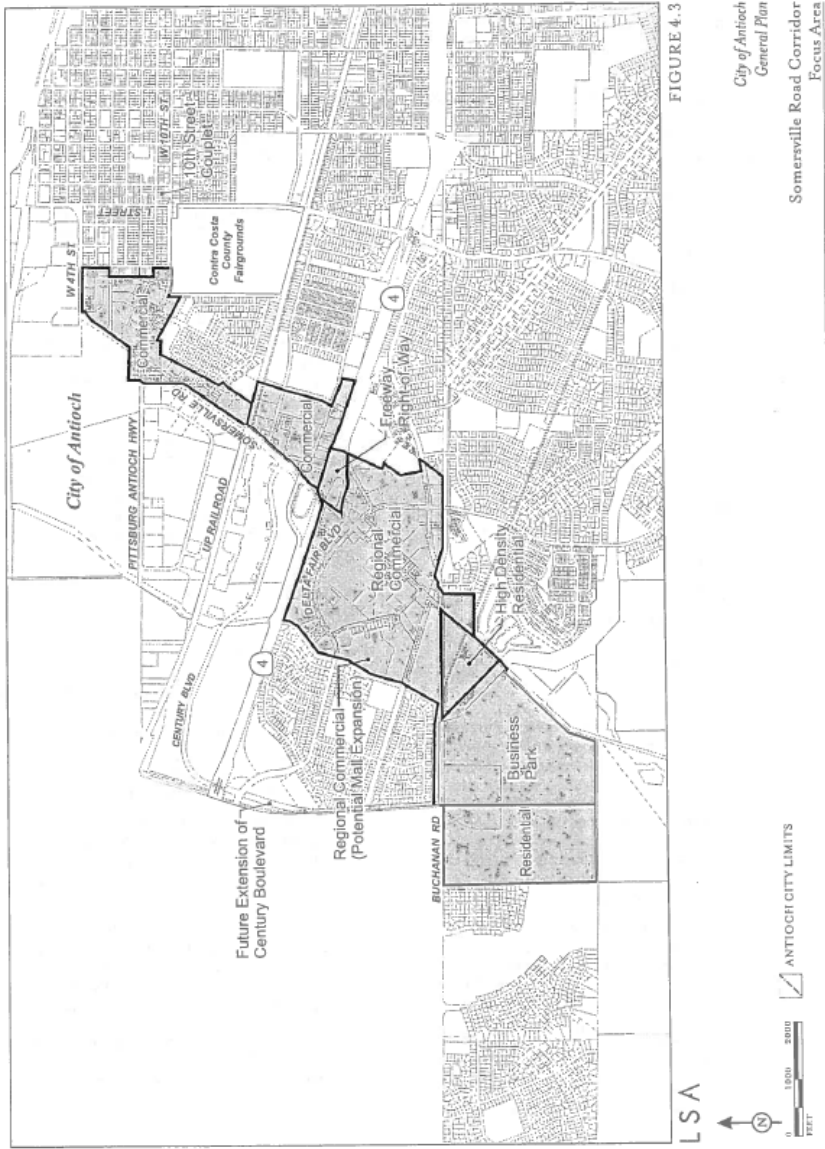


FIGURE 4-3

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shops. Also permitted is the conversion of the existing mall into a mixed-use commercial, office, and residential complex. Revitalization of the mall into a mixed use concept could occur alongside expansion of the existing mall itself through development of multi-story office buildings, either free-standing or attached to the mall.

- d. ~~In cooperation with the City of Pittsburg, work to extend Century Boulevard to Buchanan Road as a two-lane arterial, with a connection to Los Medanos College.~~
- e. ~~The development of the "Chevron property," located on the west side of Somersville Road, south of Buchanan Road, shall comply with the following provisions:~~
  - ~~— The primary land use intent for this site is a mix of low-rise business park and medium density residential housing products.~~

~~For illustrative purposes, Figure 4.3 shows the property divided into business park and residential portions. The specific development design of the site shall be determined through approval of a planned development for the site. A minimum of 40 percent of the site is to be devoted to business park and related commercial and open space uses.~~

  - ~~— Business Park and related commercial uses shall front along the entire length of Somersville. Although it would be desirable to have business park and related commercial uses fronting along Buchanan Road at least as far west as the flood control channel, residential uses may front along Buchanan Road. The Business Park areas shall comply with the provisions of the Business Park land use category.~~
  - ~~— Development of the site should be heavily landscaped. Business park and related commercial uses should be one or two stories, and clustered in a park-like setting.~~

- ~~— A common design theme for business park and residential uses within the 193-acre site is to be provided, including compatible architectural, landscaping, and signage.~~
- ~~— Residential uses within the Chevron site may consist of a combination of small lot single family detached and multi-family development, and shall be consistent with the provisions of the Medium-Density Residential land use category.~~
- ~~— Adequate separation shall be maintained between new office and multi-family uses and existing residential neighborhoods. If parking areas are located along the residential edge, sufficient noise mitigation shall be provided.~~
- ~~— As part of site development, a community gateway monument shall be provided, including distinctive signage and landscaping at the northwest corner of the site, expressing the theme of Antioch as "Gateway to the Delta." Such signage and monumentation must portray a high-quality design image for the City.~~
- ~~— The City should work with the owner of the Chevron property to annex it into Antioch.~~
- ~~f.d. An urban design plan should be prepared for the entire Somersville Road-Western Antioch Commercial Focus Area Corridor. The design plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.~~
- ~~g.e. A façade improvement program should also be undertaken for existing commercial uses within this Focus Area, with assistance from the Antioch Redevelopment Agency.~~

**4.4.6.3 Eastern Waterfront Employment Area.** This Focus Area encompasses the industrial areas in the northeastern portion of the City and its General Plan study area, south

of the San Joaquin River, west of the SR-160 freeway. The Eastern Waterfront Employment Area is approximately 474.976 acres in size, and lies partly primarily within the City of Antioch and partly within unincorporated territory.

**a. Purpose and Primary Issues.** As a result of shifts in the national and regional economy, several of the heavy industrial uses located along the San Joaquin River have closed, or have significantly scaled back their operations. Thus, it is necessary to plan for revitalization of former heavy industrial lands along the river, including transition to other uses. This may include environmental clean up of brownfields resulting from years of heavy industrial use. To the east of Fulton Shipyard and south of the Antioch Dunes National Wildlife Refuge is the abandoned City Sewage treatment plant site. The development feasibility of this site may depend in part upon the clean up and improvement of nearby areas.

A large portion of this Focus Area, primarily north of Wilbur Avenue and the BNSF rail line, ~~is within was recently annexed into the City of Antioch, unincorporated territory, and would need to be annexed if Antioch is to have any control over future land use.~~ Portions of this area are rail-served, which provides opportunities for the development of new industrial uses with modern plants.

South of Wilbur Avenue, industrial areas border along existing residential neighborhoods. As a result, it will be necessary to provide appropriate transitions between existing residential neighborhoods and future industrial development.

The environmental sensitivity and fragility of the Antioch Dunes National Wildlife Refuge within the northwestern portion of this Focus area establishes the need to provide appropriate buffer areas for urban uses located adjacent to the Refuge.

The proximity of the western portion of this Focus Area to Rodgers Point provides an opportunity for development of a recreational vehicle campground. Such a use would be possible at the site of the City's former water treatment plant. This Focus Area's location along the riverfront also provides the

opportunity to extend the trail proposed for the [Rivertown-Downtown Specific Plan Focus Area](#) to the existing marina adjacent to the SR 160 freeway.

[The Northern Waterfront Economic Development Initiative is a multi-agency collaboration led by the County of Contra Costa to revitalize the areas adjacent to the San Joaquin River within Contra Costa County. The Initiative identifies Antioch's extensive industrial waterfront potential and provides guidance for regional efforts.](#)

**b. Policy Direction.** The primary function of this Focus Area is to provide employment opportunities, and to assist Antioch in achieving its goal of a balance between local housing and employment. [In addition, the Focus Area is intended to support and implement the outcomes of the Northern Waterfront Economic Development Initiative.](#) The majority of employment opportunities created within this area will continue to be industrial in character, will reflect lighter industrial uses than are now present. Generally, this Focus Area will feature a transition between larger industrial uses between Wilbur Avenue and the river to ~~rail-served industrial uses along the south side of Wilbur Avenue~~ to light industrial and business park uses to the south. The area within this Focus Area between East 18th Street on the south and the BNSF rail line on the north, Viera Avenue on the west and Drive-In Avenue on the east is ~~also~~ subject to the provisions of the East Eighteenth Street Specific Plan.

~~As previously noted, transit improvements are envisioned to include extension of BART to Antioch in the long-term with interim use of existing rail lines (eBART) to provide a transit connection to BART, along with commuter rail connections to the Tracy and Stockton areas. One of the primary locations being considered for establishment of a rail transit stop is along the BNSF rail line west of the Route 160 freeway. Should a rail transit stop be established at that location, there will be a significant opportunity for of a mixed-use, transit-oriented development, consisting of a high-density cluster of retail, office, and residential uses.~~

The following policies apply to the Eastern Waterfront Employment Focus Area.

- a. Areas designated "*Eastern Employment Business Park*" in Figure 4.4 are intended for employment-generating uses compatible with a location adjacent to residential neighborhoods as a transition from other industrial uses. Appropriate land use types are set forth in Table 4.A.  
The maximum allowable intensity shall be an FAR of 0.55.
- b. The "*Commercial*" area identified in Figure 4.4 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).

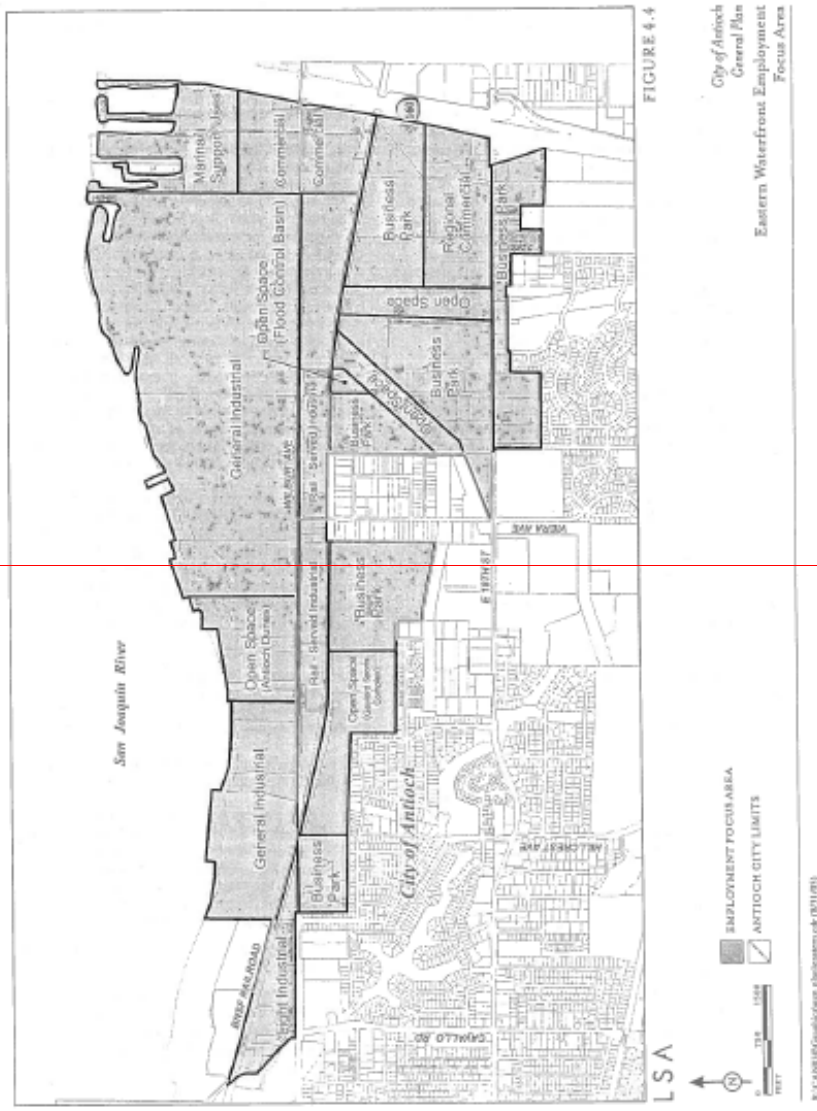


FIGURE 4.4

City of Antioch  
General Plan  
Eastern Waterfront Employment  
Focus Area

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- c. Areas designated “*Multi-Family Residential*” in Figure 4.4 shall comply with the provisions of the High Density Residential land use category (see Section 4.4.2.2 of the Land Use Element).
- d. The “General Industrial” area identified in Figure 4.4 shall comply with the provisions of the General Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- ~~e. The “*Rail-Served Industrial*” area identified in Figure 4.4 shall comply with the provisions of the Rail-Served Industrial land use category described in Section 4.4.1.3 of the Land Use Element.~~
- f. The “*Light Industrial*” area identified in Figure 4.4 shall comply with the provisions of the Light Industrial land use category described in Section 4.4.1.3 of the Land Use Element.
- g. The “*Regional Commercial*” area identified in Figure 4.4 shall comply with the provisions of the Regional Commercial land use category described in Section 4.4.1.2 of the Land Use Element.
- h. The “*Marina/Supporting Uses*” area identified in Figure 4.4 shall comply with the provisions of the Marina/Supporting Uses land use category described in Section 4.4.1.2 of the Land Use Element.
- i. The “*Open Space*” area identified in Figure 4.4 shall comply with the provisions of the Open Space land use category described in Section 4.4.1.4 of the Land Use Element.
- j. Work with property owners and the California Department of Toxic Substances Control to facilitate clean up of existing brownfields within the industrial properties between Wilbur Avenue and the San Joaquin River.
- k. If a rail transit stop can be established along the BNSF line west of the Route 160 freeway, development of a high-density cluster of retail, office, and residential uses adjacent to the proposed site would be appropriate. Such development could occur as an integrated, mixed-use project at densities as high as an FAR of 1.0 for non-residential uses and up to 35 units per acre for the residential portion of such mixed use development.
- As part of the development of sites adjacent to the freeway interchanges at Wilbur Avenue and East 18<sup>th</sup> Street, establish community gateway monumentation is to be provided, including distinctive signage and landscaping, expressing the theme of Antioch as “Gateway to the Delta.” Such signage and monumentation must portray a high quality design image for the City.
- l. As a condition of new development or redevelopment of properties along the San Joaquin River between Rodgers Point and the existing marina at the SR 160 freeway, ~~explore~~ requiring dedication and improvement of a riverfront trail and linear park.

**4.4.6.4 Hillcrest Station Area Focus Area.**  
The SR-4/SR-160 Industrial Frontage Focus Area has been repealed and replaced with the Hillcrest Station Area Specific Plan. Please refer to this adopted Plan for all policies related to the area shown on Figure 4.5.

**4.4.6.5 “A” Street Interchange.** The “A” Street Interchange Focus Area encompasses ~~160.26~~119 acres of land along “A” Street from Worrel Road on the south to 10<sup>th</sup> Street and the Rivertown/Urban Waterfront Focus Area on the north. This Focus Area includes lands actually fronting on “A” Street, as well as additional adjacent properties.

**a. Purpose and Primary Issues.** “A” Street is located at the center of Antioch, and is an important gateway ~~to to the~~ Rivertown Area. The existing interchange has the opportunity to become the primary gateway into the Rivertown area, as well as into southeastern Antioch. Thus, revitalization of uses at the interchanges, as well as uses along the route into Rivertown is needed. Currently, “A” Street is a suburban commercial strip with some single-family residential fronting on the roadway north of SR-4 freeway. Many uses along “A” Street are deteriorating or have a typical suburban commercial strip design. Most commercial parcels are too shallow to allow for modern design, and existing residential uses fronting on “A” Street are in need of upgrade. Relatively high traffic volumes make it undesirable for single family residential uses to front along and take access from “A” Street. To facilitate revitalization of this corridor, it would be desirable to consolidate commercial parcels fronting on “A” Street, and increase their depth. By accomplishing this, new commercial centers with high quality architectural and site design could be developed, accommodating many of the same uses that are now present, but in a manner more befitting of the area’s central location within the City. It would also be desirable to relocate residents fronting along “A” Street to more suitable living environments.

Remaking the uses at the “A” Street Interchange will be costly, and relocation of residents can be traumatic and difficult. However, the potential benefits are substantial. At a minimum, urban design improvements, including undergrounding of utilities, building façade, and sign improvements are needed in the short-term. In the mid- to long-term (8 to 15 years), deepening of existing commercial

parcels and removal of existing residences fronting on “A” Street at the interchange appear to be appropriate.

**b. Policy Direction.** The General Plan envisions a cluster of commercial and office uses with high design quality, transforming the “A” Street corridor from a strip commercial area into a pedestrian-oriented village with well-designed retail and office uses. The A Street interchange along the SR 4 freeway needs to feature a major community gateway statement. “Signature” buildings (those having greater height and design detail than adjacent buildings) will be encouraged at key locations, including at all four quadrants of the freeway interchange, as well as the intersections of A Street with Texas Avenue, East Eighteenth Street, Tenth Street and Wilbur Avenue.

To accomplish this requires relocation of deteriorating residential uses from the “A” Street frontage, and increasing the depth of commercial/office uses to provide a more sensible development pattern.

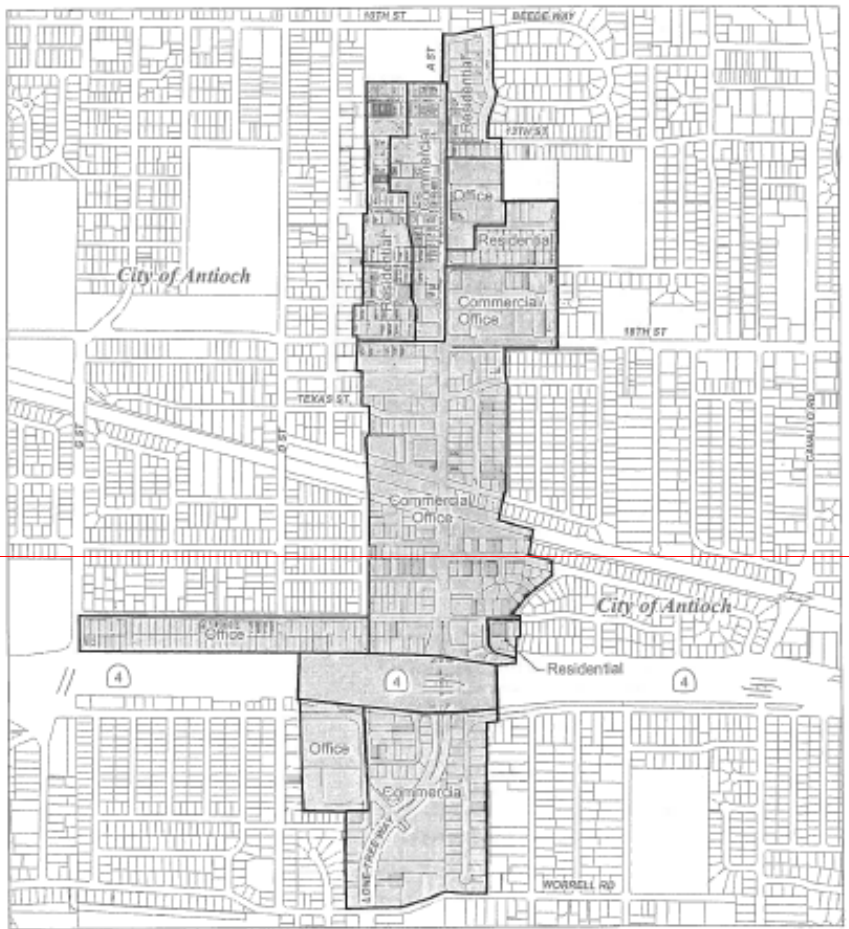
Transformation of the “A” Street corridor is intended to occur over a period of several years. Residents to be relocated as part of the revitalization effort will be afforded all of the protections and relocation benefits provided under State law.

The following policies apply to the “A” Street Interchange Focus Area.

- a. Areas designated “*Commercial*” in Figure 4.6 shall comply with the provisions of the Neighborhood Commercial Land Use designation (see Section 4.4.1.2).
- b. Areas designated “*Commercial/Office*” in Figure 4.6 shall comply with the provisions of the Neighborhood/Community Commercial Land Use designation (see Section 4.4.1.2). The land uses that are considered to be appropriate for areas designated “*Commercial/Office*” in Figure 4.6 are those identified for “A” Street Commercial/Office in Table 4.A.
- c. Areas designated “*Office*” in Figure 4.6 shall comply with the provisions of the Office Land Use designation (see Section

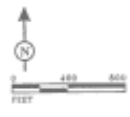
- 4.4.1.3). In addition to the uses identified as being appropriate within the Office designation, Religious Assembly uses would also be appropriate.
- d. Areas designated "*Residential*" in Figure 4.6 shall comply with the provisions of the Low Medium Density Residential Office Land Use designation (see Section 4.4.1.1).
  - e. An urban design plan should be prepared for this Focus Area. The plan should define a design theme; set specific architectural, sign, landscape, and streetscape design standards for the corridor; and select specific designs for public improvements such as street lighting, special paving sections at intersections, and street furniture.
  - f. A signage and façade improvement program should also be undertaken for commercial uses within this Focus Area.
  - g. To provide visual emphasis to specific locations, commercial and office buildings should be limited to two stories in height, except at the intersection of 18<sup>th</sup> Street, where three story structures with distinctive architecture ("signature buildings) are encouraged.
  - h. The City should, if feasible, expand Antioch Development Agency Project Area 1 or establish a new redevelopment project area for the "A" Street Interchange Focus Area. The primary purpose of such a redevelopment project would be to:
    - assist in the conversion of existing residential dwellings to commercial and office uses;
    - assist residents with relocation costs;

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FIGURE 4.6



City of Antioch  
General Plan  
A Street Interchange Focus Area

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- i. assist area businesses in financing façade and sign improvements;
- j. assist in funding improvements within the public right-of-way (e.g., streetscape improvements, special paving at intersections, street furniture)
- k. facilitate the consolidation of parcels along "A" Street as a means of encouraging new, high quality, pedestrian-oriented commercial and office development.

**4.4.6.6 Western Gateway.** The Western Gateway Focus Area consists of approximately 43 acres, located at the western edge of the City, adjacent to the City of Pittsburg (Figure 4.7). The triangular Focus Area is bounded by the SR-4 freeway to the north, the Pittsburg city limits to the west, and an existing single-family residential neighborhood to the southeast. Delta Fair Boulevard runs through the center of Focus Area.

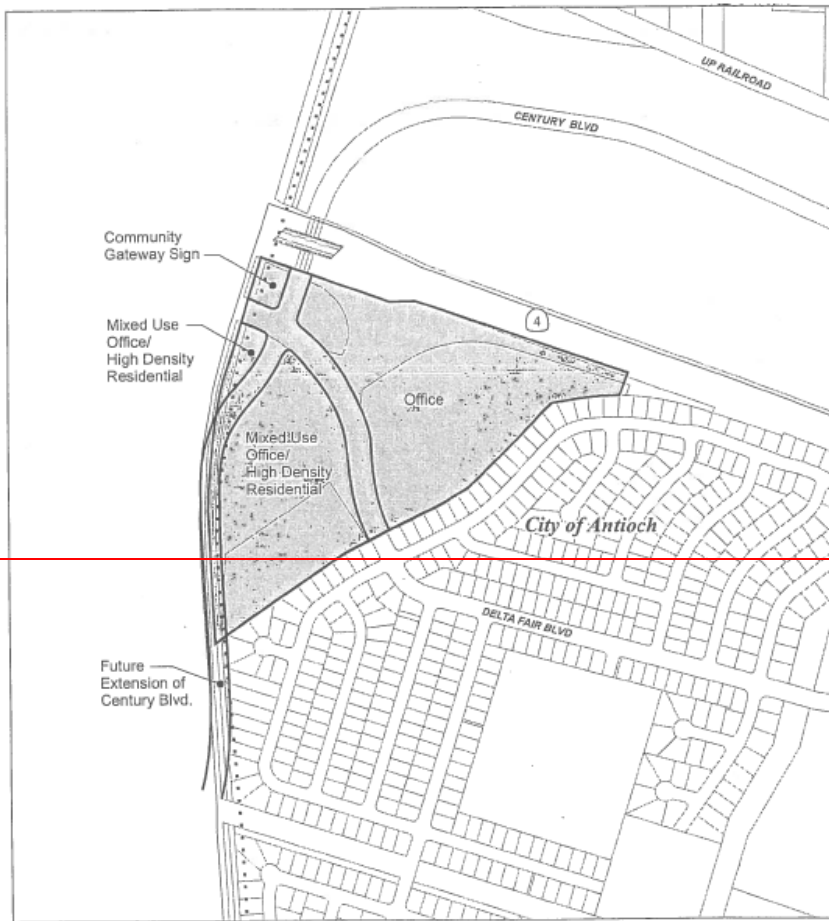
**a. Purpose and Issues.** The Western Gateway Focus Area is located at a key community entry. It is the first property in Antioch seen by eastbound travelers along the SR-4 freeway, and as such, will define Antioch's visual character for new visitors to the community. The Focus Area is partially developed. The County Social Services Department maintains offices along the south side of Delta Fair Boulevard. An existing transitional housing development is located adjacent to the County offices. Los Medanos College is located adjacent to the west side of the Focus Area, in Pittsburg. The Western Gateway Focus Area is connected to the Somersville Towne Center mall and regional commercial uses along Somersville Road by Delta Fair Boulevard, which traverses the residential neighborhoods between the two areas. Thus, even though there is a roadway connecting between the Western Gateway Focus Area and regional commercial uses along Somersville Road, the two areas do not have a functional linkage. ~~The recent Eextension of Century Boulevard from the north is proposed, providing provided a roadway connection between this Focus Area~~

and commercial areas to the north of the SR-4 freeway in the City of Pittsburg.

Along the southeasterly side of this Focus Area are single-family dwellings. Thus, while the location of this Focus Area at a key entry to the community calls for dramatic architecture, perhaps with mid-rise buildings, there is also a need to maintain compatibility with the adjacent residential neighborhood.

**b. Policy Direction.** A community gateway monument and landscaping should be developed along the west side of the intersection of Delta Fair Boulevard and Century Boulevard. This monument should include modern community signage and appropriate landscaping. Development along the north side of Delta Fair Boulevard should consist of mid-rise office uses at the intersection of Delta Fair and Century boulevards, and potentially attached residential dwelling units adjacent to the existing neighborhood. ~~The area north of Delta Fair Boulevard may also be developed solely as an office park.~~  
The following policies shall guide development of the Western Gateway Focus Area.

- a. The Western Gateway Focus Area is intended for office uses northwest of Delta Fair Boulevard, along with existing multi-family residential and public uses on the opposite side of the roadway.
- ~~b. Areas designated "Mixed Use Residential/Commercial" in Figure 4.7 may consist of a mix of the uses identified as appropriate for the High-Density Residential designation (see Section 4.4.1.1 for maximum allowable development intensity and appropriate land use types) and the Convenience Commercial designation (see Section 4.4.1.2 for maximum allowable development intensity and appropriate land use types).~~
- ~~e.b.~~ Areas designated "Office" on Figure 4.7 shall comply with the provisions of the Office land use designation (see Section 4.4.1.3).



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FIGURE 4.7



City of Antioch  
General Plan  
Western Gateway Focus Area

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~~Future multifamily residential, if provided, is to be developed as part of a mixed-use office/residential development.~~

- ~~c. Areas designated "High Density Residential" on Figure 4.7 shall comply with the provision of the High Density Residential land use designation (See Section 4.4.1.3).~~
- ~~d. Because of the highly visible nature of the Focus Area, office development at the intersection of Delta Fair and Century boulevards should be mid-rise (three to five stories), and display high quality architecture.~~
- e.d. Adequate separation shall be maintained between new ~~office and~~ multi-family uses and existing residential neighborhoods. If parking areas are located along the residential edge, sufficient noise mitigation shall be provided.
- f.e. As part of the development of this Focus Area, community gateway monumentation is to be established at the northwest corner of Delta Fair and Century Boulevards, including distinctive signage and landscaping and expressing the theme of Antioch as "Gateway to the Delta." Such signage and monumentation must portray a high quality design image for the City.<sup>1</sup>

**4.4.6.7 Sand Creek.** The Sand Creek Focus Area encompasses approximately 2,712 acres in the southern portion of the City of Antioch (Figure 4.8).

This Focus Area is bounded by existing residential neighborhoods to the north, Black Diamond Mines Regional Preserve to the west, the city limits to the south, and the City of Brentwood to the east. Empire Mine Road and Deer Valley Road run in a general north-south direction through the Focus Area, dividing it roughly into thirds.

**a. Purpose and Primary Issues.** The Sand Creek Focus Area combines two existing policy and planning areas identified in the previous General Plan: the southern portion of

<sup>1</sup>. See the Community Image and Design Element.

"Focused Policy Area 18" and the entirety of Future Urban Area 1." Previous General Plan policy tied the timing of development within this Focus Area to progressive build out of the land immediately to the north (the area generally known as Southeast Antioch), and to agreement on an alignment for the SR-4 bypass.

Through the 1990s, build out of Southeast Antioch was largely completed, an alignment for the SR-4 bypass was selected, and financing for construction of the bypass was developed. As a result, the City stepped up its planning efforts for the Sand Creek Focus Area with area landowners. Because of the multiple ownerships within the Sand Creek Focus Area, detailed coordination of access and infrastructure, along with the establishment of workable financing mechanisms was necessary in addition to land use planning.

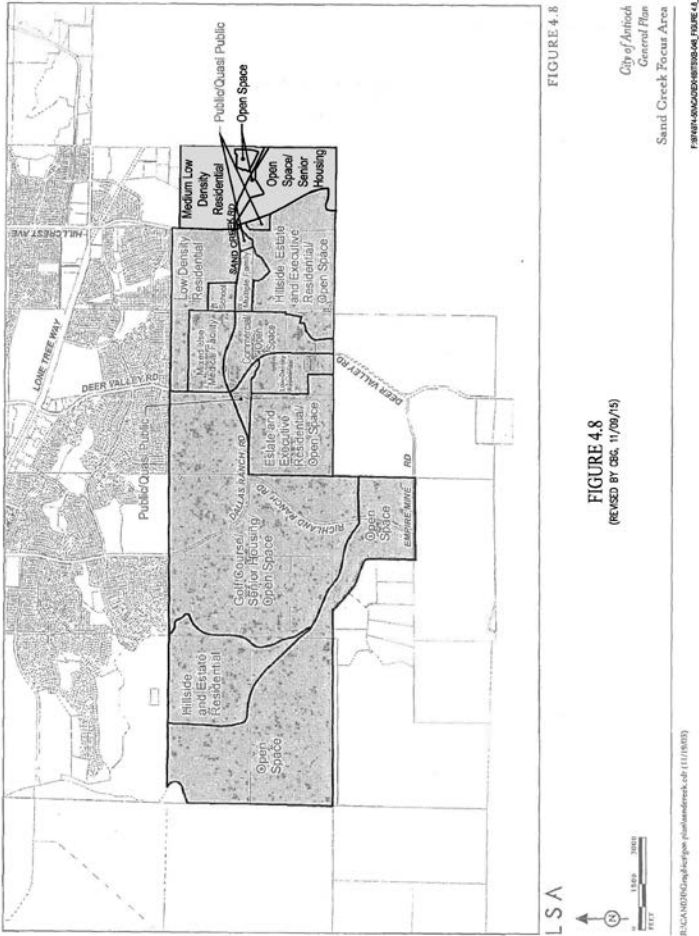
Sand Creek, as well as natural hillsides and canyons within the Sand Creek Focus Area, contain habitats for sensitive plant and animal species, as well as habitat linkages and movement corridors. Overall, the western portion of the Focus Area is more environmentally sensitive than the eastern portion in terms of steep topography, biological habitats and linkages, the existence of abandoned coal mines, and proximity to public open space at Black Diamond Mines Regional Preserve. The west end of the Sand Creek Focus Area serves as a linkage between two regionally significant blocks of grassland. Decades of urban and agricultural use have greatly reduced the width of this linkage, substantially increasing the ecological importance of the remaining linkage within the Sand Creek Focus Area. Land has been preserved in regional parks and permanent open space, primarily in extensive grassland to the immediate west and northwest, as well as south of the Sand Creek Focus Area. These preserves represent a significant investment of public resources, and are a valued public asset.

Stream and riparian communities occupy a small portion of the Focus Area, but are widely distributed. Because of their high biotic value, stream and riparian communities within the Focus Area are considered to be a sensitive

resource. The Focus Area also includes an oak woodland and savanna community, which,

because of its high wildlife value, is considered to be a sensitive resource.

Figure 4.8: Sand Creek



**b. Policy Direction.** The environmental sensitivity of portions of the Sand Creek Focus Area was recognized in the City's previous General Plan; however, policy direction was very general. As an example, the previous General Plan did not provide any indication of the maximum allowable development intensity for Future Urban Area 1. The previous General Plan also stated that while the area between Contra Loma Boulevard and Empire Mine Road was designated Estate Residential, "the actual density should be based on a development plan that ensures that the special characteristics of the area, including steep slopes, riparian habitat, and other environmental constraints, are accommodated.

The following policy discussion and policies for the Sand Creek Focus Area are intended to provide clear direction for the future development and environmental management of the area.

The Sand Creek Focus Area is intended to function as a large-scale planned community, providing needed housing and employment opportunities. This Focus Area is also intended to provide substantial employment opportunities. Up to approximately 280 acres are to be devoted to retail and employment-generating uses, which will result in the creation of up to 6,500 jobs at build out. Residential development within the Sand Creek Focus Area will provide for a range of housing types, including upper income estate housing, golf course-oriented age-restricted housing for seniors, suburban single-family detached housing for families or for seniors, and multifamily development.

The following policies apply to development within the Sand Creek Focus Area.

- a. Prior to or concurrent with approvals of any development applications other than major employment-generating uses (including, but not limited to a medical facility on the Kaiser property), a specific plan or alternative planning process as determined by the City Council, shall be prepared and approved for the Sand Creek Focus Area. Such specific plan or alternative planning process shall identify and provide for project for project-related land uses, financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements within the area proposed for development.
- b. Sand Creek Focus Area development shall make a substantial commitment to employment-generating uses. Up to 280 180 acres are to be devoted to employment-generating uses within the areas shown for Business Park and Commercial/Open Space, in addition to the area shown as Mixed Use Medical Facility. Appropriate primary land uses within employment-generating areas include:
  - Administrative and Professional Offices
  - Research and Development
  - Light Manufacturing and Assembly
  - Hospital and related medical uses
- c. Secondary, support and ancillary uses within employment-generating areas include:
  - Banks and Financial Services
  - Business Support Services
  - Eating and Drinking Establishments
  - Health Clubs and Spas
  - Lodging and Visitor Services
  - Storage and Distribution – Light
  - Civic Administration
  - Cultural Facilities
  - Day Care Centers
- d. The maximum development intensity for employment-generating lands shall be an overall FAR of 0.5.
- e. A maximum of 95 acres of retail commercial uses designed to service the local community may be developed within the areas shown for Commercial/Open Space,

- with a maximum overall development intensity of a 0.3 FAR.
- f. Up to 1.24 million square feet of retail commercial uses may be constructed. Within areas designated for retail use (areas shown for Commercial/Open Space), office development may be developed at a maximum FAR of 0.5.
  - g. Appropriate uses within the retail portions of this Focus Area include:
    - Administrative and Professional Offices
    - Automotive Uses
    - Banks and Financial Services
    - Business Support Services
    - Eating and Drinking Establishments
    - Food and Beverage Sales
    - General Merchandise
    - Health Clubs and Spas
    - Personal Services
    - Personal Instruction
    - Theaters
    - Civic Administration
    - Cultural Facilities
    - Day Care Centers
    - Residential development as part of a mixed-use medical facility
  - h. Commercial areas shall be designed as cohesive centers, and not in narrow corridors or commercial strips.
  - i. Each commercial center shall establish an identifiable architectural theme, including buildings, signage and landscaping.
  - j. Commercial and employment-generating developments shall be designed to accommodate public transit and non-motorized forms of transportation.
  - k. A maximum of 4,000 dwelling units may be constructed within the Sand Creek Focus Area. Appropriate density bonuses may be granted for development of age-restricted housing for seniors; however, such density bonuses may not exceed the total maximum of 4,000 dwelling units for the Sand Creek Focus Area.
  - l. It is recognized that although the ultimate development yield for the Focus Area may be no higher than the 4,000 dwelling unit maximum, the actual development yield is not guaranteed by the General Plan, and could be substantially lower. The actual residential development yield of the Sand Creek Focus Area will depend on the nature and severity of biological, geologic, and other environmental constraints present within the Focus Area, including, but not limited to constraints posed by slopes and abandoned mines present within portions of the Focus Area; on appropriate design responses to such constraints, and on General Plan policies. Such policies include, and but are not limited to, identification of appropriate residential development types, public services and facilities performance standards, environmental policies aimed at protection of natural topography and environmental resources, policies intended to protect public health and safety, and implementation of the Resource Management Plan called for in Policy "4.11," below.
  - m. As a means of expanding the range of housing choices available within Antioch, three types of "upscale" housing are to be provided, including Hillside Estate Housing, Executive Estate Housing, and Golf Course-Oriented Housing.
 

Hillside Estate Housing consists of residential development within the hilly portions of the Focus Area that are designated for residential development. Appropriate land use types include Large Lot Residential. Within these areas, typical flat land roadway standards may be modified (e.g., narrower street sections, slower design speeds) to minimize required grad-

ing. Mass grading would not be permitted within this residential type. Rough grading would be limited to streets and building pad areas. Residential densities within Hillside Estate Areas are to be limited to one dwelling unit per gross developable acre (1 du/ac), with typical lot sizes ranging upward from 20,000 square feet. The anticipated population density for this land use type is up to four persons per developed acre. Included in this category is custom home development, wherein semi-improved lots are sold to individuals for construction of custom homes. Approximately 20 percent of Hillside Estate Housing should be devoted to custom home sites.

Executive Estate Housing consists of large lot suburban subdivisions within the flatter portions of the Focus Area. Appropriate land use types include Large Lot Residential. Densities of Executive Housing areas would typically be 2 du/ac, with lot sizes ranging upward from 12,000 square feet. The anticipated population density for this land use type is up to eight persons per developed acre.

Golf Course-Oriented Housing consists of residential dwelling units fronting on a golf course to be constructed within the portion of the Focus Area identified as Golf Course/Senior Housing/Open Space in Figure 4.8. Appropriate land use types include Single Family Detached and Small Lot Single Family detached for lots fronting on the golf course. Maximum densities for golf course-oriented housing would typically be 4 du/ac, with lot sizes as small as 5,000 square feet for lots actually fronting on the golf course. Given the significant environmental topographic constraints in the portion of the focus area west of Empire Mine Road, the minimum lot size for executive estate housing within this area shall be a minimum of 10,000 square feet. This would allow additional development flexibility in situations where executive estate housing needs to be clustered in order to preserve existing natural features. In no case shall the 10,000 square foot minimum lot size constitute more than 20 percent of the

total number of executive estate housing units in the area west of Empire Mine Road. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses. Should the City determine as part of the development review process that development of a golf course within the area having this designation would be infeasible, provision of an alternative open space program may be permitted, provided, however, that the overall density of lands designated Golf Course/Senior Housing/Open Space not be greater than would have occurred with development of a golf course.

- n. Single-Family Detached housing within suburban-style subdivisions with lot sizes ranging from 7,000 square feet to 10,000 square feet may also be developed within the Sand Creek Focus Area within areas shown as Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is up to eight to twelve persons per acre developed with residential uses.
- o. Small Lot Single Family Detached housing at the Aviano planned development and at the Vineyards at Sand Creek planned development with lots smaller than 7,000 square feet may be developed in the Sand Creek Focus Area within areas shown as Medium Low Density Residential and Low Density Residential in Figure 4.8. The anticipated population density for this land use type is fourteen to eighteen persons per acre developed with residential uses.
- p. A total of 25 to 35 acres is to be reserved for multi-family housing to a maximum density of 20 du/ac. Areas devoted to multi-family housing should be located adjacent to the main transportation routes within the Focus Area, and in close proximity to retail commercial areas. The anticipated population density for this land use type is up to forty persons per acre developed with residential uses.

- q. Age-restricted senior housing should be developed within the Focus Area as a means of expanding the range of housing choice within Antioch, while reducing the Focus Area's overall traffic and school impacts. Such senior housing may consist of Single Family Detached, Small Lot Single Family Detached, of Multi-Family Attached Housing, and may be developed in any of the residential areas of the Sand Creek Focus Area. Within areas identified in Figure 4.8 specifically for senior housing, limited areas of non-senior housing may be permitted where environmental or topographic constraints would limit development densities to a range more compatible with estate housing than with senior housing.
- r. Areas identified as Public/Quasi Public and School in Figure 4.8 are intended to identify locations for new public and institutional uses to serve the future development of the Sand Creek Focus Area. Development within these areas is to be consistent with the provisions of the Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
- s. Sand Creek, ridgelines, hilltops, stands of oak trees, and significant landforms shall be preserved in their natural condition. Overall, a minimum of 25 percent of the Sand Creek Focus Area shall be preserved in open space, exclusive of lands developed for golf course use.
- t. Adequate buffer areas adjacent to the top of banks along Sand Creek to protect sensitive plant and amphibian habitats and water quality shall be provided. Adequate buffer areas shall also be provided along the edge of existing areas of permanently preserved open space adjacent to the Sand Creek Focus Area, including but not limited to the Black Diamond Mines Regional Park. Buffers established adjacent to existing open space areas shall be of an adequate width to minimize light/glare, noise, fire safety, public safety, habitat, public access impacts within the existing open space areas, consistent with the provisions of Section 10.5, Open Space Transitions and Buffers Policies of the General Plan.
- u. Because of the sensitivity of the habitat areas within the Sand Creek Focus Area, and to provide for mitigation of biological resources impacts on lands in natural open space, as well as for the long-term management of natural open space, a project-specific Resource Management Plan based on the Framework Resource Management Plan attached as Appendix A to this General Plan shall be prepared and approved prior to development of the Sand Creek Focus Area properties.
- v. A viable, continuous grassland corridor between Black Diamond Mines Regional Preserve and Cowell Ranch State Park shall be retained using linkages in the southwestern portion of the Lone Tree Valley (within the Sand Creek drainage area), Horse Valley, and the intervening ridge. The primary goal of preserving such a corridor is to allow for wildlife movement between Black Diamond Mines Regional Preserve and Cowell Ranch State Park. Completion of such a corridor is contingent upon the cooperation with the City of Brentwood and Contra Costa County, each of whom may have land use jurisdiction over portions of this corridor.
- To preserve this corridor and in view of other significant development constraints, certain lands in the southwestern portion of the Focus Area shall be designated as "Open Space," as depicted in Figure 4.8. Limited future adjustments to the boundaries of this "Open Space" area may occur as part of the Specific Plan and/or project level environmental

review processes, provided that such adjustments: (a) are consistent with the goals and policies outlined in the Framework for Resource Management set forth in Appendix A; (b) are based upon subsequently developed information and data relating to environmental conditions or public health and safety that is available at the Specific Plan stage, the project-level development plan stage, or during the permitting processes with federal, state or regional regulatory agencies; and (c) would not cause the "Open Space" area west of Empire Mine Road to be less than 65 percent of the total lands west of Empire Mine Road. Any open space and otherwise undeveloped areas west of Empire Mine Road that are within the area designated as "Hillside and Estate Residential" shall not count towards meeting this 65 percent minimum "Open Space" requirement.

- All areas designated as "Open Space" within the Focus Area may be utilized for mitigation for loss of grassland and other project-level impacts by projects within the Focus Area.
- Due to the varied and complex topography west of Empire Mine Road the exact boundary between the "Hillside Estate" residential area and "Estate" residential area shall be determined as part of the project-level entitlement process.
- It is anticipated that there will be only minor adjustments to the boundary between the open space area and the hillside and estate residential area shown in Figure 4.8. Minor adjustments may be made to this boundary provided that such adjustments shall not create islands of residential development within the area designated open space in Figure 4.8.
- In order to ensure adequate buffering of the Black Diamond Mines Regional Park from development in the Sand Creek Focus Area, no residential

development shall be allowed north of the Sand Creek channel between the area designated "Hillside and Estate Residential" in Figure 4.8 west of Empire Mine Road and the existing Black Diamond Mines Regional Park boundary.

- w. The construction of facilities necessary to ensure adequate public access across Sand Creek west of Empire Mine Road, including the bridging of Sand Creek, an appropriately sized parking lot and staging area, and any trails needed to ensure public access to Black Diamond Mines Regional Park shall be implemented as an infrastructure component of development in the Focus Area.
- x. To mitigate the impacts of habitat that will be lost to future development within the Focus Area, an appropriate amount of habitat shall be preserved on- or off-site per the compensatory provisions of the Framework Resource Management Plan prepared for the Sand Creek Focus Area (attached as Appendix A of the General Plan).
- y. Ponds, wetlands, and alkali grassland associated with upper Horse Creek shall be retained in natural open space, along with an appropriate buffer area to protect sensitive plant and amphibian habitats and water quality. If impacts on the Horse Creek stream and riparian downstream are unavoidable to accommodate infrastructure, appropriate compensatory mitigation shall be required off-site per the provisions of the Resource Management Plan attached as Appendix A to this General Plan.
- z. Chaparral, scrub, and rock outcrop community within the western portion of the Focus Area (west of Empire Mine Road), as well as adjacent grassland community that is suitable habitat for the Alameda whipsnake (*masticophis lateralis*)



- euryxanthus*) shall be retained in natural open space. Within other portions of the Focus Area, the chaparral, scrub, and rock outcrop shall be retained in natural open space contiguous to the required grassland linkage to function as a buffer and protect the grassland linkage south of the chaparral, scrub, and outcrop community.
- aa. Within the western portion of the Focus Area (west of Empire Mine Road), the oak woodland and savanna community shall be preserved in natural open space. Within other portions of the Focus Area, the oak woodland and savanna community shall be preserved in natural open space where it overlaps the rock outcrop community.
- bb. As appropriate and necessary to protect public health and safety, abandoned mines shall be included within required natural open space areas, along with appropriate buffer areas and measures to prevent unauthorized entry.
- cc. Mass grading within the steeper portions or the Focus Area (generally exceeding 25 percent slopes) is to be avoided.
- dd. Impacts of residential development on the Antioch Unified School District and Brentwood school districts will be mitigated pursuant to a developer agreement with the District.
- ee. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the Sand Creek Focus Area as an identifiable "community" distinct from Southeast Antioch.
- ff. The Sand Creek Focus Area is intended to be "transit-friendly," including appropriate provisions for public transit and non-motorized forms of transportation.
- gg. subject to its financial feasibility (see Policy "m"), a golf course shall be provided within the Focus Area, designed in such a way as to maximize frontage for residential dwellings. The golf course may also be designed to serve as a buffer between development and open space areas set aside to mitigate the impacts of development.
- The golf course shall be designed to retain the existing trail within Sand Creek.
- The golf course and Sand Creek corridor shall function as a visual amenity from the primary access road within the Focus Area (Dallas Ranch Road/Sand Creek Road). As part of the golf course clubhouse, banquet and conference facilities shall be provided.
- hh. A park program, providing active and passive recreational opportunities is to be provided. In addition to a golf course and preservation of natural open space within Sand Creek and the steeper portions of the Focus Area, the development shall meet the City's established park standards. A sports complex is to be developed.
- A sports complex is to be developed. The sports complex is intended to be located within the Flood Control District's detention basin.
- Neighborhood park facilities may be privately maintained for the exclusive use of project residents. The sports complex within the Sand Creek Detention Basin will be maintained by the City.
- ii. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the residential neighborhoods, as well as non-residential and recreational components of the community. Sand Creek Focus Area development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and moun-

tain biking. Trails along Sand Creek and Horse Valley Creek shall be designed so as to avoid impacting sensitive plant and

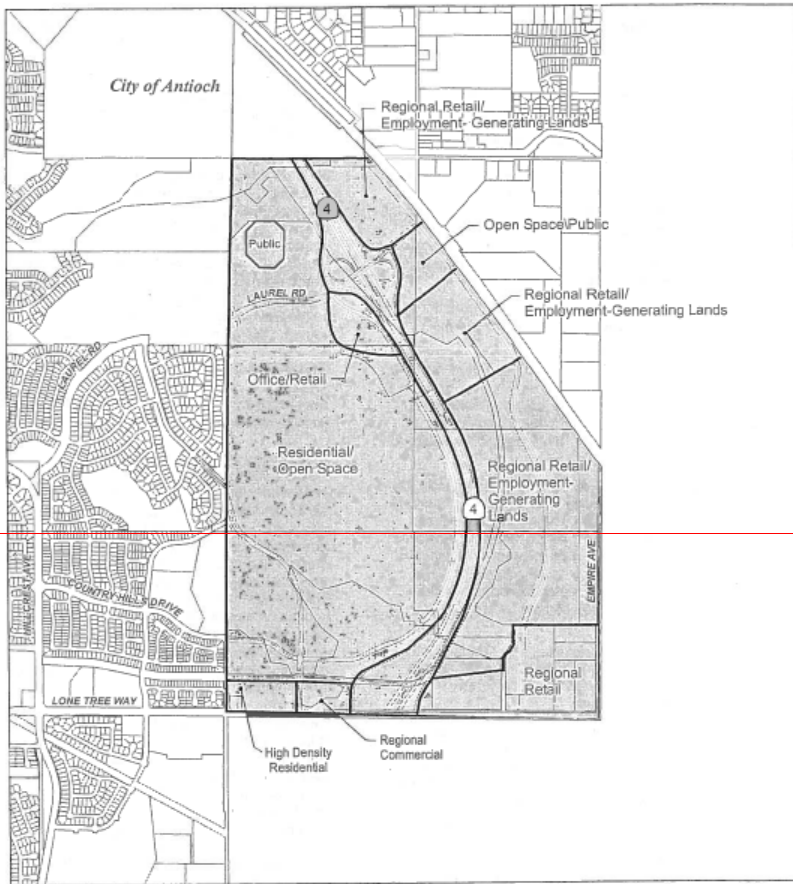
amphibian habitats, as well as water quality.

#### 4.4.6.8 East Lone Tree Specific Plan Area.

The East Lone Tree Specific Plan Focus Area encompasses approximately ~~796~~ 720 acres in the eastern portion of the City of Antioch. It is bounded by Lone Tree Way on the south, Empire Avenue and the Southern Pacific rail line on the east, the Contra Costa Canal on the north, and existing residential subdivisions on the west (Figure 4.9). The City's previous General Plan identified the East Lone Tree Specific Plan Area as "Future Urban Area 2." The alignment of the SR-4 bypass runs through the center of the Focus Area, with interchanges proposed at Lone Tree Way and at the extension of Laurel Road.

**a. Purpose and Primary Issues.** City General Plan policy has long held that the lands within the East Lone Tree Focus Area should be developed for employment-generating uses, with the majority of the area developed with suburban-type business parks, incorporating major office complexes and light industrial uses, all developed in accordance with high development standards. The SR-4 By-pass runs through the middle of the Focus area, along the base of rolling hills. The eastern portion of the area is relatively flat, while the western portion of the area consists of rolling hills.

The East Lone Tree Specific Plan was adopted by the City in May 1996. The Specific Plan supports long-standing General Plan goal of a new employment center by devoting the flat eastern portion of the Focus Area to employment-generating uses. At the heart of the employment center is a proposed retail nucleus of restaurants, shops, and service providers. The Specific Plan identifies the purpose of this retail nucleus as providing a "sense of vitality and urbanity to what is otherwise a low, spread-out campus of largely internalized workplaces." The Specific Plan also encourages a commuter rail station along the existing Southern Pacific rail line to link the proposed employment center with the proposed commuter rail system. The



LSA

FIGURE 4.9



City of Antioch  
General Plan  
East Lone Tree Focus Area

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commuter rail station proposed in the Specific Plan will actually be located to the east of the Specific Plan (see Figure 7.1).

The Specific Plan identifies three sites as being appropriate for regional retail development. A 30-acre site at the Lone Tree Way interchange along the SR-4 Bypass is reserved in the Specific Plan exclusively for regional retail use, while two other sites, encompassing 48 acres are identified for regional retail use, but may be used for employment-generating uses. These two sites are located at the Laurel Road interchange along the Bypass, and at the intersection of Lone Tree Way and Empire Road. The East Lone Tree Specific Plan dedicates the western portion of the area primarily to detached single-family development at a density of 4 to 6 units per acre. A system of open space, trails, and parks is planned throughout the residential portion of the area.

The East Lone Tree Specific Plan, with its frontage along the SR-4 Bypass, provides Antioch with substantial opportunities for expansion of the employment and retail bases. The 98 acres devoted to employment-generating uses in the Specific Plan could provide employment for up to 2,850 workers. An additional 2,275 jobs could be created within the 78 acres reserved by the Specific Plan for "Regional Focus Area Retail/Employment" uses, if that area were to be devoted to employment-generating use. Retail and service employment could be as high as 2,025.

**b. Policy Direction.** The East Lone Tree Specific Plan implements General Plan policies aimed at establishing Antioch as a balanced community, providing a broad range of employment and shopping opportunities for its residents. The eastern portion of the Focus Area, east of the SR-4 Bypass, is to be devoted to employment-generating and commercial land uses, while the area west of the Bypass will be devoted to residential and open space uses, with supporting neighborhood commercial development and public uses. The eastern portion of the Focus

Area was included by ABAG in its "Shaping Our Future" program<sup>1</sup>.

Along with the provisions of the Specific Plan, the following land use policies shall apply.

- a. The maximum development intensity for the East Lone Tree Specific Plan area shall be as follows:
  - Single-Family Residential: 1,100 dwelling units, developed within the areas shown as "Residential/Open Space in Figure 4.9, subject to the provisions of the Low and/or Medium Low Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
  - Multi-Family Residential: 250 dwelling units, developed within the areas shown as "Residential/Open Space in Figure 4.9, subject to the provisions of the High Density Residential land use category described in Section 4.4.1.1 of the Land Use Element.
  - Commercial/Office: 1,135,000 square feet, developed within the areas shown as "Office/Retail," "Regional Retail," or "Regional Retail/ Employment Generating Lands in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Regional Retail land use category described in Section 4.4.1.2 or the Office land use category described in Section 4.4.1.3 of the Land Use Element.

<sup>1</sup> "Shaping Our Future" is sponsored by 45 organizations in the Bay Area in an attempt to achieve consensus on comprehensive approaches to growth and change in Contra Costa County. The program aims to define a "smarter way to grow," including "efficient" design of development along the edges of the metropolitan area. Planning principles being followed in Shaping Our Future include reducing single occupant vehicle trips through mixed use development at "efficient" densities, developing new transit centers and focusing new development around those centers, and preserving open space and agricultural lands.

- Business Park/Industrial: 2,152,300 square feet, developed within the areas shown as "Regional Retail/Employment Generating Lands" in Figure 4.9. Such development may include a mix of uses that comply with the provisions of the Business Park or Light Industrial land use categories described in Section 4.4.1.3 of the Land Use Element.
  - b. Land uses within the area shown as Open Space/Public in Figure 4.9 may include a mix of uses that comply with the provisions of the Open Space or Public/Institutional land use category described in Section 4.4.1.4 of the Land Use Element.
  - c. If a regional mall can be attracted to the East Lone Tree Specific Plan area, the land area devoted to regional retail may be expanded as necessary to accommodate this use.
  - d. Should the Antioch Unified School District not purchase land within the East Lone Tree Focus Area for a new high school as provided in State law, the area may be developed consistent with the East Lone Tree Focus Area Residential/Open Space designation.
  - e. The physical extent of the office/retail area along in the southwest quadrant of the Laurel Road interchange may be expanded, should the market support additional office/commercial development.
  - f. With implementation smart growth principles and the introduction of a rail transit stop in the vicinity of the Focus Area, the Commercial/Employment area located adjacent to the transit stop, may be developed as a mixed-use area, incorporating high intensity, residential, commercial, and office uses. Such development could occur at densities as high as an FAR of 1.0 for non-residential uses and mixed-use buildings, up to 20 units per acre for residential areas. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the Focus Area. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
  - g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting the each residential neighborhood, as well as non-residential and recreational components of the community. Development of the East Lone Tree Specific Plan area should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
  - h. Public services and facilities, including needed on-site and off-site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
  - i. Project development shall provide full mitigation of impacts on school facilities to the Antioch Unified School District, Brentwood Union School District, and Liberty Union High School District to offset demands for new school facilities created by future development within each district
  - j. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of the East Lone Tree Specific Plan area as an identifiable "community."
- 4.4.6.9 Roddy Ranch.** Roddy Ranch is located in the southerly portion of the General Plan study area, within unincorporated territory. A portion of Roddy Ranch is inside the Voter-Approved Citywide Urban Limit Line (Figure 4.12). This Focus Area encompasses over 2,100 acres of rolling land used for grazing and ranching. Other existing land uses include a golf course, clubhouse, and open space. As a condition of approval for the golf course, development rights on 875 acres of land were dedicated to the County in 1998. These lands will be retained in permanent Open Space.

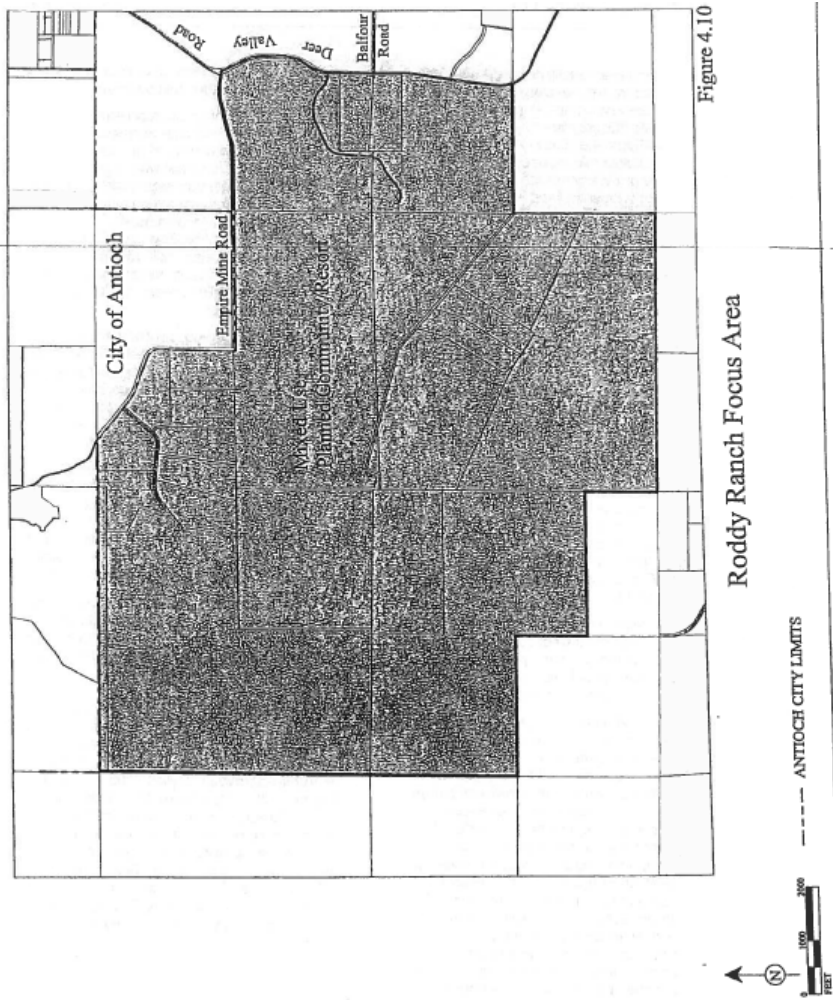


Figure 4.10

Roddy Ranch Focus Area

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**a. Purpose and Primary Issues.** The striking natural beauty of the Roddy Ranch area, along with its large size and single ownership, represent both a significant opportunity and a substantial challenge. Roddy Ranch provides Antioch with the opportunity to establish a unique high-end, recreation-oriented planned community. Because of the site's natural setting and relative isolation, it should be possible to create an "exclusive" community identity for Roddy Ranch, which is the intent of the General Plan. Consistent with Policy 4.3.2f, through 2020, development within Roddy Ranch that is outside of the Voter-Approved Urban Limit Line as it was approved by the voters of the City may be limited to uses consistent with the General Plan.

Key issues in the development of Roddy Ranch will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Roddy Ranch is currently devoid of the services needed to support urban and suburban development of the type envisioned in the long-term for this Focus Area. Water, sewer, drainage, and other utility systems will need to be developed essentially "from scratch." Roddy Ranch most likely will not generate sufficient students to support its own elementary, middle or high schools.

Currently, two-lane rural roads serve Roddy Ranch. Development of this Focus Area will require not only the development of an extensive on-site roadway system, but also widening of off-site roadways within existing developed and undeveloped areas.

**b. Policy Direction.** As noted in Land Use Element Policy 4.3.2, the General Plan recognizes the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form.

It is the intent of the Antioch General Plan that Roddy Ranch be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of Roddy Ranch should be defined

principally by suburban density residential development clustered within natural and recreational open spaces, along with the preservation of the steeper natural hillsides and the canyon bottoms containing riparian resources within the site. The existing golf course, as a major recreational amenity, should be the central focus of the planned community.

The following policies shall guide development of the Roddy Ranch Focus Area, pursuant to the Voter-Approved Urban Limit Line provisions of Policy 4.3.2f.

- a. Prior to approvals of any development applications, a Final Development Plan for the Roddy Ranch Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements. Development within the Roddy Ranch shall be predicated upon extension of infrastructure from the north through the Sand Creek Focus Area.
- b. Residential development within Roddy Ranch shall not exceed a maximum of 700 dwelling units within the portion of Roddy Ranch located generally on lands not committed to open space and having steep slopes or significant environmental constraints, which lands shall not exceed 500 acres within the Voter-Approved Urban Limit Line (6-9 persons per developable acre on average) consistent with Policy 4.3.2f. Of these 700 units, all or substantially all shall be Estate Residential and the balance shall be Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style setting.
- c. Residential neighborhoods within Roddy Ranch should be designed to provide high quality housing attractive to a broad spectrum of buyers, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be

- limited to a central “town center” location within the site, adjacent to commercial uses and along the golf course.
- d. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
  - e. Commercial uses within Roddy Ranch are intended to serve local neighborhood needs (e.g., supermarket, drug store, and personal services), and are to be limited to that which can be supported by residential and recreational uses within Roddy Ranch (10 to 20 acres, approximately 100,000 to 225,000 square feet of gross leasable area).
  - f. Visitor-serving commercial uses (e.g., hotel and restaurants) may also be developed within Roddy Ranch. Such visitor-serving uses would be oriented toward the golf course. The hotel may include a maximum of 250 rooms with ancillary retail, conference, restaurant, and recreational uses. Visitor-serving commercial uses may occupy a total of 20 acres at a maximum building intensity of 0.50.
  - g. Primary access to Roddy Ranch is to be from both Deer Valley Road and Empire Mine Road, with secondary connections to Balfour Road and Sand Creek Road.
  - h. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Roddy Ranch development should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
  - i. Development of the Roddy Ranch shall provide such on- and off-site road improvements on City of Antioch streets as to ensure that applicable performance standards set forth in the Growth Management Element are met.
  - j. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
  - k. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.
  - l. Project development shall provide full mitigation of impacts on school facilities to affected school districts.
  - m. The timing of new development shall be correlated with the installation of water, sewer, electrical, and natural gas utility systems, provision of municipal services (including emergency services), and project open space and amenities with land development in a manner that is economically feasible and that ensures adequate service to uses within the site starting with the time the first increment of development is occupied.
  - n. Project entry, streetscape, and landscape design elements are to be designed to create and maintain a strong identification of Roddy Ranch as an identifiable “community.”
  - o. Development of an attractive, but natural-appearing landscape is to be provided with groves of trees, earth tone wall colors, and drifts of flowering shrub materials.
  - p. A central open space area, which may include the golf course, is to be provided to serve as the dominant visual feature of the Roddy Ranch, as well as to provide recreational opportunities.
  - q. Because of the sensitivity of the habitat areas within the Roddy Ranch Focus Area, preparation and approval of a Resource Management Plan to provide for mitigation of biological resources impacts, as well as for the long-term management of natural open space, shall be required prior to development of the Roddy Ranch

Focus Area. The Resource Management Plan shall provide for appropriate habitat linkages consistent with General Plan policies and Resource Management Plan provisions for the Sand Creek Focus Area.

**4.4.6.10 Ginochio Property.** The Ginochio Property is located in the southerly portion of the General Plan study area, within unincorporated territory (Figure 4.11). This Focus Area encompasses nearly 1,070 acres of rolling lands and canyon areas. The site is currently vacant. A portion of Ginochio Property is located within the Voter-Adopted Urban Limit Line (Figure 4.12).

**a. Purpose and Primary Issues.** The Ginochio Property presents Antioch with similar opportunities and challenges, as does Roddy Ranch. Within the Ginochio Property is the opportunity to establish a high-end planned community, which is the intent of the General Plan.

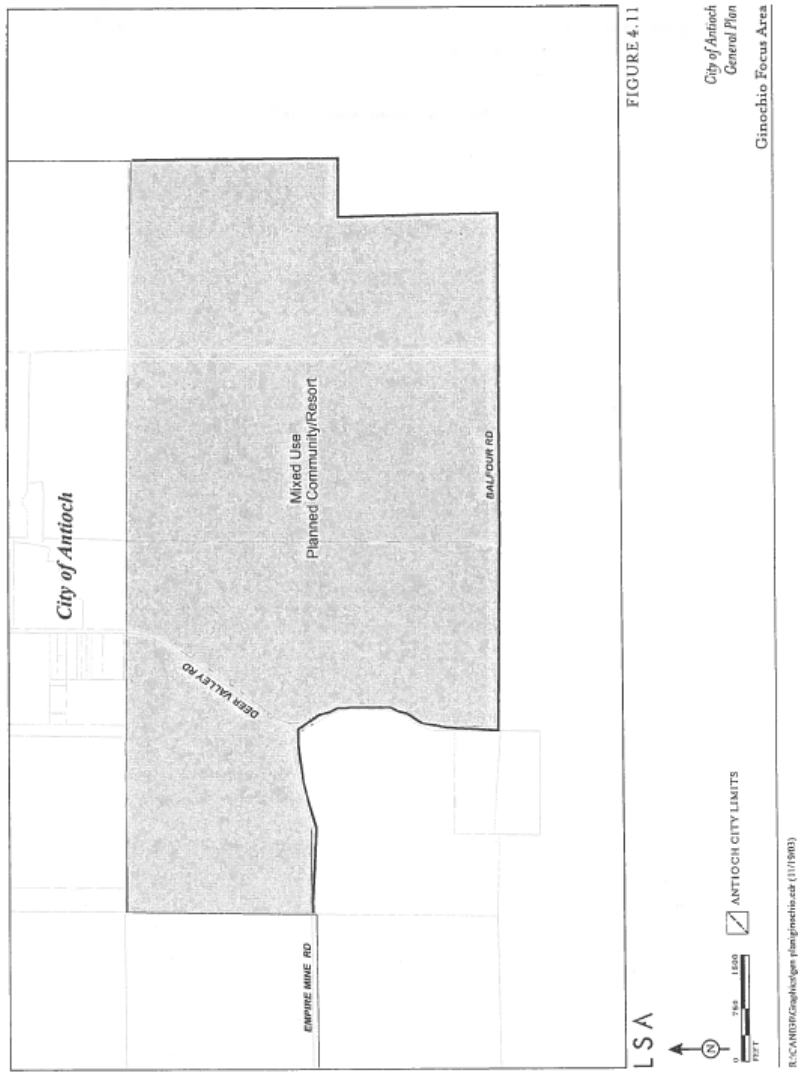
Key issues in the development of the Ginochio Property will be preservation of natural open space areas, financing the development of new infrastructure to serve the site, and managing project-related traffic. Water, sewer, drainage, and other utility systems will need to be developed essentially "from scratch" to support long-term suburban development of the Ginochio Property. If family-oriented housing is development, new school facilities will be needed; however, development of the Ginochio Property might not support develop-

ment of its own new schools, necessitating students to travel to distant locations for school. As was the case for Roddy Ranch, the Ginochio Property is served by winding two-lane rural roads, which will require substantial widening along with development of an extensive on-site roadway system.

**b. Policy Direction.** Urban development within the Ginochio Property is limited to property within the Voter-Approved Urban Limit Line as a means of phasing urban and suburban development preserving open space, and maintaining a compact urban form. Thus, the policy direction that follows is predicated on compliance with the provisions of Policy 4.3.2f.

It is the intent of the Antioch General Plan that the Ginochio Property be developed as a master planned enclave nestled in the rolling hills south of the present City of Antioch. The visual character of the Ginochio Property should be defined principally by suburban density residential development within the northerly portion of the Focus Area, and preservation of large, unbroken blocks of open space in the southern portion of the site. A major recreational amenity should be developed as the central focus of the planned community.

The following policies shall guide development of the Ginochio Property, pursuant to the Urban Limit Line provisions of Policy 4.3.2.



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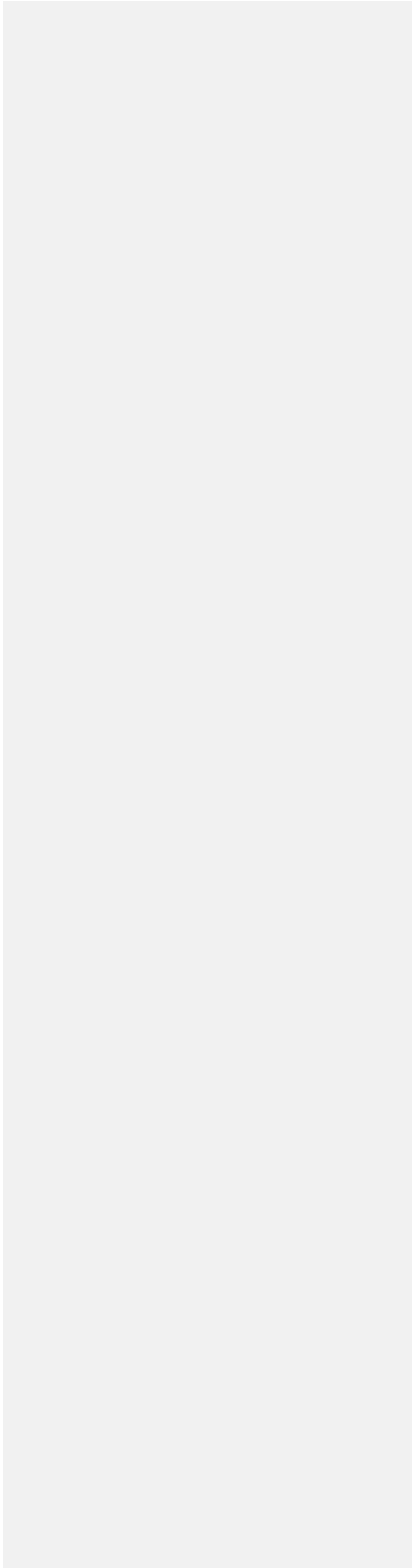
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- a. Prior to approvals of any development applications, a Final Development Plan for the Ginochio Property Focus Area is to be prepared and approved. Such Final Development Plan shall provide detailed guidance for project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements.
- b. While it is in force, development shall be consistent with the City's boundary agreement with the City of Brentwood.
- c. Residential development within the Ginochio Property shall not exceed a maximum of 2.0 dwelling units per developable acre (6 persons per developable acre) with the permitted development area set forth in Policy 4.3.2f, and shall include a range of Single-Family Detached and Multi-Family Attached residential product types (as defined in Table 4.A) in a resort-style development within the northern portion of the site. Large Lot Residential development consisting of custom home sites on five and ten acre parcels is appropriate, provided that the maximum density is not exceeded. Senior, age-restricted residential development is anticipated to be an important component of the Ginochio Property's residential development. For purposes of determining density within the Ginochio Property focus area, a "developable acre" shall be defined as lands not committed to open space and having steep slopes or other significant environmental constraints. These lands will be mapped in the Final Development Plan. Development may occur on lands with steep slopes at a maximum density of one dwelling unit per 10 acres (1 du/10ac). The mapping of such lands will occur as part of the Final Development Plan.
- d. Residential neighborhoods within the Ginochio Property should be designed to provide high quality housing attractive to a broad spectrum of families and retirees, including upper end housing that provides "move-up" opportunities for local residents. Multifamily, for-rent housing should be limited to a central "town center" location within the site, adjacent to commercial uses.
- e. Residential development should incorporate residential village themes, providing identifiable neighborhood areas within the planned community. The identity of individual neighborhoods should be reinforced with differing architectural styles and location within the community.
- f. Primary access to the Ginochio Property is to be from an extension of Hillcrest Avenue, with secondary connections to Balfour Road and Sand Creek Road.
- g. Development of an appropriate level of pedestrian and bicycle circulation throughout the community is to be provided, including pathways connecting each residential neighborhood, as well as non-residential and recreational components of the community. Development of the Ginochio Property should also provide recreational trail systems for jogging and bicycling, including areas for hiking and mountain biking.
- h. Along with the development of on-site roadways required to meet the applicable Growth management Element performance standards, new development shall provide the off-site road improvements to City Antioch needed to meet applicable performance standards for each increment of project development.
- i. Public services and facilities, including needed on site and off site facilities, shall be provided and financed by the project as needed to meet the public services performance standards set forth in the Growth Management Element for each increment of project development.
- j. Performance standards for emergency response services (police and fire) are to be met at the time the first increment of development is occupied and for each subsequent increment of development.

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

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

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

Pursuant to the City of Antioch Growth Control, Traffic Relief, Voter-Approved Urban Limit Line, and Roddy Ranch Development Reduction Initiative, the voters amended the





# ATTACHMENT "E"

## PLANNING COMMISSION RESOLUTION NO. 2017-\*\*

### RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH RECOMMENDING THAT THE CITY COUNCIL ADOPT THE ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE 2003 GENERAL PLAN FOR THE CITYWIDE UPDATE TO THE LAND USE ELEMENT

**WHEREAS**, the City initiated an update to the 2003 General Plan Land Use Element; and,

**WHEREAS**, the City prepared an Addendum to the Environmental Impact Report for the 2003 General Plan to evaluate the potential environmental impacts of the Project in conformance with Section 15063 of Title 14 of the California Code of Regulations (the "CEQA Guidelines"); and,

**WHEREAS**, the Addendum to the Environmental Impact Report for the 2003 General Plan is appropriate because, although the proposed project could have a significant effect on the environment, all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. Further, the proposed project does not include new information of impacts beyond what has been previously analyzed and,

**WHEREAS**, as demonstrated in the Addendum, all potential environmental impacts that could occur as a result of project implementation would be less than or similar to impacts previously identified in the 2003 General Plan EIR. Thus, build out of the City of Antioch with urban uses was considered in the cumulative analysis of City build out of the General Plan. When viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, the project's cumulative impact would be **less than or similar to** impacts previously identified in the 2003 General Plan EIR; and,

**WHEREAS**, the Addendum was made available to the public on the City of Antioch website and at the Community Development Department for a period of 10 days prior to the public hearing, from October 26, 2017 to November 1, 2017; and,

**WHEREAS**, the Planning Commission has reviewed the Addendum to the Environmental Impact Report for the 2003 General Plan for this Project and the comments received during the comment period; and,

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

**WHEREAS**, on November 1, 2017, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and

documentary and recommended adoption to the City Council of the Addendum to the Environmental Impact Report for the 2003 General Plan; and,

**WHEREAS**, the custodian of the Addendum to the Environmental Impact Report is the Community Development Department and the Addendum to the Environmental Impact Report is available for public review on the second floor of City Hall in the Community Development Department, Monday - Friday 8:00 am - 11:30 am and it is attached as Exhibit A to this Resolution.

**NOW, THEREFORE, BE IT RESOLVED AND DETERMINED**, as follows:

1. The foregoing recitals are true and correct.
2. The Planning Commission of the City of Antioch hereby FINDS, on the basis of the whole record before it (including the Initial Study and all comments received) that:
  - a. The City of Antioch exercised overall control and direction over the CEQA review for the Project, including the preparation of the Addendum to the Environmental Impact Report, and independently reviewed the Addendum to the Environmental Impact Report; and,
  - b. There is no substantial evidence that the Project will have a significant effect on the environment once mitigation measures have been followed; and,
  - c. The Addendum to the Environmental Impact Report reflects the City's independent judgment and analysis.
3. The Planning Commission hereby RECOMMENDS that the City Council of the City of Antioch APPROVE AND ADOPT the Addendum to the Environmental Impact Report for the Project.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was adopted by the Planning Commission of the City of Antioch at a regular meeting thereof held on the 1<sup>st</sup> day of November, 2017, by the following vote:

**AYES:**  
**NOES:**  
**ABSENT:**  
**ABSTAIN:**

\_\_\_\_\_  
FORREST EBBS  
Secretary to the Planning Commission

**EXHIBIT A**

Addendum to 2003 General Plan EIR

DRAFT

**CITY OF ANTIOCH PLANNING COMMISSION  
RESOLUTION NO. 2017-\*\***

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH  
RECOMMENDING APPROVAL OF A CITYWIDE AMENDMENT TO THE LAND USE  
ELEMENT OF THE GENERAL PLAN**

**WHEREAS**, the City initiated an update to the Land Use Element of the General Plan; and,

**WHEREAS**, an Addendum to the 2003 General Plan Environmental Impact Report was prepared and found that the proposed amendments would have impacts that are similar to or less than the current Land Use Element; and,

**WHEREAS**, the Planning Commission recommended adoption of the Addendum to the 2003 General Plan Environmental Impact Report; and,

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

**WHEREAS**, on November 1, 2017, the Planning Commission duly held a public hearing on the matter, and received and considered evidence, both oral and documentary.

**NOW THEREFORE BE IT RESOLVED**, that the Planning Commission makes the following findings required for approval of the proposed General Plan Amendment:

1. The proposed project conforms to the provisions and standards of the General Plan in that the proposed amendment is internally consistent with all other provisions of the General Plan and does not conflict with any of the previously adopted Goals, Policies and Programs of the General Plan; and,
2. The proposed Amendment is necessary to implement the goals and objectives of the General Plan in that it will provide a clear and accurate depiction of current conditions and is inclusive of past actions of the City and other agencies; and,
3. The proposed Amendment will not be detrimental to the public interest, convenience, and general welfare of the City in that the Amendment will result in continued orderly development and arrangement of land uses consistent with the overall intent of the General Plan; and,
4. The proposed project will not cause environmental damage as described in the Addendum to the 2003 General Plan Environmental Impact Report; and,
5. The Proposed General Plan Amendment will not require changes to or modifications of any other plans that the City Council adopted before the date of this resolution.

**BE IT FURTHER RESOLVED** that the Planning Commission does hereby recommend to the City Council APPROVAL of the Citywide Amendment to the Land Use Element of the General Plan.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing recommendation was passed and adopted by the Planning Commission of the City of Antioch, at a regular meeting thereof, held on the 1<sup>st</sup> day of November, 2017 by following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

---

FORREST EBBS  
Secretary to the Planning Commission

DRAFT

# ATTACHMENT "F"

**Michael Baker**

**I N T E R N A T I O N A L**

*We Make a Difference*

September 21, 2017

JN: 160578

Forrest Ebbs  
Community Development Director  
City of Antioch  
200 H Street  
Antioch, CA 94509

**Subject: City of Antioch General Plan Land Use Element Update - Traffic Considerations and Environmental Impact Report (EIR) Consistency Review**

Dear Mr. Ebbs:

Michael Baker International has completed the traffic considerations and EIR consistency review for the City of Antioch's General Plan Land Use Element Update.

The primary purpose of performing this traffic considerations review is to determine if the proposed 2017 General Plan Land Use Element Update traffic characteristics are consistent with the EIR documentation for the currently adopted 2003 General Plan. This evaluation compares the vehicular trips generated from the currently adopted 2003 General Plan to the proposed 2017 General Plan Land Use Element Update. The comparison shows the proposed 2017 General Plan Land Use Element Update results in an overall reduction in vehicle trips compared to the currently adopted 2003 General Plan. Since the 2017 General Plan Land Use Element Update is anticipated to generate less traffic, then the traffic-related impacts identified in the City's 2003 General Plan EIR would be either maintained or reduced.

## **Land Use Consistency**

The City of Antioch encompasses approximately 50 square miles, including the area of its jurisdictional boundaries as well as its sphere of influence. The City is situated between the San Francisco Bay Area and Central Valley. State Highway 4, which runs east to west, bisects the City and connects it to Interstate 680 and western Contra Costa County.

The City of Antioch has experienced several decades of growth as a predominately residential community. With the exception of the northeastern and waterfront portions of the City, residential uses and, particularly, single-family detached residential uses are the most prominent land use in the City. Commercial uses are distributed throughout the City along major thoroughfares and in higher concentrations on Somersville Road near the Somersville Towne Center mall, in Downtown Antioch, and along the Lone Tree Way, 18<sup>th</sup> Street, and A Street corridors. The

northeast corner of the City is dominated by active and inactive industrial lands that reflect the City’s industrial roots and the potential for a resurgence of industrial users and accompanying jobs, while balancing existing open space.

A key consideration in defining the type, intensity, location, and mix of future land uses is achieving a balance between local employment and housing. The Antioch General Plan seeks to achieve such a balance as a means of addressing issues of traffic congestion, air quality, and energy conservation. The Land Use Element Update seeks to ease congestion and improve regional air quality by providing patterns of land use that support the use of transit. Such “transit-oriented” development consists of high density, mixed-use development adjacent to transit nodes. Such transit nodes are proposed within the Downtown Specific Plan Area and within the Hillcrest Station Area Specific Plan.

Seven areas within the Antioch General Plan study area have been identified for focused policy analysis and direction. The purpose of these “Focus Areas” is to provide policy direction specific to each area, including appropriate land use types and development intensity, based upon analysis of the particular opportunities and constraints affecting each area. The Land Use Element Update proposes to reduce residential and non-residential land uses within a few of the Focus Areas in an effort to reduce traffic congestion and improve air quality. Non-residential land uses include commercial, office, business park and industrial.

**Table 1** provides a comparison between the 2003 General Plan Land Uses and proposed General Plan Land Use Update for the entire Planning Area (City Limits and Unincorporated Area).

**Table 1  
Antioch General Plan Land Use Element Comparison**

	Single Family Residential (Dwelling Units)	Multi-Family Residential (Dwelling Units)	Commercial / Office (Square Feet)	Business Park / Industrial (Square Feet)
2003 General Plan	39,834	14,947	38,961,863	53,293,588
2017 General Plan	35,862	11,912	33,417,298	33,337,128
Difference (+/-)	-3,972	-3,035	-5,544,565	-19,956,460
Change (%)	-9.9%	-20.3%	-14.2%	-37.4%

As shown in the comparison table, a reduction in both residential and non-residential land uses are proposed as part of the Land Use Element Update. Throughout the City of Antioch, a reduction of 3,972 single family and 3,035 multi-family dwelling units are proposed. Compared to

the 2003 General Plan, the overall 2017 General Plan shows a total reduction of 5,544,565 square feet of commercial/office and a total reduction of 19,956,460 square feet of business park/industrial. Refer to **Appendix A** for a detailed list of land uses and quantities for both the 2003 and 2017 General Plan.

**Trip Generation Consistency**

The documentation for the City’s 2003 General Plan Update Environmental Impact Report (EIR) does not include a detailed breakdown of future land uses. The General Plan combines the commercial and office square footages and combines the business park and industrial square footages. For purposes of this analysis, Michael Baker has assigned the general office trip rate to the commercial/office portion of the General Plan (2003 & 2017) and assigned the business park trip rate to the business park/industrial portion of the General Plan which provides a conservative analysis.

**Table 2** summarized the Institution of Transportation Engineers (ITE) standard trip generation rates for the land uses considered in this analysis.

**Table 2  
ITE Trip Generation Rates**

Land Use	ITE Code	Trip Rate	AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	In	Out	Rate	In	Out
Single Family Homes	210	9.52 / DU	0.75 / DU	25% : 75%	1.00 / DU	63% : 37%		
Apartment	220	6.65 / DU	0.51 / DU	20% : 80%	0.62 / DU	65% : 35%		
General Office	710	11.03 / KSF	1.56 / KSF	88% : 12%	1.49 / KSF	17% : 83%		
Business Park	770	12.44 / KSF	1.4 / KSF	85% : 15%	1.26 / KSF	26% : 74%		

Source: 2012 ITE Trip Generation Manual, 9<sup>th</sup> Edition

The trip generation for the 2003 General Plan Land Use Element is shown in **Table 3**. The 2003 General Plan land uses are estimated to generate a total of 1,571,339 daily trips with 172,891 AM peak hour trips and 174,304 PM peak hour trips.

**Table 3  
2003 General Plan Trip Generation**

Land Use	Intensity	ADT	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	Inbound	Outbound	Total	Inbound	Outbound
Single Family Homes	39,834 DU	379,220	29,876	7,469	22,407	39,834	25,095	14,739
Apartment	14,947 DU	99,398	7,623	1,525	6,098	9,267	6,024	3,243
General Office	38,961.863 KSF	429,749	60,781	53,487	7,294	58,053	9,869	48,184
Business Park	53,293.588 KSF	662,972	74,611	63,419	11,192	67,150	17,459	49,691
2003 General Plan Total Trip Generation		1,571,339	172,891	125,900	46,991	174,304	58,447	115,857

ADT = Average Daily Traffic

DU = Dwelling Unit

KSF = 1,000 Square Feet



**Table 4** shows the trip generation estimated for the 2017 General Plan Land Use Element Update. As shown, the 2017 General Plan Land Use Element Update is estimated to generate 1,203,928 daily trips with 131,775 AM peak hour trips and 135,044 PM peak hour trips.

**Table 4  
2017 General Plan Trip Generation**

Land Use	Intensity	ADT	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	Inbound	Outbound	Total	Inbound	Outbound
Single Family Homes	35,862 DU	341,406	26,897	6,724	20,172	35,862	22,593	13,269
Apartment	11,912 DU	79,215	6,075	1,215	4,860	7,385	4,801	2,585
General Office	33,417.298 KSF	368,593	52,131	45,875	6,256	49,792	8,465	41,327
Business Park	33,337.128 KSF	414,714	46,672	39,671	7,001	42,005	10,921	31,084
<b>2017 General Plan Total Trip Generation</b>		<b>1,203,928</b>	<b>131,775</b>	<b>93,486</b>	<b>38,289</b>	<b>135,044</b>	<b>46,779</b>	<b>88,265</b>

ADT = Average Daily Traffic

DU = Dwelling Unit

KSF = 1,000 Square Feet

**Table 5** provides a trip generation comparison between the 2003 and 2017 General Plan Land Use Element.

**Table 5  
Trip Generation Comparison**

Comparison	ADT	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	Inbound	Outbound	Total	Inbound	Outbound
2003 General Plan Total Trip Generation	1,571,339	172,891	125,900	46,991	174,304	58,447	115,857
2017 General Plan Total Trip Generation	1,203,928	131,775	93,486	38,289	135,044	46,779	88,265
<b>Trip Difference (+/-)</b>	<b>-367,411</b>	<b>-41,116</b>	<b>-32,414</b>	<b>-8,702</b>	<b>-39,260</b>	<b>-11,668</b>	<b>-27,592</b>
<b>Trip Reduction (%)</b>	<b>-23.4%</b>	<b>-23.8%</b>	<b>-25.7%</b>	<b>-18.5%</b>	<b>-22.5%</b>	<b>-20.0%</b>	<b>-23.8%</b>

ADT = Average Daily Traffic

DU = Dwelling Unit

KSF = 1,000 Square Feet

**Table 5** shows that the overall planned development for the City's 2017 General Plan is generating approximately 367,411 less daily trips, 41,116 less AM peak hour trip and 39,260 less PM peak hour trips compared to the 2003 General Plan. As such, the 2017 General Plan Land Use Element Update would be expected to maintain or reduce traffic-related impacts identified in the City's 2003 General Plan EIR.

If you have any questions pertaining to the analysis results summarized in this letter, please call me at (760) 603-6244.

Sincerely,

A handwritten signature in cursive script that reads "Robert A. Davis".

Robert Davis  
Senior Project Manager  
Transportation Planning Services

## Appendix A

### City of Antioch General Plan Land Use Quantities (2003 & 2017)

**TABLE 2003.4B  
(2003 General Plan Land Use Within City Limits)**

<b>Land Uses</b>	<b>Single-Family (Dwelling Units)</b>	<b>Multi-Family (Dwelling Units)</b>	<b>Commercial/ Office (sq.ft.)</b>	<b>Business Park/ Industrial (sq.ft.)</b>
<b>Residential</b>				
Estate Residential	2,787	-	-	-
Low Density Residential	5,049	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential		6,509	-	-
<b>Subtotal</b>	<b>31,000</b>	<b>7,756</b>	-	-
<b>Commercial</b>				
Convenience Commercial	-	-	281,788	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	2,154,679	-
<b>Subtotal</b>	-	-	<b>7,000,320</b>	-
<b>Industrial</b>				
Business Park	-	-		4,687,009
<b>Special</b>				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
<b>Subtotal</b>	-	<b>279</b>	<b>606,885</b>	<b>5,968,350</b>
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area	124	-	2,121,125	-
East Lone Tree Specific Plan	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment	12	248	25,000	23,412,469
Ginochio Property	-	-	-	-
Rivertown/Urban Waterfront	1,135	1,385	1,712,175	5,688,163
Roddy Ranch	600	100	225,000	-
Hillcrest Station Area		2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Somersville Road Corridor Focus Area	-	-	8,667,751	4,195,114
Western Gateway Focus Area	-	460	215,216	-
<b>Subtotal</b>	<b>6,508</b>	<b>5,376</b>	<b>17,841,267</b>	<b>35,448,045</b>
<b>TOTAL</b>	<b>37,508</b>	<b>13,410</b>	<b>25,448,472</b>	<b>46,103,404</b>

**Population** 128,222  
**Employed Population** 71,800  
**Total Jobs** 67,100  
    **Retail Jobs** 14,995  
    **Non-Retail Jobs** 52,105  
**Jobs/Population Ratio** 0.93

<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

**TABLE 2003.4C  
(2003 General Plan Land Use in Unincorporated Areas)**

<b>Land Uses</b>	<b>Single-Family (Dwelling Unit)</b>	<b>Multi-Family (Dwelling Unit)</b>	<b>Commercial/ Office (sq.ft.)</b>	<b>Business Park/ Industrial (sq.ft.)</b>
<b>Residential</b>				
Estate Residential		-	-	-
Low Density Residential		-	-	-
Med Low Density Residential		-	-	-
Medium Density Residential		-	-	-
High Density Residential		-	-	-
<b>Subtotal</b>		-	-	-
<b>Commercial</b>				
Convenience Commercial	-	-	-	-
Neighborhood Commercial	-	-	-	-
Commercial Office	-	-	-	-
<b>Subtotal</b>	-	-	-	-
<b>Industrial</b>				
Business Park	-	-	-	-
<b>Special</b>				
Mixed Use	-	-	-	-
Public Institutional	-	-	-	-
Open Space	-	-	-	-
<b>Subtotal</b>	-	-	-	-
<b>Focus Areas <sup>1</sup></b>				
"A" Street Interchange	-	-	-	-
East Lone Tree Specific Plan	-	-	-	-
Eastern Employment Areas	-	-	-	2,995,070
Ginochio Property <sup>1</sup>	400	-	-	-
Rivertown/Urban Waterfront	-	-	-	-
Roddy Ranch	-	-	-	-
Hillcrest Station Area	-	-	-	-
Sand Creek	-	-	-	-
Somersville Road Corridor Focus Area	1,926	358	8,667,751	4,195,114
Western Gateway	-	1,179	-	-
<b>Subtotal</b>	<b>2,326</b>	<b>1,537</b>	<b>8,667,751</b>	<b>7,190,183</b>
<b>TOTAL</b>	<b>2,326</b>	<b>1,537</b>	<b>8,667,751</b>	<b>7,190,183</b>

<b>Population</b>	<b>4,476</b>	<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.
<b>Employed Population</b>	<b>2,506</b>	
<b>Total Jobs</b>	<b>5,777</b>	
<b>Retail Jobs</b>	<b>220</b>	
<b>Non-Retail Jobs</b>	<b>5,557</b>	
<b>Jobs/Population Ratio</b>	<b>2.31</b>	

**TABLE 2003.4D**  
**(2003 General Plan Land Use Within Planning Area-City Limits and Unincorporated Areas)**

<b>Land Uses</b>	<b>Single-Family (Dwelling Units)</b>	<b>Multi-Family (Dwelling Units)</b>	<b>Commercial/ Office (sq.ft.)</b>	<b>Business Park/ Industrial (sq.ft.)</b>
<b>Residential</b>				
Estate Residential	2,787	-	-	-
Low Density Residential	5,049	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	6,509	-	-
<b>Subtotal</b>	<b>31,000</b>	<b>7,756</b>	<b>-</b>	<b>-</b>
<b>Commercial</b>				
Convenience Commercial	-	-	281,788	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	7,000,320	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>11,845,961</b>	<b>-</b>
<b>Industrial</b>				
Business Park	-	-	-	4,687,009
<b>Special</b>				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
<b>Subtotal</b>	<b>-</b>	<b>279</b>	<b>606,885</b>	<b>5,968,350</b>
<b>Focus Areas<sup>1</sup></b>				
"A" Street Interchange	124	-	2,121,125	-
East Lone Tree Specific Plan	1,100	250	1,135,000	2,152,300
Eastern Employment Areas	12	248	25,000	26,407,539
Ginochio Property <sup>1</sup>	400	-	-	-
Rivertown/Urban Waterfront	1,135	1,385	1,712,175	5,688,163
Roddy Ranch	600	100	225,000	-
Hillcrest Station Area	-	2,500	2,500,000	-
Sand Creek	3,537	433	1,240,000	-
Somersville Road Corridor	1,926	358	17,335,501	8,390,227
Western Gateway	-	1,639	215,216	-
<b>Subtotal</b>	<b>8,834</b>	<b>6,913</b>	<b>26,509,018</b>	<b>42,638,228</b>
<b>TOTAL</b>	<b>39,834</b>	<b>14,947</b>	<b>38,961,863</b>	<b>53,293,588</b>

<b>Population</b>	<b>132,698</b>	<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.
<b>Employed Population</b>	<b>74,306</b>	
<b>Total Jobs</b>	<b>72,877</b>	
<b>Retail Jobs</b>	<b>15,215</b>	
<b>Non-Retail Jobs</b>	<b>57,662</b>	
<b>Jobs/Population Ratio</b>	<b>0.98</b>	

**TABLE 2017.4B  
(2017 General Plan Land Use Within City Limits)**

<b>Land Uses</b>	<b>Single-Family (Dwelling Units)</b>	<b>Multi-Family (Dwelling Units)</b>	<b>Commercial/ Office (sq.ft.)</b>	<b>Business Park/ Industrial (sq.ft.)</b>
<b>Residential</b>				
Estate Residential	915	-	-	-
Low Density Residential	4,944	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	4,817	-	-
<b>Subtotal</b>	<b>29,023</b>	<b>6,064</b>	-	-
<b>Commercial</b>				
Convenience Commercial	-	-	341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	2,154,679	-
<b>Subtotal</b>	-	-	<b>7,059,981</b>	-
<b>Industrial</b>				
Business Park	-	-	-	8,647,651
<b>Special</b>				
Mixed Use	-	279	606,885	606,885
Public Institutional	-	-	-	-
Open Space	-	-	-	-
<b>Subtotal</b>	-	<b>279</b>	<b>606,885</b>	<b>606,885</b>
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area	124	-	2,110,165	-
East Lone Tree Specific Plan	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	268,051	13,688,023
Ginochio Property Focus Area	-	-	-	-
Downtown Specific Plan Focus Area	1,065	1,221	3,927,420	82,019
Roddy Ranch	600	100	225,000	-
Hillcrest Station Area Specific Plan Focus Area	-	2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Western Antioch Commercial Focus Area	-	358	9,224,280	-
Western Gateway Focus Area	-	460	215,216	-
<b>Subtotal</b>	<b>6,439</b>	<b>5,570</b>	<b>20,845,130</b>	<b>15,922,342</b>
<b>TOTAL</b>	<b>35,462</b>	<b>11,912</b>	<b>28,511,996</b>	<b>25,176,877</b>

<b>Population</b>	<b>150,175</b>	<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.
<b>Employed Population</b>	<b>84,098</b>	
<b>Total Jobs</b>	<b>107,378</b>	
<b>Retail Jobs</b>	<b>21,476</b>	
<b>Non-Retail Jobs</b>	<b>85,902</b>	
<b>Jobs/Population Ratio</b>	<b>0.72</b>	

**TABLE 2017.4C  
(2017 General Plan Land Use in Unincorporated Areas)**

<b>Land Uses</b>	<b>Single-Family (Dwelling Unit)</b>	<b>Multi-Family (Dwelling Unit)</b>	<b>Commercial/ Office (sq.ft.)</b>	<b>Business Park/ Industrial (sq.ft.)</b>
<b>Residential</b>				
Estate Residential	-	-	-	-
Low Density Residential	-	-	-	-
Medium Low Density Residential	-	-	-	-
Medium Density Residential	-	-	-	-
High Density Residential	-	-	-	-
<b>Subtotal</b>		-	-	-
0				
<b>Commercial</b>				
Convenience Commercial	-	-	-	-
Neighborhood Community Commercial	-	-	-	-
Office	-	-	-	-
<b>Subtotal</b>	-	-	-	-
0				
<b>Industrial</b>				
Business Park	-	-	-	-
0				
<b>Special</b>				
Mixed Use	-	-	-	-
Public Institutional	-	-	-	-
Open Space	-	-	-	-
<b>Subtotal</b>	-	-	-	-
0				
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area	-	-	-	-
East Lone Tree Specific Plan	-	-	-	-
Eastern Waterfront Employment Focus Area	-	-	-	2,798,786
Ginochio Property Focus Area	400	-	-	-
Downtown Specific Plan Focus Area	-	-	-	-
Roddy Ranch	-	-	-	-
Hillcrest Station Area Specific Plan Focus Area	-	-	-	-
Sand Creek Focus Area	-	-	-	-
Western Antioch Commercial Focus Area	-	358	9,224,280	-
Western Gateway Focus Area	-	1,179	-	-
<b>Subtotal</b>	400	1,537	9,224,280	2,798,786
<b>TOTAL</b>	400	1,537	9,224,280	2,798,786

**Population** 6,141<sup>1</sup>  
**Employed Population** 3,439  
**Total Jobs** 24,046  
    **Retail Jobs** 4,809  
    **Non-Retail Jobs** 19,237  
**Jobs/Population Ratio** 3.92

<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.



**TABLE 2017.4D  
(2017 General Plan Land Use Within Planning Area-City Limits and Unincorporated Areas)**

Land Uses	Single-Family (Dwelling Units)	Multi-Family (Dwelling Units)	Commercial/ Office (sq.ft.)	Business Park/ Industrial (sq.ft.)
<b>Residential</b>				
Estate Residential	915	-	-	-
Low Density Residential	4,944	-	-	-
Medium Low Density Residential	22,333	-	-	-
Medium Density Residential	831	1,247	-	-
High Density Residential	-	4,817	-	-
<b>Subtotal</b>	<b>29,023</b>	<b>6,064</b>	-	-
0				
<b>Commercial</b>				
Convenience Commercial	-	-	341,449	-
Neighborhood Community Commercial	-	-	4,563,853	-
Office	-	-	7,059,981	-
<b>Subtotal</b>	-	-	<b>11,965,283</b>	-
0				
<b>Industrial</b>				
Business Park	-	-	-	8,647,651
0				
<b>Special</b>				
Mixed Use	-	279	606,885	-
Public Institutional	-	-	-	5,968,350
Open Space	-	-	-	-
<b>Subtotal</b>	-	<b>279</b>	<b>606,885</b>	<b>14,616,001</b>
0				
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area	124	-	2,110,165	-
East Lone Tree Specific Plan	1,100	250	1,135,000	2,152,300
Eastern Waterfront Employment Focus Area	12	248	268,051	16,486,808
Ginochio Property Focus Area	400	-	-	-
Downtown Specific Plan Focus Area	1,065	1,221	3,927,420	82,019
Roddy Ranch	600	100	225,000	-
Hillcrest Station Area Specific Plan Focus Area	-	2,500	2,500,000	-
Sand Creek Focus Area	3,537	433	1,240,000	-
Western Antioch Commercial Focus Area	-	358	9,224,280	-
Western Gateway Focus Area	-	460	215,216	-
<b>Subtotal</b>	<b>6,839</b>	<b>5,570</b>	<b>20,845,130</b>	<b>18,721,128</b>
<b>TOTAL</b>	<b>35,862</b>	<b>11,912</b>	<b>33,417,298</b>	<b>33,337,128</b>

**Population** 151,443 <sup>1</sup> Figures indicated represent the maximum permitted development intensity. The  
**Employed Population** 84,808 actual yield of future development is not guaranteed by the General Plan, but is  
**Total Jobs** 150,804 dependent upon appropriate responses to General Plan policies. The ultimate  
**Retail Jobs** 30,161 development yield may be less than the maximums stated in this table.  
**Non-Retail Jobs** 120,643  
**Jobs/Population Ratio** 1.00

**TABLE 2003 vs. 2017 - 4B**  
**(Difference between 2003 and 2017 General Plan Within City Limits)**

<b>Land Uses</b>	<b>Single-Family (Dwelling Units)</b>	<b>Multi-Family (Dwelling Units)</b>	<b>Commercial/ Office (sq.ft.)</b>	<b>Business Park/ Industrial (sq.ft.)</b>
<b>Residential</b>				
Estate Residential	(1,872)	-	-	-
Low Density Residential	(105)	-	-	-
Medium Low Density Residential	-	-	-	-
Medium Density Residential	-	-	-	-
High Density Residential	-	(1,692)	-	-
<b>Subtotal</b>	<b>(1,976)</b>	<b>(1,692)</b>	<b>-</b>	<b>-</b>
<b>Commercial</b>				
Convenience Commercial	-	-	59,661	-
Neighborhood Community Commercial	-	-	0	-
Office	-	-	(0)	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>59,661</b>	<b>-</b>
<b>Industrial</b>				
Business Park	-	-	-	3,960,641
<b>Special</b>				
Mixed Use	-	-	(0)	606,885
Public Institutional	-	-	-	(5,968,350)
Open Space	-	-	-	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>(0)</b>	<b>(5,361,465)</b>
<b>Focus Areas<sup>1</sup></b>				
A Street Interchange Focus Area	-	-	(10,961)	-
East Lone Tree Specific Plan	-	-	-	-
Eastern Waterfront Employment	-	-	243,051	(9,724,446)
Ginochio Property	-	-	-	-
Rivertown/Urban Waterfront	(69)	(164)	2,215,244	(5,606,143)
Roddy Ranch	-	-	-	-
Hillcrest Station Area	-	-	-	-
Sand Creek Focus Area	-	-	-	-
Somersville Road Corridor Focus Area	-	358	556,529	(4,195,114)
Western Gateway Focus Area	-	-	0	-
<b>Subtotal</b>	<b>(69)</b>	<b>194</b>	<b>3,003,863</b>	<b>(19,525,703)</b>
<b>TOTAL</b>	<b>(2,046)</b>	<b>(1,498)</b>	<b>3,063,524</b>	<b>(20,926,527)</b>

<b>Population</b>	<b>21,953</b>
<b>Employed Population</b>	<b>12,298</b>
<b>Total Jobs</b>	<b>40,278</b>
<b>Retail Jobs</b>	<b>6,481</b>
<b>Non-Retail Jobs</b>	<b>33,797</b>
<b>Jobs/Population Ratio</b>	<b>-0.21</b>

<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

**TABLE 2003 vs. 2017 - 4C**  
**(Difference between 2003 and 2017 General Plan in Unincorporated Areas)**

<b>Land Uses</b>	<b>Single-Family (Dwelling Unit)</b>	<b>Multi-Family (Dwelling Unit)</b>	<b>Commercial/ Office (sq.ft.)</b>	<b>Business Park/ Industrial (sq.ft.)</b>
<b>Residential</b>				
Estate Residential	-	-	-	-
Low Density Residential	-	-	-	-
Med Low Density Residential	-	-	-	-
Medium Density Residential	-	-	-	-
High Density Residential	-	-	-	-
<b>Subtotal</b>	-	-	-	-
<b>Commercial</b>				
Convenience Commercial	-	-	-	-
Neighborhood Commercial	-	-	-	-
Commercial Office	-	-	-	-
<b>Subtotal</b>	-	-	-	-
<b>Industrial</b>				
Business Park	-	-	-	-
<b>Special</b>				
Mixed Use	-	-	-	-
Public Institutional	-	-	-	-
Open Space	-	-	-	-
<b>Subtotal</b>	-	-	-	-
<b>Focus Areas<sup>1</sup></b>				
"A" Street Interchange	-	-	-	-
East Lone Tree Specific Plan	-	-	-	-
Eastern Employment Areas	-	-	-	(196,284)
Ginochio Property <sup>1</sup>	-	-	-	-
Rivertown/Urban Waterfront	-	-	-	-
Roddy Ranch	-	-	-	-
Hillcrest Station Area	-	-	-	-
Sand Creek	-	-	-	-
Somersville Road Corridor Focus Area	(1,926)	-	556,529	(4,195,114)
Western Gateway	-	-	-	-
<b>Subtotal</b>	<b>(1,926)</b>	-	<b>556,529</b>	<b>(4,391,398)</b>
<b>TOTAL</b>	<b>(1,926)</b>	-	<b>556,529</b>	<b>(4,391,398)</b>

<b>Population</b>	<b>1,665</b>	<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual
<b>Employed Population</b>	<b>933</b>	yield of future development is not guaranteed by the General Plan, but is dependent upon
<b>Total Jobs</b>	<b>18,269</b>	appropriate responses to General Plan policies. The ultimate development yield may be
<b>Retail Jobs</b>	<b>4,589</b>	less than the maximums stated in this table.
<b>Non-Retail Jobs</b>	<b>13,680</b>	
<b>Jobs/Population Ratio</b>	<b>1.61</b>	

**TABLE 2003 vs. 2017 - 4D**  
**(Difference between 2003 and 2017 General Plan Within Planning Area - City Limits and Unincorporated Areas)**

<b>Land Uses</b>	<b>Single-Family (Dwelling Units)</b>	<b>Multi-Family (Dwelling Units)</b>	<b>Commercial/ Office (sq.ft.)</b>	<b>Business Park/ Industrial (sq.ft.)</b>
<b>Residential</b>				
Estate Residential	(1,872)			
Low Density Residential	(105)			
Medium Low Density Residential				
Medium Density Residential				
High Density Residential		(1,692)		
<b>Subtotal</b>	<b>(1,976)</b>	<b>(1,692)</b>		
<b>Commercial</b>				
Convenience Commercial			59,661	
Neighborhood Community Commercial			0	
Office			59,661	
<b>Subtotal</b>			<b>119,322</b>	
<b>Industrial</b>				
Business Park				3,960,641
<b>Special</b>				
Mixed Use			(0)	
Public Institutional				
Open Space				
<b>Subtotal</b>			<b>(0)</b>	
<b>Focus Areas<sup>1</sup></b>				
"A" Street Interchange			(10,961)	
East Lone Tree Specific Plan				
Eastern Employment Areas			243,051	(9,920,730)
Ginochio Property <sup>1</sup>				
Rivertown/Urban Waterfront	(69)	(164)	2,215,244	(5,606,143)
Roddy Ranch				
Hillcrest Station Area				
Sand Creek				
Somersville Road Corridor	(1,926)		(8,111,222)	(8,390,227)
Western Gateway		(1,179)	0	
<b>Subtotal</b>	<b>(1,996)</b>	<b>(1,343)</b>	<b>(5,663,888)</b>	<b>(23,917,101)</b>
<b>TOTAL</b>	<b>(3,972)</b>	<b>(3,035)</b>	<b>(5,544,566)</b>	<b>(19,956,460)</b>

**Population**

**Employed Population**

**Total Jobs**

**Retail Jobs**

**Non-Retail Jobs**

**Jobs/Population Ratio**

**18,745**

**10,502**

**77,927**

**14,946**

**62,981**

**0.02**

<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

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## 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Addendum, checklist, and attached supporting documents have been prepared to determine whether and to what extent the City of Antioch General Plan Update Draft and Final Environmental Impact Report (EIR) (State Clearinghouse No. 2003072140) remain sufficient to address the potential impacts of the proposed Antioch General Plan Land Use Element Update Project (project), or whether additional documentation is required under the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000, et seq.).

## 1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the criteria above, the City of Antioch (City) is the lead agency for the proposed project.

## 1.3 ENVIRONMENTAL ANALYSIS

CEQA Guidelines Section 15164 (a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified Environmental Impact Report or Negative Declaration (ND) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, Section 15164 (a)).

An addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines Section 15164 (c)). The decision-making body shall consider the addendum with the Final EIR and MND prior to making a decision on the project (CEQA Guidelines Section 15164 (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines Section 15164 (e)).

Consequently, once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted shows any of the following:

## 1.0 INTRODUCTION

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- a. The project will have one or more significant effects not discussed in the previous EIR or ND or negative declaration;
- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or ND;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or ND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines, Section 15162 (a); see also Pub. Resources Code, Section 21166).

This addendum, checklist, and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR or ND is not required prior to approval of the project by the City, and provides the required documentation under CEQA.

This addendum reviews and considers the conclusions of the certified November 2003 EIR and will be used to analyze impacts to the proposed project. The 2003 EIR analyzes changes to the project site that is the baseline for this environmental analysis and incorporates all pertinent conclusions and mitigation measures from the 2003 EIR; therefore, this Addendum simply cites the EIR for ease of reference.

### 1.4 FINDINGS

There are no substantial changes proposed by the project or in the circumstances in which the project would be undertaken that require major revisions of the 2003 EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The project is consistent with the 2003 EIR, and would involve only minor changes.

### 1.5 CONCLUSIONS

The Antioch Planning Commission or Antioch City Council may approve the project based on this Addendum. The impacts of the proposed project remain within the impacts previously analyzed in the EIR (CEQA Guidelines Section 15164).

The current proposed project does not require any major revisions to the 2003 EIR. Minor revisions are proposed to confirm that no new significant information or changes in circumstances surrounding the project have occurred since the certification of the 2003 EIR. Therefore, the previous CEQA analyses completed for the General Plan remain adequate. The applicable mitigation measures from the 2003 EIR will be imposed on the proposed project as described in this Addendum, unless modified, accomplished or otherwise no longer applicable or warranted, as noted above.



**1.6 MITIGATION AND MONITORING PROGRAM**

As required by Public Resources Code Section 21081.6 (a)(1), a mitigation monitoring and reporting program has been prepared for the project to monitor the implementation of the mitigation measures that have been adopted for the project. Any long-term monitoring of mitigation measures imposed on the overall development will be implemented through the Mitigation Monitoring and Reporting Program.

## 1.0 INTRODUCTION

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## 2.0 PROJECT INFORMATION

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1. **Project title:** Antioch General Plan Land Use Element Update
2. **Lead agency name and address:** City of Antioch  
Community Development Department  
200 "H" Street  
P.O. Box 5007  
Antioch, CA 94531
3. **Contact person and phone number:** Forrest Ebbs, AICP  
Community Development Director  
(925) 779-7038
4. **Project location:** City of Antioch, Contra Costa County, CA
5. **Project sponsor's name and address:** City of Antioch  
Community Development Department  
200 "H" Street  
P.O. Box 5007  
Antioch, CA 94531
6. **General Plan designation:** Various
7. **Zoning:** Various
8. **Project description:** The project is an update to the City of Antioch General Plan Land Use Element. The project would revise goals, policies, and objectives for the Land Use Element, update the Land Use Map to reflect these changes, and revise land use intensities and distribution.
9. **Surrounding land uses and setting:** Antioch is located in eastern Contra Costa County, approximately 40 miles northeast of Oakland. Adjacent cities include Pittsburg to the west and Oakley and Brentwood to the east and southeast, respectively. The City and the General Plan study area are bordered by the San Joaquin River to the north and by unincorporated Contra Costa County to the south.

**2.0 PROJECT INFORMATION**

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### 3.1 PROJECT LOCATION

The City of Antioch is located in eastern Contra Costa County, approximately 40 miles northeast of Oakland. Adjacent cities include Pittsburg to the west and Oakley and Brentwood to the east and southeast, respectively. The city and the General Plan study area are bordered by the San Joaquin River to the north and by unincorporated Contra Costa County to the south (**Figure 3-1, Project Location Map**).

### 3.2 PROJECT BACKGROUND

The City of Antioch (City) prepared a General Plan in 2003, adopting the General Plan on November 24, 2003. As part of the General Plan process, the City prepared a Draft Environmental Impact Report (DEIR) in July 2003 to assess the physical environmental impacts of the General Plan, including its policies and implementing programs. The Final EIR (FEIR) was certified by the City Council on November 24, 2003 (City Council Resolution No. 2003/134).

The Land Use Element of the General Plan provides a blueprint for the physical development of the community by designating lands for different types of uses and prescribing general standards for their development. Over time, changes have occurred throughout the city and in the focus areas or as the City's planning vision for these areas has evolved.

The Land Use Element describes where various land uses are best located and how much of each use should be provided. The General Plan identifies opportunities and removes barriers, but it does not actually cause development to happen. The General Plan recognizes that, ultimately, growth and development depend on the initiative of individual developers. Whether developers seize the initiative and move forward with projects depends on the economic benefit they expect to derive from such development. In deciding whether to pursue a development project on a particular site, developers evaluate a series of factors to determine whether the project will be economically feasible and should be pursued. If projects are not economically feasible, development will not happen, regardless of the directives of the General Plan and the desires of the community. Thus, the development pattern that evolves is the joint outcome of the development framework established by the General Plan and the private sector conditions that shape the developers' assessment of feasibility.

#### CONTRA COSTA COUNTY 65/35 LAND PRESERVATION PLAN (URBAN LIMIT LINE)

In 1990, the voters of Contra Costa County approved Measure C-1990. This measure states that urban development is to be limited to no more than 35 percent of the land in the county. At least 65 percent of all land in the county is to be preserved for agriculture, open space, wetlands, parks, and other non-urban uses. To ensure the enforcement of the "65/35" standard, the County has established an Urban Limit Line (ULL), which is incorporated into the Contra Costa County General Plan Open Space and Conservation elements. The criteria set by the County for determining lands that should be located outside the ULL includes:

- Prime agricultural lands (US Soil Conservation Service Class I and Class II)
- Open space, parks, and other recreation areas
- Lands with slopes in excess of 25 percent
- Wetland areas

### 3.0 PROJECT DESCRIPTION

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Figure 3.0-1 Project Location Map

- Other areas not appropriate for urban growth because of physical unsuitability for development

Although the direct land use effects of the Urban Limit Line are limited to unincorporated areas of the county, the Contra Costa Local Agency Formation Commission (LAFCO) has consented to support the County's 65/35 preservation standard, Urban Limit Line, and growth management standards in the review of proposed city spheres of influence and annexations. Thus, LAFCO has stated that it would not approve the annexation of lands outside of the ULL to a city. Measure 1990-C states that the County is to review the location of the ULL every five years. The current voter-approved urban limit line will expire in 2020.

### GENERAL PLAN STUDY AREA

The Antioch General Plan study area encompasses the entirety of the city and the City's sphere of influence, as well as additional lands to the south of Antioch that, in the City's opinion, bear a relationship to its long-term planning. State law permits the inclusion of such lands in a community's general plan. However, the Antioch General Plan asserts land use control only over lands actually within the city's corporate limits. Until such time as lands currently outside of Antioch may be incorporated into the city, the Contra Costa County General Plan will remain the lead land use planning document for existing unincorporated territory.

### 3.3 EXISTING LAND USES

The City of Antioch is a predominantly residential community. Throughout much of the General Plan study area, Antioch's land use pattern is well established. With the exception of the northeastern and waterfront portions of the city, residential uses, particularly single-family detached residential uses, are the most prominent land use in Antioch. Commercial uses are distributed throughout the city along major thoroughfares and in higher concentrations on Somersville Road near the Somersville Towne Center mall, in downtown Antioch, and along the Lone Tree Way, 18th Street, and A Street corridors. The northeast corner of Antioch is dominated by active and inactive industrial lands that reflect the city's industrial roots.

### 3.4 PROJECT COMPONENTS

The project is an update to the City of Antioch General Plan Land Use Element. Since the General Plan was adopted in 2003, many changes have occurred over time in response to development applications, planning actions by other jurisdictions and agencies, and planning actions by the City. The project would revise goals, policies, and objectives for the Land Use Element, update the Land Use Map to reflect these changes, and revise land use intensities and distribution. The proposed Land Use Element is shown in **Appendix A. Figure 3.0-2, Existing Land Use Map**, shows land uses in the city at this time. The proposed Land Use Map is shown in **Figure 3.0-3, Proposed 2017 Land Use Element Map**.

The proposed Land Use Element changes would incorporate the following changes that either were approved previously by the City, are in the process of approval, or are proposed under the Land Use Element update:

- **Resolution No. 2005/130.** This resolution was adopted by the Antioch City Council approving revisions to the General Plan Land Use Map to comply with land uses and amendments to the General Plan text on November 11, 2005.

**3.0 PROJECT DESCRIPTION**

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Figure 3.0-2 Existing Land Use Map

### 3.0 PROJECT DESCRIPTION

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Figure 3-.03, Proposed 2017 Land Use Element Map

- **Somersville Road Corridor Focus Area.** Policies for the Somersville Road Corridor Focus Area would be updated to reflect the pending annexation of the Tuscany Meadows area into the city of Pittsburg. This change would include revisions to the Land Use Map and a name change to Western Antioch Commercial Focus Area to better reflect the broader area, including Auto Center Drive to the north. Land Use Element text would also be modified to encourage redevelopment of the mall and auto corridor.
- **Draft Downtown Specific Plan.** The Draft Downtown Specific Plan was presented to the City Council on August 23, 2016. At that time, the City Council discussed some minor mapping changes in the draft plan. The Draft Downtown Specific Plan was revised and presented to the Planning Commission on September 21, 2016. An Addendum to the Antioch General Plan Update EIR was prepared for the Downtown Specific Plan and released to the public on February 14, 2017. The City is planning to take action on the Downtown Specific Plan in fall 2017. The project would eliminate text references to the Rivertown/Urban Waterfront Focus Area and incorporate the Downtown Specific Plan boundaries into the Land Use Map.
- **Roddy Ranch.** In 2014, the East Bay Regional Park District acquired 1,885 acres of Roddy Ranch, including the majority of the area identified for development through the approval of Measure K. This land is now in permanent reserve as open space. The golf course subsequently closed for operation in 2016. The future of Roddy Ranch is uncertain, as the development enabled by voter-approved Measure K is no longer likely achievable because of the area's ownership and the associated restrictions. The only remaining development potential for Roddy Ranch centers on the golf course and immediately adjacent areas that include the parking lots, clubhouse, and support services. Approximately 271 acres remain outside of the East Bay Regional Park District property. The project would update Land Use Element text to better reflect the area's status. However, the voter-approved development projections must remain as they are beyond the control of the City Council.
- **Hillcrest Specific Plan.** The City of Antioch adopted the Hillcrest Station Area Specific Plan in 2009. The plan is incorporated by reference in the General Plan and represents the entirety of the planning policies for this area.
- **Housing Element.** The project would update the Land Use Element text and map in response to the 2015–2023 Housing Element update.
- **Sand Creek Focus Area.** The City is currently preparing an amendment of the Antioch General Plan for the Sand Creek Focus Area Map to reflect recent development in the Sand Creek Focus Area and current expectations for future development. An Addendum to the Antioch General Plan Update EIR was prepared for the Sand Creek Focus Area and released to the public in June 2017. The City is planning to act on the Sand Creek Focus Area in fall 2017. Such an action, if taken, would be wholly apart from the project and would evaluate the potential impacts separately. As such, the project includes no changes to the 2003 text and map, as amended by prior City Council actions. The project would incorporate the Promenade-Vineyards at Sand Creek and Aviano project-specific amendments into the Land Use Element text and map.
- **Open Space Areas.** The project would update the Land Use Map to show new parks and open space areas (that would no longer be available for proposed development). These areas include:

### 3.0 PROJECT DESCRIPTION

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- The Dow properties along the western edge of the waterfront area are currently included in the Rivertown/Urban Waterfront designation but would not be included in the proposed Downtown Specific Plan area. This designation would replace the Rivertown/Urban Waterfront designation with appropriate open space designations.
- The ball fields along 10<sup>th</sup> Street would be designated as open space.
- City-owned parcels along the waterfront in the Rogers Point Area would be designated open space, as suggested by past policies. This area is beyond the boundaries of the Downtown Specific Plan study area.
- The 2003 General Plan Land Use Map incorrectly identified the Antioch Dunes National Wildlife Refuge as part of the Eastern Waterfront Employment Area. All Refuge parcels would be correctly designated as open space.
- The former Sierra Vista subdivision would be designated as open space to reflect its acquisition by the East Bay Regional Park District.
- The Black Diamond Estates subdivision is complete. Parcels given to the City would be designated as open space.
- **Miscellaneous Land Use Revisions.** The project would include minor land use designation revisions, corrections, and updates including:
  - Concurrent with the adoption of the 2015-2023 Housing Element, the City designated three parcels, totaling approximately 15 acres, at the southwest corner of the intersection of SR 160 and East 18<sup>th</sup> Avenue from Business Park to High Density Residential, leaving the adjacent 15-acre parcel (APN 051-200-025) to retain its Business Park designation. As the surrounding area is now entirely residential, development of the remaining 15-acre Business Park parcel would be constrained by potential industrial or commercial impacts on the immediately-adjacent properties. As such, the project would designate this remaining 15-acre parcel as High Density Residential to complement the adjacent designations.
  - Updates to Land Use Element text to encourage consideration of multi-family residential uses in commercial designations under very specific circumstances and when traffic impacts are avoided.
  - The Dow properties south of the railroad tracks would be designated as Business Park, as they are no longer part of the Rivertown/Urban Waterfront Focus Area.
  - Small commercial properties at Auto Center Drive/10<sup>th</sup> Street would be designated as Community Commercial.
  - Larger commercial properties at Auto Center Drive/6<sup>th</sup> Street would be moved from the Somersville Road Corridor Focus Area to the Downtown Specific Plan Focus Area.
  - The City-owned corporation yard near the Fulton Shipyard would be designated as Eastern Waterfront Employment Area with a sub-designation of Industrial.

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- o The Office Transit-Oriented Development (TOD) land use category would be eliminated as it previously only existed within the current Hillcrest Station Area Specific Plan Focus Area.

The project would result in reductions in housing units in single-family residential, multi-family residential, and square footage of commercial land uses. There would also be reductions in single-family residential units in the Rivertown/Urban Waterfront, Somersville Road Corridor, and Western Gateway Focus Areas.

Under the proposed 2017 Land Use Element, there would be a 9.9 percent reduction in the projected number of single-family residential units. This reduction would occur in the Estate Residential and Low Density Residential designations and in the Rivertown/Urban Waterfront and Somersville Road Corridor Focus Areas. There would be a 20.3 percent reduction in the number of multi-family residential units in the High Density Residential designation and the Rivertown/Urban Waterfront and Western Gateway Focus Areas.

Table 3.0-1 shows the buildout under the 2003 element and the proposed 2017 Land Use Element for residential (single-family and multi-family) land uses.

**TABLE 3.0-1  
PROPOSED GENERAL PLAN RESIDENTIAL BUILDOUT CHANGE**

Land Uses/Focus Area	Single-Family Residential (DU)			Multi-Family (DU)		
	2003	2017	Change	2003	2017	Change
<b>Residential</b>						
Estate Residential	2,787	915	(1,872)	—	—	—
Low Density Residential	5,049	4,944	(105)	—	—	—
Medium Low Density Residential	22,333	22,333	—	—	—	—
Medium Density Residential	831	831	—	1,247	1,247	—
High Density Residential	—	—	—	6,509	4,817	(1,692)
<b>Subtotal</b>	<b>31,000</b>	<b>29,023</b>	<b>(1,977)</b>	<b>7,756</b>	<b>6,064</b>	<b>(1,692)</b>
<b>Commercial</b>						
Convenience Commercial	—	—	—	—	—	—
Neighborhood Community Commercial	—	—	—	—	—	—
Office	—	—	—	—	—	—
<b>Subtotal</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>
<b>Industrial</b>						
Business Park	—	—	—	—	—	—
<b>Special</b>						
Mixed Use	—	—	—	279	279	—
Public Institutional	—	—	—	—	—	—
Open Space	—	—	—	—	—	—
<b>Subtotal</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>279</b>	<b>279</b>	<b>—</b>
<b>Focus Areas</b>						

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Land Uses/Focus Area	Single-Family Residential (DU)			Multi-Family (DU)		
	2003	2017	Change	2003	2017	Change
"A" Street Interchange	124	124	—	—	—	—
East Lone Tree Specific Plan	1,100	1,100	—	250	250	—
Eastern Employment Areas	12	12	—	248	248	—
Ginochio Property	400	400	—	—	—	—
Rivertown/Urban Waterfront	1,135	1,065	(70)	1,385	1,221	(164)
Roddy Ranch	600	600	—	100	100	—
Hillcrest Station Area	—	—	—	2,500	2,500	—
Sand Creek	3,537	3,537	—	433	433	—
Somersville Road Corridor	1,926	—	(1,926)	358	358	—
Western Gateway	—	—	—	1,639	460	(1,179)
<b>Subtotal</b>	<b>8,834</b>	<b>6,838</b>	<b>(1,996)</b>	<b>6,913</b>	<b>5,570</b>	<b>(1,343)</b>
<b>TOTAL</b>	<b>39,834</b>	<b>35,862</b>	<b>(3,972)</b>	<b>14,947</b>	<b>11,912</b>	<b>(3,035)</b>
Percentage Change			(9.9)			(20.3)

Source: Antioch 2017  
Totals have been rounded.

The project would result in changes to square footages for nonresidential uses in commercial, office, mixed-use, and in all Focus Areas other than the Ginochio Property. In some cases, the project would increase square footage in a land use designation or Focus Area, and in other cases there would be a reduction. Overall, square footage of commercial and office uses would be reduced by 14.2 percent.

For business park and industrial uses, the project would result in changes to square footages for nonresidential uses in business park, public institutional, and the Eastern Employment Areas, Ginochio Property, and Somersville Road Corridor Focus Areas. In some cases, the project would increase square footage in a land use designation or Focus Area, and in other cases there would be a reduction. Overall, square footage of business park and industrial uses would be reduced by 37.4 percent. **Table 3.0-2** shows the buildout under the 2003 element and the proposed 2017 Land Use Element for commercial/office and business park/industrial uses.

**TABLE 3.0-2  
PROPOSED GENERAL PLAN COMMERCIAL/OFFICE AND BUSINESS PARK/INDUSTRIAL BUILDOUT CHANGE**

Land Uses	Commercial/Office (sq. ft.)			Business Park/Industrial (sq. ft.)		
	2003	2017	Change	2003	2017	Change
<b>Residential</b>						
Estate Residential	—	—	—	—	—	—
Low Density Residential	—	—	—	—	—	—
Medium Low Density Residential	—	—	—	—	—	—
Medium Density	—	—	—	—	—	—

### 3.0 PROJECT DESCRIPTION

Land Uses	Commercial/Office (sq. ft.)			Business Park/Industrial (sq. ft.)		
	2003	2017	Change	2003	2017	Change
Residential						
High Density Residential	—	—	—	—	—	—
<b>Subtotal</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>
<b>Commercial</b>						
Convenience Commercial	281,788	341,449	59,661	—	—	—
Neighborhood Community Commercial	4,563,853	4,563,853	0	—	—	—
Office	7,000,320	7,059,981	59,661	—	—	—
<b>Subtotal</b>	<b>11,845,961</b>	<b>11,965,283</b>	<b>119,322</b>	<b>—</b>	<b>—</b>	<b>—</b>
<b>Industrial</b>						
Business Park	—	—	—	4,687,009	8,647,651	3,960,641
<b>Subtotal</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>4,687,009</b>	<b>8,647,651</b>	<b>3,960,641</b>
<b>Special</b>						
Mixed Use	606,885	606,885	0	—	—	—
Public Institutional	—	—	—	5,968,350	5,968,350	—
Open Space	—	—	—	—	—	—
<b>Subtotal</b>	<b>606,885</b>	<b>606,885</b>	<b>0</b>	<b>5,968,350</b>	<b>5,968,350</b>	<b>—</b>
<b>Focus Areas<sup>1</sup></b>						
"A" Street Interchange	2,121,125	2,110,165	(10,960)	—	—	—
East Lone Tree Specific Plan	1,135,000	1,135,000	—	2,152,300	2,152,300	—
Eastern Employment Areas	25,000	268,051	243,051	26,407,539	16,486,808	(9,920,730)
Ginocchio Property <sup>1</sup>	—	—	—	—	—	—
Rivertown/Urban Waterfront	1,712,175	3,927,420	2,215,245	5,688,163	82,019	(5,606,143)
Roddy Ranch	225,000	225,000	—	—	—	—
Hillcrest Station Area	2,500,000	2,500,000	—	—	—	—
Sand Creek	1,240,000	1,240,000	—	—	—	—
Somersville Road Corridor	17,335,501	9,224,280	(8,111,221)	8,390,227	—	(8,390,227)
Western Gateway	215,216	215,216	0	—	—	—
<b>Subtotal</b>	<b>26,509,017</b>	<b>20,845,132</b>	<b>(5,663,885)</b>	<b>42,638,229</b>	<b>18,721,127</b>	<b>(23,917,101)</b>

### 3.0 PROJECT DESCRIPTION

Land Uses	Commercial/Office (sq. ft.)			Business Park/Industrial (sq. ft.)		
	2003	2017	Change	2003	2017	Change
<b>TOTAL</b>	<b>38,961,863</b>	<b>33,417,298</b>	<b>(5,544,565)</b>	<b>53,293,588</b>	<b>33,337,128</b>	<b>(19,956,460)</b>
Percentage Change			(14.2)			(37.4)

Source: Antioch 2017

Totals have been rounded.

<sup>1</sup> Figures indicated represent the maximum permitted development intensity. The actual yield of future development is not guaranteed by the General Plan, but is dependent upon appropriate responses to General Plan policies. The ultimate development yield may be less than the maximums stated in this table.

#### 2003 GENERAL PLAN EIR

The certified EIR (including the DEIR, the FEIR, and subsequent addendums and amendments) assesses the environmental impacts of the General Plan development projections through 2020 (cumulative). The certified EIR serves as a program-level environmental document for subsequent City actions that are consistent with the General Plan. Further, the certified EIR was prepared and determined to be legally sufficient to serve as a project-level environmental document for subsequent actions such as rezonings, prezonings, annexations, and revisions to the Antioch Municipal Code and regulations, as deemed necessary or recommended to implement provisions of the General Plan.

Potential environmental impacts and policies/mitigation measures were identified in the EIR for aesthetics, air quality, biological resources, cultural resources, geologic and seismic hazards, hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, utilities, and transportation and traffic. For each potential impact, policies/mitigation measures were recommended to reduce the impact's level of significance. With the exception of air quality and transportation and traffic, these policies/mitigation measures would reduce impacts to less than significant levels.

Impacts related to air quality and transportation and traffic were considered significant and unavoidable adverse impacts that would result from implementation of the 2003 General Plan update. Therefore, the City adopted a statement of overriding considerations, which balanced the merits of approving the plan with the significant and unavoidable environmental effects identified in the General Plan EIR, which are:

- The rate of increase in vehicle miles traveled (VMT) is higher than the rate of increase in population in Contra Costa County (1.5 percent per year) and in the Bay Area (1 percent per year). The rates of population increase for the county and the region are averages of the cities in each area. Cities such as Antioch would be expected to be higher in VMT than the average because of the city's proximity to employment centers and because the vacant land in the city allows for expansion.
- Generation of nitrogen oxide (NOx) emissions that would exceed the project-level operations threshold established by the Bay Area Air Quality Management District (BAAQMD).
- Stationary and mobile source air pollutant emissions associated with land uses in the city. Although some of the future pollutant emissions will occur as a result of previously approved development projects, pollutant emissions will also occur as a result of



additional development allowed by the General Plan beyond that which currently exists or is approved.

- Increases in traffic on area freeways and roadways. Certain roadways outside of Antioch will operate at unacceptable levels of service.

### 3.5 PROJECT APPROVALS

As the lead agency, the City of Antioch is the authority for project approval or denial. The proposed project would require that the City approve the Addendum, as supported by the Initial Study, and adopt the revised General Plan Land Use Element.

**3.0 PROJECT DESCRIPTION**

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**4.1 CEQA CHECKLIST**

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines Section 15162).

The questions posed in the checklist come from Appendix G of the CEQA Guidelines. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed (with mitigation measures, if required) in the 2003 General Plan EIR. These environmental categories might be answered with a “no” in the checklist, since the proposed project does not introduce changes that would result in a modification to the conclusion of the previously approved CEQA document.

**4.2 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES**

**(1) 2003 GENERAL PLAN IMPACT COMPARISON**

This column indicates whether the impacts for the proposed project remain the same as found in the 2003 EIR.

**(2) DO THE PROPOSED CHANGES INVOLVE NEW OR MORE SEVERE IMPACTS?**

Pursuant to CEQA Guidelines Section 15162(a)(1), this column indicates whether the changes represented by the project would result in new significant environmental impacts not previously identified or mitigated by the 2003 EIR, or whether the changes would result in a substantial increase in the severity of a previously identified significant impact.

**(3) NEW CIRCUMSTANCES INVOLVING NEW OR MORE SEVERE IMPACTS?**

Pursuant to CEQA Guidelines Section 15162(a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the project is undertaken that would require major revisions to the 2003 EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

**(4) NEW INFORMATION REQUIRING NEW ANALYSIS OR VERIFICATION?**

Pursuant to CEQA Guidelines Section 15162(a)(3)(A-D), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2003 EIR was certified as complete, shows any of the following:

- A) The project would have one or more significant effects not discussed in the 2003 EIR;
- B) Significant effects previously examined would be substantially more severe than shown in the 2003 EIR;

## 4.0 ENVIRONMENTAL CHECKLIST

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- C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- D) Mitigation measures or alternatives which are considerably different from those analyzed in the 2003 EIR would substantially reduce one or more significant effect of the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that:

- The conclusions of the 2003 EIR remain the same, and
- No new significant impacts are identified, or
- Identified impacts are not found to be substantially more severe, or
- Additional mitigation is not necessary.

Then answer in the checklist will be "no" and no additional environmental documentation would be required.

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<b>Aesthetics</b>		
<p>Impact 4.1.1. Affected Views to Scenic Vistas and Scenic Resources. The GP EIR determined that development facilitated by GP would increase the development of urban uses, causing a loss of open space and change in aesthetic character. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 5.4.2 and 5.4.14</p>	<p>No change. Future development under the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, as well as the new policies included in the proposed GPA, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.1.2. Light and Glare. The GP EIR determined that development facilitated by GP would increase light and glare that could adversely affect day or nighttime views of Antioch. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Mitigation Measures 4.1.2A, 4.1.2B, 4.1.2C, and 4.1.2D require the City to modify the proposed General Plan to incorporate policies to limit sources of lighting to the minimum required for safety and provide screening for commercial and industrial lighting adjacent to residential land use designations.</p>	<p>No change. Future development under the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, as well as the proposed, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<b>Air Quality</b>		
<p>Local Carbon Monoxide Hot Spot. The GP EIR determined that future ambient CO concentrations, with implementation of the proposed General Plan, would not violate either the State or Federal CO standards. Impact considered less than significant.</p>	<p>Mitigation not required.</p>	<p>No change. Given the intensity and type of development which could occur under buildout of the General Plan Land Use Element Update, as well as required compliance with existing air quality regulations, air quality impacts of future development would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>Impact 4.2.1. Construction Impacts: The GP EIR determined that development facilitated by GP would result in construction-related impacts on air quality. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 10.5.2.a</p>	<p>No change. Given the intensity and type of development which could occur under buildout of the General Plan Land Use Element Update, as well as required compliance with existing air quality regulations, air quality impacts of future development would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.2.2. Regional Emissions Associated with Vehicular Trips. Development would result in more daily vehicular trips within the Planning Area. Emission factors for the existing (2003) and future build out year (2030) were determined. Future emissions (2030) would be lower when compared to their corresponding existing emissions (2003), except PM 10. NOx emissions would exceed the project level operations threshold established by the BAAQMD. Impacts are considered significant and unavoidable.</p>	<p>Policies: 10.5.2.b and 10.5.2.c.</p>	<p>No change. Given the intensity and type of development which could occur under buildout of the General Plan Land Use Element Update, as well as required compliance with existing air quality regulations, air quality impacts of future development would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.2.3. Consistency With Clean Air Plan Population and VMT Assumptions. The GP EIR determined that the rate of increase in VMT is higher than the rate of increase in population in Contra Costa County (1.5% per year) and in the Bay Area (1% per year). The rates of population increases for the County and region are averages of the cities within each area. Cities such as Antioch would be expected to be higher than the average, due to the proximity of the City to employment centers and that the vacant land within the City allows for expansion. Impacts are</p>	<p>Policies: 10.5.2.b and 10.5.2.c.</p>	<p>No change. Given the intensity and type of development which could occur under buildout of the General Plan Land Use Element Update, as well as required compliance with existing air quality regulations, air quality impacts of future development would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>considered significant and unavoidable.</p> <p>Impact 4.2.4. Stationary Source Emissions. The proposed General Plan would potentially result in increased stationary sources emissions from nonresidential development, new industries having the potential for emitting toxic air contaminants, and woodburning stoves and fire places. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 10.5.2.d, 10.5.2.e, and 10.5.2.f.</p>	<p>No change. Given the intensity and type of development which could occur under buildout of the General Plan Land Use Element Update, as well as required compliance with existing air quality regulations, air quality impacts of future development would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<b>Biological Resources</b>		
<p>Impacts 4.3.1 and 4.3.2. Sensitive Species and Sensitive Natural Communities. The GP EIR determined that implementation of the proposed GP may result in impacts to species identified as a candidate, sensitive, or special status species, as well as riparian, wetland or other sensitive natural communities. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 10.4.2.</p>	<p>No change. Future development proposed under the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as the City's Tree Protection Ordinance. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impacts 4.3.3 and 4.3.4. Impacts to Migratory Wildlife Corridors. The GP EIR determined that implementation of the proposed General Plan could interfere with the movement of wildlife species or with migratory wildlife corridors. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 10.4.2 and 10.3.2.</p>	<p>No change. The General Plan Land Use Element Update would not create changes to wildlife corridors. As such, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<b>Cultural Resources</b>		
<p>Impact 4.4.1. Adverse Change in the Significance of an Historical Resource. The GP EIR determined that development allowed by implementation of the proposed General Plan could cause the destruction of or loss of an historical resource. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 5.4.6, 5.4.11, and 10.7.2.</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code and State guidelines related to protection of cultural resources. With adherence to existing guidelines and regulations, as well as the new policies included in the proposed GPA, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.4.2. Destruction of a Known Archaeological Resource. The GP EIR determined that development associated with the proposed General Plan would require disturbance of vacant lands and could cause the destruction of known archaeological resources. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 10.7.2a and b Mitigation Measure 4.4.2A requires the City to modify the proposed General Plan to incorporate a policy with a provision in the event that avoidance and/or preservation in the location of any cultural resources is not possible.</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code and State guidelines related to protection of cultural resources. With adherence to existing guidelines and regulation, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.4.3. Destruction of a Unique Paleontological Resource or Site. The GP EIR determined that development associated with the proposed General Plan would require disturbance of vacant lands and could cause the destruction of a unique paleontological resource or site. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 10.7.2a and b Mitigation Measure 4.4.3A requires the City to modify the proposed General Plan to incorporate a policy requiring the presence of a paleontologist during site grading if the site may contain paleontological resources.</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code and State guidelines related to protection of cultural resources. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in</p>



**4.0 ENVIRONMENTAL CHECKLIST**

Table 1-1

**Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<b>Geology and Soils</b>		
<p>Impact 4.5.1. Ground Shaking. The GP EIR determined that new development would likely be subject to some level of seismic ground shaking. Considered significant pre mitigation, but less than after mitigation. Impact 4.5.5. Unstable Geologic Conditions. The GP EIR determined that development in certain areas may become unstable and potentially result in landslides, lateral spreading, subsidence, liquefaction, or collapse. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 11.3.2 and 11.8.2. Mitigation Measures 4.5.1A and 4.5.1B require the City to modify the proposed General Plan to incorporate a policy requiring the preparation of a site-specific ground shaking assessment for any proposed development in the city.</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code and the most recent version of the California Building Code (CBC). With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.5.2. Liquefaction. The GP EIR determined that future proposed General Plan development within Antioch would increase the potential for the placement of structures and facilities in or near areas susceptible to liquefaction. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 11.3.2-i and k. Mitigation Measure 4.5.2A requires the City to modify the proposed General Plan to incorporate a policy regarding liquefaction hazards.</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code, as well as the most recent version of the CBC. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.5.3. Landslides, Rockfalls, and Expansive Soils. The GP EIR found that future proposed General Plan development within the City would increase the potential for the placement of structures and facilities in areas susceptible to landslides, rockfalls, or expansive soils. Considered significant before mitigation, but less than</p>	<p>Policies: 5.4.14-a and b; 11.3.2-a, g, h, i, and j.</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code, as well as the most recent version of the CBC. With adherence to existing guidelines and</p>

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>significant after mitigation.</p> <p>Impact 4.5.4. Soil Erosion/Loss of Topsoil. The GP EIR determined that areas exposed during future proposed General Plan development activities would be prone to erosion and/or the loss of topsoil. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 8.7.2 and 10.6.2.</p>	<p>regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p> <p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code, as well as the most recent version of the CBC. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.5.5 Unstable Geologic Conditions. Implementation of the proposed General Plan could facilitate new development in areas that may become unstable and potentially result in landslides, lateral spreading, subsidence, liquefaction, or collapse. Impacts to this issue are potentially significant.</p>	<p>Policies 11.3.2-a, i, j, and k. Mitigation Measures 4.5.1A and 4.5.1B</p>	<p>Less than Significant.</p>
<p>Impact 4.5.6. Expansive Soils. The GP EIR determined that future development would increase the potential for the placement of structures and facilities in areas susceptible to damage resulting from expansive soils. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 11.3.2-a and k.</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code, as well as the most recent version of the CBC. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<b>Hazardous Materials</b>		
<p>Impact 4.6.1. Hazardous Materials Use, Generation and Transport. The GP EIR determined that buildout of the proposed General Plan may result in increased risk of upset associated with the routine use, generation, and transportation of hazardous materials, which may potentially pose a health or safety hazard. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.7.2.</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code and various other federal and State guidelines related to handling of hazardous materials. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.6.2. Impair an Emergency Response Plan. The GP EIR determined that build out of the proposed General Plan may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.8.2.</p>	<p>No change. The General Plan Land Use Element Update does not include land use or policy changes that would interfere with an adopted emergency response plan or evacuation plan. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.6.3. Wildland Fire Hazards. The GP EIR determined that implementation of the proposed General Plan may expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas. Considered significant before mitigation, but less than</p>	<p>Policy: 8.10.2.</p>	<p>No change. The General Plan Land Use Element Update does not include land use or policy changes that would increase the risk of wildland fire hazards within the City. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's</p>

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>significant after mitigation.</p>		<p>municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.6.4. Mine Hazards. The GP EIR determined that collapse of historic coal mine tunnels could result in subsidence of lands located above the mines, potentially causing damage to foundations or other improvements. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.3.2.</p>	<p>No change. The General Plan Land Use Element Update does not include land use or policy changes that would increase mine-related hazards within the City. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<b>Hydrology and Water Quality</b>		
<p>Impacts to Groundwater Supplies. The GP EIR determined that impacts to ground water supplies are less than significant as no municipal water is pumped from groundwater. Impact considered less than significant.</p>	<p>Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.</p>	<p>No change. The General Plan Land Use Element Update would decrease the total development of the City, and, thus, would decrease demand for ground water supplies. In addition, future development within the City would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impacts to Water Quality. The GP EIR determined that impacts associated with new development</p>	<p>Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2,</p>	<p>No change. Future development from the General Plan Land Use Element Update would be</p>

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>can include erosion and sedimentation associated with groundbreaking and clearing activities. Additionally, stormwater runoff from urban areas contains a variety of pollutants that may reduce the quality of groundwater resources when introduced into groundwater aquifers. Impact considered less than significant.</p>	<p>and 11.8.2.</p>	<p>subject to the applicable policies and measures included in the adopted General Plan related to water quality, as well as existing regulations within the City's municipal code. Furthermore, the General Plan Land Use Element Update would decrease the intensity of construction activity that would occur under buildout of the City. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Risk of Seiche, Tsunami or Mudflows. The GP EIR determined that due to this geographic location, implementation of the proposed GP would not expose people or property to flooding associated with seiches or tsunamis. Additionally, the hillside to the south is generally stable and is not prone to mudflows. Impact considered less than significant.</p>	<p>Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Risk of Dam Failure. Portions of the City of Antioch are located below the Contra Loma Reservoir and the overall safety classification of the dam is registered as satisfactory. Impact considered less than significant.</p>	<p>Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.</p>	<p>No change. Although the City is located within the dam inundation zone for the Contra Loma Reservoir, General Plan policies would reduce impacts. This impact would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.7.1. Increased Stormwater Runoff. The GP EIR determined that future development would likely result in a net increase in impervious surfaces that would reduce the amount of rainfall that can infiltrate into the subsurface. Considered significant before mitigation, but less than</p>	<p>Policy: 11.4.2.</p>	<p>No change. The General Plan Land Use Element Update decrease future development intensity within the City, and the proposed land use and policy changes would result in an overall decrease in total impervious area from what was previously considered in the 2003 General Plan</p>

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
significant after mitigation.		EIR: Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan related to stormwater, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.
Impact 4.7.2. Flood Hazards. The GP EIR determined that an increase in development within the City has the potential to increase the risk of flooding. Considered significant before mitigation, but less than significant after mitigation.	Policy: 3.5.6.2.	No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.
Impact 4.7.3. Alteration of the San Joaquin River. The GP EIR determined that revitalization and development of Rodgers Point may substantially alter a portion of the San Joaquin River. Considered significant before mitigation, but less than significant after mitigation.	The City shall modify the proposed General Plan to incorporate a policy with the following provision: Prior to or concurrent with approvals of any development applications, at Rodgers Point a Master Plan for the area shall be prepared and approved by the City. The Master Plan shall provide detailed guidance for environmental review, project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community	No change. The General Plan Land Use Element Update would not result in alterations to the San Joaquin River, and impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.

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**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<b>Land Use</b>		
<p>Physically Divide an Established Community. The GP EIR determined that development facilitated by the GP will not disrupt or divide the physical arrangement of any established neighborhood. Impact considered less than significant.</p>	<p>Improvements.  Mitigation not required.</p>	<p>No change. The General Plan Land Use Element Update would not substantially alter the development trends which were previously anticipated for the area in the 2003 General Plan EIR. Impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.8.1. Changes in the Pattern of Land Use. The GP EIR determined that changes in the pattern of land uses would result in the development of structures or facilities within areas that are currently undeveloped. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 4.3.2, 4.4.4.2, and 5.4.12.</p>	<p>No change. The General Plan Land Use Element Update would not substantially alter the development trends which were previously anticipated for the area in the 2003 General Plan EIR. Impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.8.2. Development Outside Urban Limit Line. The GP EIR determined that the proposed urban development within areas that are currently outside of the County's Urban Limit Line might not be consistent with the provisions of the Contra Costa County 65/35 Land Preservation Plan. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 4.3.2.</p>	<p>No change. The General Plan Land Use Element Update would enable future development to occur outside the City's established Urban Limit Line; however, development would occur only after the expansion of the Urban Limit Line. Impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.8.3. Consistency with ABAG Growth Projection. The GP EIR determined that development facilitated by the GP would</p>	<p>Policies: 3.8.2, 4.4.4.2, and 4.4.6.5.</p>	<p>No change. The General Plan Land Use Element Update would decrease total development in the City and the proposed land use and policy</p>

**4.0 ENVIRONMENTAL CHECKLIST**

**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>generate employment in excess of that which is projected by ABAG. Considered significant before mitigation, but less than significant after mitigation.</p>		<p>changes would not substantially increase the intensity of development previously considered in the 2003 General Plan, and impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p><b>Noise</b></p>		
<p>Impact 4.9.1. Short-Term Construction Noise Impacts. The GP EIR determined that construction activities facilitated by the GP would result in potentially significant noise impacts. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.6.2. Mitigation Measures 4.9.1A and 4.9.1B would require compliance with the City's noise ordinance construction hours.</p>	<p>No change. The General Plan Land Use Element Update would decrease the intensity of construction activity which could occur under buildout of the General Plan. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.9.2. Long-Term Vehicular Noise Impacts. The GP EIR determined that long-term vehicular noise than could affect sensitive land uses along the roads, particularly residential uses along and adjacent to major transit corridors. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.6.2</p>	<p>No change. The General Plan Land Use Element Update would decrease volumes of traffic occurring within the City under buildout conditions. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>



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**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>Impact 4.9.3. Long-Term Stationary Noise Impacts. The GP EIR determined that new development associated with implementation of GP could expose existing and new uses to stationary noise sources. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.6.2</p>	<p>No change. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.9.4. Long-Term Railroad Noise Impacts. The GP EIR determined that new proposed sensitive land uses along and adjacent to the railroads could be affected by noise levels from railroad operations. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.6.2</p>	<p>No change. The General Plan Land Use Element Update would decrease development in areas that would be adjacent to railroad lines. Impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<b>Population and Housing</b>		
<p>Impact 4.10.1. Population and Housing Projections are exceeded. The GP EIR determined that implementation of the proposed Housing Element will result in a substantial increase in population and residential and non-residential structures, and associated infrastructure. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 3.6.2.</p>	<p>No change. The General Plan Land Use Element Update would decrease the total development yield of the City. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<b>Public Services</b>		
<p>Impact 4.11.1. Police Protection. The GP EIR determined that increases in population and employment anticipated with the General Plan</p>	<p>Policies: 3.5.3, 3.5.3.1, 3.5.3.2, and 8.11.2.</p>	<p>No change. The General Plan Land Use Element Update would decrease the total development yield of the City. Future development within the</p>

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**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>would increase the need for police protection and police services. Considered significant before mitigation, but less than significant after mitigation.</p>		<p>City would be subject to the applicable policies and measures included in the adopted General Plan related to police protection services, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.11.2. Fire Protection. The GP EIR determined that development facilitated by the GP will result in a substantial increase in population and structures, and will require additional on-duty firefighters. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 3.5.2.1, 3.5.2.2, and 8.10.2.</p>	<p>No change. The General Plan Land Use Element Update would decrease the total development yield of the City. Future development from the General Plan Land Use Element Update would be subject to the applicable policies and measures included in the adopted General Plan related to fire protection services, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.11.3. Schools. The GP EIR determined that development facilitated by the GP will result in an increased student population throughout the City. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 3.5.8.1, 3.5.8.2, and 8.8.2.</p>	<p>No change. The General Plan Land Use Element Update would decrease the total development yield of the City and would not increase future demand for schools. Impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.11.4. Parks and Recreation. The GP EIR determined that the build out within the City of Antioch will result in a substantial increase in population, potentially increasing the use of existing parks and recreation facilities. These impacts will require the expansion of existing</p>	<p>Policies: 8.4.2 and 10.6.2.</p>	<p>No change. The General Plan Land Use Element Update would decrease the total development yield of the City and would not increase future demand for parks. Future development within the City would be subject to the applicable policies and measures included in the adopted General</p>

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**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>facilities and recreation programs or the construction of new parks and recreational facilities. Considered significant before mitigation, but less than significant after mitigation.</p>		<p>Plan related to the provision of parks, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<b>Utilities</b>		
<p>Impact 4.12.1. Water Supply. The GP EIR determined that the population increases projected for the City will increase the demand for water beyond that which currently exists. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 8.4.2 and 10.6.2.</p>	<p>No change. The General Plan Land Use Element Update would decrease the total development yield of the City and would not substantially increase demand for water supplies beyond what has been previously considered for the area. In addition, future development within the City would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.12.2. Water Quality. The GP EIR determined that development facilitated by the GP will result in reliance on a higher percentage of lower quality water from the San Joaquin River and may increase the level of pollutants that occur in water reserves. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 10.6.2.</p>	<p>No change. The General Plan Land Use Element Update would decrease the total development yield of the City and would not substantially increase demand for ground water supplies beyond what has been previously considered for the area. In addition, future development within the City would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within</p>

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**Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>Impact 4.12.3. Wastewater. The GP EIR determined that increases in population and housing, (in addition to increases of commercial, and industrial land uses,) would necessitate increased wastewater treatment capacity. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 8.5.2, 3.5.5.1, 3.5.5.2, 3.5.9.2, and 3.6.3.</p>	<p>the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p> <p>No change. The General Plan Land Use Element Update would decrease the intensity of development within the City and future development would not generate more wastewater than what was previously considered in the 2003 General Plan EIR. Future development within the City would be subject to the applicable policies and measures included in the adopted General Plan, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulation impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.12.4. Gas Services. The GP EIR determined that build out of the City will result in a substantial increase in population and residential and non-residential structures, potentially increasing the use of and need for natural gas. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 3.6.2, and 9.4.1. Mitigation Measures 4.12.4A and 4.12.4B.</p>	<p>No change. The General Plan Land Use Element Update would decrease the intensity of development within the City and future services beyond levels previously considered in the 2003 General Plan EIR. Impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<p>Impact 4.12.5. Electric Services. The GP EIR determined that build out of the City will result in a substantial increase in population and residential and non-residential structures, potentially increasing the use of and need for electricity. Considered significant before</p>	<p>Mitigation Measures 4.12.4A and 4.12.4B.</p>	<p>No change. The General Plan Land Use Element Update would decrease the intensity of development within the City and future development would not increase demand for electricity beyond levels previously considered in the 2003 General Plan EIR. With adherence to</p>

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Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR**

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
<p>mitigation, but less than significant after mitigation.</p> <p>Impact 4.12.6. Solid Waste Services. The GP EIR determined that increases in population and employment could increase the need for solid waste disposal, requiring additional landfill capacity and related support facilities. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 8.6.2. Mitigation Measures 4.12.6A, 4.12.6B, and 4.12.6C.</p>	<p>existing guidelines and regulations related to energy conservation impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p> <p>No change. The General Plan Land Use Element Update would not increase the intensity of development within the City and future development would not increase generation of solid waste beyond levels previously considered in the 2003 General Plan EIR. Future development within the City would be subject to the applicable policies and measures included in the adopted General Plan related to solid waste, as well as existing regulations within the City's municipal code. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously identified in the 2003 General Plan EIR.</p>
<b>Transportation/Traffic</b>		
<p>Impact 4.16.1. Potential to Degrade Roadway Levels of Service. The GP EIR determined that future growth will increase area-wide traffic volumes with the potential to degrade roadway performance below applicable performance standards. Impacts are considered significant and unavoidable.</p>	<p>Policies: 3.4.4, 3.4.5, and 7.3.2 Mitigation Measure. There are no feasible mitigation measures that the City could adopt to reduce traffic impacts to a less than significant level.</p>	<p>No change. The General Plan Land Use Element Update would decrease potential land use development and would decrease area-wide traffic volumes. Future development within the City would be subject to the applicable policies and measures included in the adopted General Plan related to circulation systems, as well as existing federal, State, and local guidelines related to transportation systems. With adherence to existing guidelines and regulations, impacts would be less than or equal to impacts previously</p>

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Table 1-1  
Consistency of City of Antioch General Plan Land Use Element Addendum with General Plan EIR

General Plan EIR Impact	General Plan EIR Policies/Mitigation Measure	Relationship of Proposed Project to General Plan EIR
		identified in the 2003 General Plan EIR.

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**4.0 ENVIRONMENTAL CHECKLIST**

<b>Environmental Issue Area</b>	<b>Same or Reduced Impact as the 2003 General Plan Update EIR</b>	<b>Do the Proposed Changes Involve New or More Severe Impacts?</b>	<b>New Circumstances Involving New or More Severe Impacts?</b>	<b>New Information Requiring New Analysis or Verification?</b>
<b>I. AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on a scenic vista.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on a scenic vista.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of scenic vistas.
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on State Scenic Highways.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on State Scenic Highways.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of State Scenic Highways.
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on visual character.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on visual character.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of visual character.
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on light and glare	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on light and glare	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of light and glare.

**EXISTING SETTING**

The City of Antioch extends in a roughly square pattern from Pittsburg on the west to the Antioch Bridge on the east, and from the foothills of Mt. Diablo on the south to the San Joaquin River on the north. The City is bisected by State Route 4 (SR 4), an east-west-oriented four-lane freeway. The Southern Pacific Railroad line runs east-west just north of SR 4; the Burlington Northern Santa Fe Railroad line runs east-west along the San Joaquin River waterfront. The Contra Costa Canal is located south of SR 4, and traverses the Planning Area in an east-west direction.



The City's form and visual character has developed over a period defined by post-war expansion as well as a natural progression of economic development in the San Francisco Bay Area. Antioch's commercial and residential character is physically divided by the State highway infrastructure.

**Scenic Views**

Views of Mt. Diablo, the ridgelines, and the San Joaquin River are important resources for the City of Antioch. Public view along Somersville Road on the A Street Connection include either the hills or the San Joaquin River. Other major streets providing north and south views include Contra Loma Boulevard, Lone Tree Way, Hillcrest Avenue, and SR 160. Streets providing east and west views include James Donlon Boulevard, Lone Tree Way, Putnam Street, SR 4, Oakley Road, and Empire Mine Road. Major ridgelines associated with the foothills of Mt. Diablo occur along the entire southwest boundary of the Planning Area. Most of the open lands in the southwest area of the City are located within either Black Diamond Mines Regional Preserve or Contra Loma Regional Park.

The City's General Plan Community Image and Design Element aims to maintain views of the San Joaquin River and its shoreline, Mt. Diablo and its foothills, and scenic resources within the City's view shed.

**DISCUSSION OF IMPACTS**

- a) Scenic vistas within the City of Antioch include views of the San Joaquin River, moderate to steep hills (including Mount Diablo), broad valleys, narrow canyons, and lakes. The project would revise goals, policies, and objectives for the Land Use Element, update the Land Use Map to reflect these changes, and revise land use intensities and distribution. The project would result in reductions in housing units in single-family residential, multi-family residential, and commercial land use designations. The project does not propose any land use designations that would increase height of allowed development along a scenic vista or buildings on ridgelines in new areas. The project would update the Land Use Map to show new parks and open space areas (that would no longer be available for proposed development) and would not reduce open space areas. As such, the proposed project would not alter any conclusions set forth in the EIR and project impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
  
- b) According to the California Scenic Highway Program, SR 4 and SR 160 are not designated scenic highways within the City of Antioch, nor are they considered eligible to be officially designated. There would be no potential for the project to substantially damage scenic resources or a scenic highway and project impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
  
- c) The project would result in reductions in housing units in single-family residential, multi-family residential, and commercial land use designations. Under the proposed project, there would be a 9.9 percent reduction in the projected number of single-family residential units in the Estate Residential and Low Density Residential designations and in the Rivertown/Urban Waterfront and Somersville Road Corridor Focus Areas. There would be a 20.3 percent reduction in the number of multi-family residential units in the High Density Residential designation and the Rivertown/Urban Waterfront and Western Gateway Focus Areas.

## 4.0 ENVIRONMENTAL CHECKLIST

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For business park and industrial uses, the project would result in changes to square footages for nonresidential uses in business park, public institutional, and the Eastern Employment Areas, Ginochio Property, and Somersville Road Corridor Focus Areas. In some cases, the project would increase square footage in a land use designation or Focus Area, and in other cases there would be a reduction. Overall, square footage of business park and industrial uses would be reduced by 37.4 percent citywide.

These land use changes refine the 2003 Land Use Element and would not increase development intensities or change the type of development in the City. The General Plan includes general design and hillside design policies. Future development would be required to be consistent with General Plan policies (specifically Policies: 5.4.2 and 5.4.14) and zoning related to community design, density, setbacks, and bulk. Therefore, impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- d) The City is developed with streetlighting and land uses that generate ambient light and glare. The project would revise land use designations that would result in development with the potential to increase light and glare. However, overall, the project would result in reductions in housing units in the single-family residential and multi-family residential land designations, and a reduction of square footage in nonresidential uses in commercial, office, mixed-use designations, and in all Focus Areas other than the Ginochio Property. Overall development would be reduced in the City, which would ultimately reduce potential ambient light and glare.

Similar as analyzed in the 2003 General Plan EIR, new development created by the project would be required to be consistent with the City Municipal Code standards for lighting. Additionally, future development would be subject to existing General Plan policies regarding light and glare, including Policy 5.4.2(o), which states that lighting must not result in nuisance levels or light or glare on adjacent properties. Therefore, impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

### CONCLUSION

The project would not result in any new or more severe aesthetic impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

**4.0 ENVIRONMENTAL CHECKLIST**

<b>Environmental Issue Area</b>	<b>Same or Reduced Impact as the 2003 General Plan Update EIR</b>	<b>Do the Proposed Changes Involve New or More Severe Impacts?</b>	<b>New Circumstances Involving New or More Severe Impacts?</b>	<b>New Information Requiring New Analysis or Verification?</b>
<p><b>II. AGRICULTURE RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?</p>	<b>Yes</b>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on Important Farmland.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts on Important Farmland.</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of Important Farmland.</p>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<b>Yes</b>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on agricultural zoning or Williamson Act contracts.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts on agricultural zoning or Williamson Act contracts</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of agricultural zoning or Williamson Act contracts.</p>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<b>Yes</b>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on forest land or timberland.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts on forest land or timberland.</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of forest land or timberland.</p>

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on forest land or the conversion of forest land.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on forest land or the conversion of forest land.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of forest land or the conversion of forest land.
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on surrounding agricultural uses.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on surrounding agricultural uses.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of surrounding agricultural uses.

### EXISTING SETTING

Agricultural uses of land in the City of Antioch include hayfields, vineyards, almond orchards, and walnut orchards. Most of the agricultural lands are found along the eastern edge of the City<sup>1</sup>, but they can also be found scattered among the more urban areas. As shown in the Farmland Mapping and Monitoring Program (FMMP) Map for Contra Costa County, the City is classified as Urban and Built up Land, occupied by structures with building density of at least 1 unit per 1.5 acres, or approximately 6 structures to a 10-acre parcel. There are no Prime Farmland of Local or Statewide Importance within the project area<sup>2</sup>. The City is a combination of primarily commercial and light industrial purposes, is not currently used for any type of agricultural or forestry use, and is not zoned for agricultural or forestry use. The project area is not subject to a Williamson Act contract. The project area does not meet the definition of forestland provided in Public Resources Code Section 12220(g) due to its location in an intensely developed area, which would preclude the management of any forest resources.

### DISCUSSION OF IMPACTS

- a) The project area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland

<sup>1</sup> LSA 2003. Figure 4.3.1, City of Antioch General Plan Update, Biological Resources. July 24, 2003.

<sup>2</sup> DOC 2014. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Contra Costa County Important Farmland 2014. Updated January 2017.

Mapping Program of the California Resources Agency. As such, the project would not convert Important Farmland to non-agricultural use. Project impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- b) There are no Williamson Act Contracts in the project area and the City is not zoned for agricultural use, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or zoned Timberland Production (as defined by Government Code section 51104[g]). As such, project impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- c) The project area is not zoned as forest land or timberland and would not rezone any forest land or timberland. As such, the project would not convert forest land or timberland to non-agricultural use. Project impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- d) As stated above in c), the project area is not zoned as forest land or timberland and would not rezone any forest land or timberland. There are no lands adjacent to the City that are zoned as forest land or timberland. Therefore, the project would not have any potential to convert forest land to a non-forest use or result in the loss of forest land. Project impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- e) The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or land under a Williamson Act Contract. The project area is not zoned as forest land or timberland and would not rezone any forest land or timberland. The City is surrounded by the County Urban Limit Line (ULL), which is incorporated into the Contra Costa County General Plan Open Space and Conservation elements, and which limits urban development in the adjacent County areas. Therefore, the project would not involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of forest land to non-forest use. As such, the proposed project would not alter the conclusions of the EIR and impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<p><b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
<p>a) Conflict with or obstruct implementation of the applicable air quality plan?</p>	<p><b>Yes</b></p>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on an applicable air quality plan.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts on an applicable air quality plan.</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of an applicable air quality plan.</p>
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	<p><b>Yes</b></p>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with violation of an air quality standard.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with violation of an air quality standard.</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of violations of air quality standards.</p>
<p>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?</p>	<p><b>Yes</b></p>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.</p>
<p>d) Expose sensitive receptors to substantial pollutant concentrations?</p>	<p><b>Yes</b></p>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on sensitive receptors.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts on sensitive receptors.</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of sensitive receptors.</p>

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
e) Create objectionable odors affecting a substantial number of people?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with objectionable odors.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with objectionable odors.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of objectionable odors.

### EXISTING SETTING

The City is located within the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB area is currently designated as a nonattainment area for the State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter (PM<sub>2.5</sub>), and State respirable particulate matter 10 microns in diameter (PM<sub>10</sub>) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other AAQS. Although the U.S. Environmental Protection Agency (USEPA) issued a final rule determining that the Bay Area attained the 24-hour PM<sub>2.5</sub> federal AAQS, the Bay Area must continue to be designated as nonattainment for the federal PM<sub>2.5</sub> AAQS until the USEPA approves the redesignation. Therefore, the SFBAAB remains in nonattainment for 24-hour PM<sub>2.5</sub>.

The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin including the City of Antioch. The BAAQMD prepares ozone attainment plans for the national ozone standard and clean air plans for the California standard, both in coordination with the Metropolitan Transportation Commission and the Association of Bay Area Governments (ABAG).

With respect to applicable air quality plans, the BAAQMD prepared the 2017 Clean Air Plan—titled Spare the Air, Cool the Climate—to address nonattainment of the national 1-hour ozone standard in the air basin. The Clean Air Plan defines a control strategy that the BAAQMD and its partners will implement to (1) reduce emissions and decrease ambient concentrations of harmful pollutants; (2) safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily impacted by air pollution; and (3) reduce greenhouse gas emissions to protect the climate. It is important to note that in addition to updating the previously prepared ozone plan, the newly adopted Clean Air Plan also serves as a multipollutant plan to protect public health and the climate. In its dual role as an update to the state ozone plan and a multipollutant plan, the 2017 Clean Air Plan addresses four categories of pollutants (BAAQMD 2017)

- Ground-level ozone and its key precursors, ROG and NO<sub>x</sub>
- Particulate matter: primary PM<sub>2.5</sub>, as well as precursors to secondary PM<sub>2.5</sub>
- Air toxics
- Greenhouse gases

## 4.0 ENVIRONMENTAL CHECKLIST

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The Clean Air Plan includes local guidance for the State Implementation Plan, which establishes the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards.

The 2003 General Plan EIR analyzed air quality impacts for the entirety of the City of Antioch, and determined that impacts for implementation of an air quality plan and to existing air quality violations would be significant and unavoidable, even with the implementation of mitigation.

### DISCUSSION OF IMPACTS

- a-c) The Bay Area 2010 CAP was based on land use and growth projections consistent with those used in the City of Antioch 2003 General Plan. Therefore, the City's General Plan is consistent with the CAP since it supports the primary goals, includes control measures, and does not conflict with or disrupt implementation of control measures. Under the proposed 2017 Land Use Element, there would be a 9.9 percent reduction in the projected number of single-family residential units and a 20.3 percent reduction in the number of multi-family residential units. Overall, square footage of commercial and office uses would be reduced by 14.2 percent and business park and industrial uses would be reduced by 37.4 percent.

Construction emissions are generated by machinery during construction of land uses. The reduction in housing units and square footage of land uses would result in reduction in construction emissions in the City. Therefore, construction emissions would be reduced from what was analyzed in the 2003 General Plan EIR. Additionally, General Plan Policy 10.5.2.a would require land use developers to implement BAAQMD dust abatement measures.

Additionally, the reduction in housing units and square footage would result in reduction in operational emissions generated by vehicle trips in the City. Operational emissions are analyzed based on the number of vehicle trips, which is calculated from the project's housing units and square footage of commercial, office, business parks, and industrial uses.

Based on trip generation rates provided by the Institute of Transportation Engineers (ITE) 2012 *Trip Generation Manual*, average daily trips were calculated for previously considered and proposed projects. As described in Traffic and Transportation, average daily vehicle trips would be reduced by 367,411 trips (23.4 percent). Trips during the a.m. peak hour would be reduced by 41,116 trips (23.8 percent), and vehicle trips during the p.m. peak hour would be reduced by 39,260 trips (23.8 percent).

Therefore, the proposed project would result in fewer average daily trips than under the previously considered project, and would generate fewer emissions. The proposed project would not result in an increase in vehicle miles traveled that would conflict with Bay Area Quality Management District (BAAQMD) regional air quality planning efforts. Implementation of the Air Quality Policies 10.5.2.b and 10.5.2.c and included in the Resource Management section of the proposed General Plan, would reduce emissions from vehicle travel, but are not expected to reduce them to below the population growth rate in the region. Although, this impact would be less than the impact found in the General Plan EIR, it would likely remain significant and unavoidable.

- d) Sensitive receptors include children, senior citizens, acutely or chronically ill people and/or facilities where these more sensitive population groups reside or spend time (i.e., schools, retirement homes, hospitals). These types of uses are scattered throughout the



City. Development under the project would be scattered throughout the City depending on specific development proposals. The amount of development, including industrial development, would be reduced under the Land Use Element Update from the 2003 General Plan. Therefore, the risk of exposing sensitive receptors would be less than found in the 2003 General Plan EIR. Development projects would be subject to General Plan Policies 10.5.2 d-f, which require review of stationary sources of air emissions. Similar to land uses developed under the 2003 General Plan, any new projects proposed would be subject to undergo site specific review, including a Health Risk Assessment (if the uses and location require it). Therefore, project impacts would be less than, or similar, as analyzed in the 2003 General Plan EIR.

- e) The proposed project would develop residential, commercial, business park, and industrial uses. The project does not propose any specific development. Although commercial or industrial uses could be considered sources of objectionable odors, specific development proposals would be subject to review, including for the potential to generate objectionable odors prior to any project approval. Development projects would be subject to General Plan Policies 10.5.2 d-f, which require review of stationary sources of air emissions that could create objectionable odors. Additionally, the project would result in a reduction in land designated for housing, commercial, business park, and industrial uses. Therefore, project impacts would be less than, or similar, as analyzed in the 2003 General Plan EIR.

### CONCLUSION

Although, impacts would be less than the impact found in the 2003 General Plan EIR, they would likely remain significant and unavoidable. The project would not result in any new or more severe impacts than analyzed in the EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on special status species.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on special status species.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of special status species.
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on riparian habitat.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on riparian habitat.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of riparian habitat.
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on Section 404 wetlands.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on Section 404 wetlands.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of Section 404 wetlands.
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on fish or wildlife movement.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on fish or wildlife movement.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of fish or wildlife movement.

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on local biological policies or ordinances.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on fish or local biological policies or ordinances.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of local biological policies or ordinances.
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on an adopted Habitat Conservation Plan or Natural Community Conservation Plan.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on an adopted Habitat Conservation Plan or Natural Community Conservation Plan.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of an adopted Habitat Conservation Plan or Natural Community Conservation Plan.

EXISTING SETTING

Although the City is largely urbanized, portions of remaining undeveloped lands contain vegetation and habitat types that the California Department of Fish and Wildlife (CDFW) considers rare and therefore candidates for consideration in the California Natural Diversity Database, including native grasslands, vernal pools, seasonal wetlands, and riparian woodlands. Antioch’s General Plan Open Space policies are designed to maintain, preserve, and acquire open space and associated resources by providing recreational parks, trails, and the preservation of natural, scenic and other open space resources. Further, the City is adopting the Sand Creek Resource Management Plan, which addresses the relationship between existing preserved lands in regional proximity to natural resources and habitats. The plan is designed to work in concert with the General Plan that will be used to consider and approve development proposals to ensure maximum benefit to comprehensive multi-parcel planning.<sup>3</sup>

<sup>3</sup> Sand Creek Resource Management Plan: Framework for Resource Management Plan for Sand Creek Focus Area. Prepared by Live Oak Associates, Inc. Prepared for Morrison and Foerster. July 11, 2003.

## 4.0 ENVIRONMENTAL CHECKLIST

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### DISCUSSION OF IMPACTS

- a-c) The project would result in reductions in housing units in single-family residential, multi-family residential, and square footage of commercial land uses. Under the proposed 2017 Land Use Element, there would be a 9.9 percent reduction in the projected number of single-family residential units. There would be a 20.3 percent reduction in the number of multi-family residential units in the High Density Residential designation and the Rivertown/Urban Waterfront and Western Gateway Focus Areas.

The project would result in changes to square footages for nonresidential uses in commercial, office, mixed-use, and in all Focus Areas other than the Ginocchio Property. Overall, square footage of commercial and office uses would be reduced by 14.2 percent and square footage of business park and industrial uses would be reduced by 37.4 percent.

The project would update the Land Use Map to show new parks and open space areas (that would no longer be available for proposed development) and would not reduce open space areas. Future development would be required to adhere to all applicable General Plan policies and programs related to the protection of wildlife movement corridors. For example, General Plan Policy 10.4.2 calls for the preservation of existing wetlands and riparian resources along the San Joaquin River and other natural streams within the City of Antioch. General Plan policy 10.3.2 requires that proposed development projects containing significant natural resources (e.g. sensitive habitats, habitat linkages, steep slopes, cultural resources, wildland fire hazards, etc.) prepare Resource Management Plans to provide a long-term plan for conservation and management of natural communities. Therefore, development in the City would be reduced and the potential for impacts to sensitive species, habitats, riparian habitat, or wetlands would be reduced. As such, the proposed project would not alter any conclusions set forth in the EIR and project impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- d) The project would result in a reduction in proposed development. Future development would be required to adhere to all applicable General Plan policies and programs related to the protection of wildlife movement corridors. For example, General Plan Policy 10.4.2 calls for the preservation of existing wetlands and riparian resources along the San Joaquin River and other natural streams within the City of Antioch that could serve as migration corridors. General Plan policy 10.3.2 requires that proposed development projects containing significant natural resources (e.g. sensitive habitats, habitat linkages, steep slopes, cultural resources, wildland fire hazards, etc.) prepare Resource Management Plans to provide a long-term plan for conservation and management of natural communities.

Therefore, development in the City would be reduced and the potential for impacts to wildlife corridors would be reduced. As such, the proposed project would not alter any conclusions set forth in the EIR and project impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- e) The project does not include any specific proposal for developments at this time, and, as such, would not directly conflict with the City's Tree Protection Ordinance (Title 9, Chapter 5, Article 12 of the Antioch Municipal Code). Any future development project would be required to demonstrate consistency with the City's Tree Protection Ordinance.

Therefore, impacts related to conflicts with the City's Tree Protection Ordinance would be less than or similar to impacts previously analyzed in the 2003 General Plan EIR.

- f) The City of Antioch is not within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). Therefore, impacts to conflict with a HCP/NCCP would be similar to as found in the 2003 General Plan EIR and no impacts would occur.

**CONCLUSION**

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

<b>Environmental Issue Area</b>	<b>Same or Reduced Impact as the 2003 General Plan Update EIR</b>	<b>Do the Proposed Changes Involve New or More Severe Impacts?</b>	<b>New Circumstances Involving New or More Severe Impacts?</b>	<b>New Information Requiring New Analysis or Verification?</b>
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on historic resources.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on historic resources.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of historic resources.
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on archaeological resources.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on archaeological resources.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of archaeological resources.
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on paleontological resources.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on paleontological resources.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of paleontological resources.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d) Disturb any human remains, including those interred outside of formal cemeteries?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on burial sites.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on burial sites.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of burial sites.

### EXISTING SETTING

Antioch is home to a variety of historical resources, ranging from landmark commercial buildings, to Victorian, Craftsman, and Modern-style homes, to churches, schools, and civic buildings. The City and environs also contain historical archaeological deposits associated with homes, farms, ranch sites, and industrial activities. Twenty historical archaeological sites are recorded within the study area. The Antioch waterfront is a distinctive resource both on- and offshore.

Fifty-six of Antioch's historical buildings and four monuments and 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 City of Antioch Community Development Department maintains a map of known cultural resources sites within the City (City of Antioch 1992); however, to deter vandalism, artifact hunting, and other activities with the potential to damage such resources, the locations of known cultural resources are kept confidential. The legal authority to restrict cultural resource location information is in the National Historic Preservation Act of 1966, as amended Section 304, and California Government Code 6254.1.

### DISCUSSION OF IMPACTS

- a) The project would result in reductions in housing units in single-family residential, multi-family residential, and commercial land use designations. Furthermore, while the proposed project would allow for future development to occur, the project does not include a specific proposal for development at this time. In addition, future development would be subject to existing General Plan policies and programs that protect historical resources, including Policies 5.4.6, 5.4.11, and 10.7.2 a and b, which requires surveys for projects with the potential to impact historical resources. If historical resources found to be present, mitigation would be required prior to initiation of construction activities in accordance with applicable CEQA guidelines and provisions of the California Public Resources Code. Therefore, impacts related to historical resources would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- b-d) The project would result in reductions in housing units in single-family residential, multi-family residential, and square footage of commercial land uses. Additionally, the project would update the Land Use Map to show new parks and open space areas that would no longer be available for proposed development. Future projects in the City would be subject to General Plan Policies 5.4.6, 5.4.11, and 10.7.2 a and b and environmental review under CEQA, which would provide for analysis of impacts related to archaeological and paleontological resources, as well as human remains.

In accordance with AB 52 (PRC Section 21084.2) lead agencies are required to consult with Native American tribes that have requested notification of projects that could have an impact to a Tribal Cultural Resources (TCR) including a site feature, place, cultural landscape, sacred place or object, of cultural value to the tribe and is listed on the California Register of Historic Resources (CRHR) or a local register.

Therefore, the City would be required to initiate consultation with a tribe with traditional and/or cultural affiliations within the City. Should the tribe respond requesting formal consultation, the City would work with the tribe or representative thereof to determine the level of environmental review warranted, identify impacts, and recommend avoidance or mitigation measures to reduce any potential impacts. Future projects would adhere to all applicable General Plan policies and programs related to the protection of archaeological and paleontological resources, including General Plan Policy 10.7.2 a and b, which requires surveys for projects having the potential to impact archaeological or paleontological resources.

If human remains were discovered in the course of any earthmoving activities resulting from a project, project activities would be subject to State law regarding the discovery and disturbance of human remains including Health and Safety Code Section (b) and Public Resources Code Section 5097.98.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<b>Yes</b>	No. The proposed project does not involve changes that would result in new or more severe impacts on an earthquake fault.	No. There are no new circumstances that would result in new or more severe impacts on an earthquake fault.	No. No new information of substantial importance indicates the need for additional analysis of an earthquake fault.
ii) Strong seismic ground shaking?	<b>Yes</b>	No. The proposed project does not involve changes that would result in new or more severe impacts on strong seismic ground shaking.	No. There are no new circumstances that would result in new or more severe impacts on strong seismic ground shaking.	No. No new information of substantial importance indicates the need for additional analysis of strong seismic ground shaking.
iii) Seismic-related ground failure, including liquefaction?	<b>Yes</b>	No. The proposed project does not involve changes that would result in new or more severe impacts on seismic-related ground failure, including liquefaction.	No. There are no new circumstances that would result in new or more severe impacts on seismic-related ground failure, including liquefaction.	No. No new information of substantial importance indicates the need for additional analysis of seismic-related ground failure, including liquefaction.



## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
iv) Landslides?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on landslides.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on landslides.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of landslides.
b) Result in substantial soil erosion or the loss of topsoil?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on soil erosion.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on soil erosion.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of soil erosion.
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on unstable geologic units or soils.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on unstable geologic units or soils.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of unstable geologic units or soils.
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on expansive soils.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on expansive soils.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of expansive soils.
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on septic systems.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on septic systems.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of septic systems.

## 4.0 ENVIRONMENTAL CHECKLIST

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### EXISTING SETTING

The City of Antioch geology is defined by Lowland and Upland areas. The Lowland Area of Antioch is underlain by alluvium that is younger than 2 million years old, and consists mainly of unconsolidated floodplain deposits with sand, silt, gravel, and clay irregularly interstratified. The Upland Area of the City consists primarily of tilted sedimentary rocks that range in age from Upper Cretaceous (65 million years old) to Holocene (11,000 years old)<sup>4</sup>. Antioch is an historic coal mining town. The Black Diamond Mines Regional Park is located in the southwestern portion of the City. By 1890, more than 80 percent of the total reserves for this region had been depleted<sup>5</sup>.

Historically active faults in Contra Costa County include the Concord-Green Valley, Hayward, Calaveras, and Marsh Creek-Greenville faults. The largest regional fault, the San Andreas Fault, is located approximately 45 miles west of the City of Antioch. The nearest active faults are the Concord-Green Valley and Marsh Creek-Greenville-Clayton faults, located approximately 10 miles and 4 miles, respectively, from the City.

In 1996 the City of Antioch approved an Emergency Response Plan that addresses response to disasters, including, but not limited to, earthquakes, floods, and fires. Additional policies and regulations are discussed below in Discussion of Impacts.

### DISCUSSION OF IMPACTS

- a i-iv) As stated above, the nearest active faults are the Concord-Green Valley and Marsh Creek-Greenville faults, located approximately 10 miles and 4 miles, respectively, from the City. Although no active or potentially active faults lie under the City, the proximity to active faults may lead to strong ground-shaking experienced in the City in a seismic event. Development would be reduced as compared to the 2003 General Plan, which would reduce the potential number of structures and people that would be exposed to seismic hazards. Additionally, any new development would be subject to compliance with applicable California Building Standards Code (CBC), including CBC Title 21 and 24 (adopted 2017), which provides parameters for the design and construction of buildings in California. Additionally, General Plan Policy 11.3.2 requires preparation of geologic and soils reports for proposed development sites, evaluations of potential slope stability for development proposed within hillside areas, and requires specialized soils reports in areas with potential soil stability issues (including expansion, settlement, or subsidence), which requires compliance with the most recent CBC, would reduce the potential for exposure of persons and property to harm from ground shaking. The City's Emergency Response Plan was updated to comply with General Plan Policy 11.8.2. Therefore, impacts related to the exposure of people or structures to potential adverse impacts involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides, as would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- b) The project would reduce overall development in the City and these land use changes would reduce the potential for soil erosion or loss of topsoil associated with future

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<sup>4</sup> U.S. Geologic Survey, 1994. Preliminary Geologic Map Emphasizing Formations in Contra Costa County, California.

<sup>5</sup> Wagstaff & Associates, 1997. Final Environmental Impact Report for the Proposed Southeast Area Sphere of Influence Amendment and Annexation.

development in the City. All future development would be subject to existing federal, State, and local regulations related to erosion, including Policy 10.3.2 i-k, in the City's General Plan, which requires implementation of Best Management Practices (BMPs) to reduce erosion and sedimentation associated with construction activities. As such, impacts related to substantial erosion and loss of topsoil would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- c-d) Future development within the City would be subject to existing policies in the City's General Plan related to geologic and seismic hazards. Specifically, Policy 11.3.2 requires preparation of geologic and soils reports for proposed development sites. In addition, Policy 11.3.2 i-k requires evaluations of potential slope stability for development proposed within hillside areas, and requires specialized soils reports in areas with potential soil stability issues (including expansion, settlement, or subsidence). The project would reduce overall development in the City, which would reduce the potential for development on an unstable geologic unit or expansive soils associated with future development in the City. General Plan Policies 5.4.14 a and b specify hillside development policies. Therefore, future development would be subject to the same or reduced risk of exposure as previously analyzed in the 2003 General Plan EIR. Therefore, impacts related to unstable geologic units and expansive soils, would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- e) Development in the City is served by sewers and wastewater is treated by Delta Diablo Sanitation District, which provides wastewater/sewer service to the City. Any new development as a result of the proposed project would be served with sanitary sewer service provided by the City. The project would not use a septic or alternative wastewater disposal system. As such, the proposed project would not alter any conclusions set forth in the EIR as they pertain to septic or alternative wastewater disposal systems and impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

### CONCLUSIONS

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>VII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<b>Not previously analyzed</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on the generation of greenhouse gas emissions.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on the generation of greenhouse gas emissions.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of the generation of greenhouse gas emissions.
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<b>Not previously analyzed</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with the conflict of an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with the conflict of an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of the conflict of an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

### EXISTING SETTING

GHG emissions contribute, on a cumulative basis, to significant adverse environmental impacts. While no single project could generate enough GHG emissions to noticeably change the global average temperature, the combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts, and, as such are addressed only as a cumulative impact. In developing thresholds of significance for GHG emissions, the BAAQMD considers the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse GHG emissions impacts.

The General Plan EIR was certified in 2003 and does not evaluate the effects of greenhouse gas (GHG) emission generation. At the time of approval of the EIR, the issue of contribution of GHG emissions to climate change was a prominent issue of concern. On March 18, 2010, amendments to the CEQA Guidelines took effect which set forth requirements for the analysis of GHG emissions under CEQA. Since the General Plan EIR was approved at that time, the determination of whether GHG emissions and climate change needs to be analyzed for the

General Plan Land Use Element Update is governed by the law on supplemental or subsequent EIRs (Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163). GHG emissions and climate change are not required to be analyzed under those standards unless it constitutes “new information of substantial importance, which was not known and could not have been known at the time” the General Plan EIR was approved (CEQA Guidelines Section 15162(a)(3)).

The issue of GHG emissions and climate change impacts is not new information that was not known or could not have been known at the time of the approval of the EIR. The issue of climate change and GHG emissions was widely known prior to the EIR approval. The United Nations Framework Convention on Climate Change was established in 1992. The regulation of GHG emissions to reduce climate change impacts was extensively debated and analyzed throughout the early 1990s. The studies and analyses of this issue resulted in the adoption of the Kyoto Protocol in 1997.

Consistent with the statutory language, the courts have repeatedly held that new information that “was known” or “could have been known with the exercise of reasonable diligence” at the time of the EIR certification does not trigger the supplemental EIR standard (*Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515, 532 (“CREED II”); *ALARM*, supra, 12 Cal.App.4th at 1800–1803.) In particular, the courts have held that information on GHG emissions could have been known as early as 1994 and therefore do not trigger the new information standard under Section 21166 for EIRs certified after that date (*CREED II*, supra, 196 Cal.App.4th at 530–532 [Impact from GHGs not new information for EIR certified in 1994.]). Since the EIR was approved in 2003, *CREED II* is dispositive and establishes that no review of this environmental issue is required for this project (see also *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal. App. 4th 1301—the potential effects of GHG emissions were known and could have been addressed in conjunction with the approval of the EIR in 2003.)

Therefore, per the *CREED II* court decision, although this previous environmental document did not include a GHG analysis, a supplemental environmental analysis of GHG impacts cannot be required absent new information on that front. Information on the effect of GHG emissions on climate was known long before the City approved the EIR. Thus, the effect of GHG emissions on climate could have been raised in 2003 when the City considered the EIR. A challenge to an EIR must be brought within 30 days of the lead agency's notice of approval (Pub. Resources Code, Section 21167(b)). Under Public Resources Code section 21166(c), an agency may not require a supplemental environmental review unless new information, which was not known and could not have been known at the time the EIR was approved, becomes available. After a project has been subjected to environmental review, the statutory presumption flips in favor of the project proponent and against further review (*Moss v. County of Humboldt* (2008) 162 Cal.App.4th 1041, 1049-1050). “[S]ection 21166 comes into play precisely because in-depth review has already occurred [and] the time for challenging the sufficiency of the original EIR has long since expired. . . .” (*Id.*, 1050). There is no competent evidence of new information of severe impact, and thus the City may rely on an addendum. Accordingly, the City finds that GHG impacts and climate change are not “new information” under Public Resources Code Section 21166.

Therefore, the impact of GHG emissions on climate change was known at the time of adoption of the EIR in 2003 and therefore, under CEQA standards, it is not new information that requires analysis in an addendum. No supplemental environmental analysis of the project’s impacts on this issue is required under CEQA. Nonetheless, for purposes of full disclosure, a qualitative discussion of GHG for the proposed project has been provided.

## 4.0 ENVIRONMENTAL CHECKLIST

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### DISCUSSION OF IMPACTS

- a-b) Future development under the General Plan would generate GHG emissions over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with new vehicular trips and indirect source emissions, such as electricity usage for lighting.

The City of Antioch's baseline GHG emissions inventory was completed for the year 2005. On June 23, 2009, City Council unanimously approved Resolution 2009/57 adopting GHG reduction targets to reduce overall carbon emissions by 25 percent by 2020 and 80 percent by 2050. The City adopted a Community Climate Action Plan (CCAP) on May 24, 2011. The CCAP organizes GHG emissions reductions strategies under three broad areas: Land Use and Transportation; Green Building and Energy; and Education and Behavior Change. The CCAP includes strategies focused on green building, renewable energy, transportation and land use, education, and waste management. The City recently completed its first re-inventory of GHG emissions for 2010 and 2015 (approved by the City Council in September 2016).

Under the proposed 2017 Land Use Element, there would be a 9.9 percent reduction in the projected number of single-family residential units and a 20.3 percent reduction in the number of multi-family residential units. Overall, square footage of commercial and office uses would be reduced by 14.2 percent and business park and industrial uses would be reduced by 37.4 percent. This reduction in housing units and square footage would result in a corresponding reduction in GHG emissions generated by vehicles and land uses in the City.

Operational GHG emissions are analyzed based on the number of vehicle trips generated by land uses in the City; i.e., the number of residential units; and square footage of commercial, office, business parks, and industrial uses. As described in Traffic and Transportation, average daily vehicle trips would be reduced by 367,411 trips (23.4 percent). Trips during the a.m. peak hour would be reduced by 41,116 trips (23.8 percent), and vehicle trips during the p.m. peak hour would be reduced by 39,260 trips (23.8 percent). Therefore, GHG emissions generated by vehicular trips would likewise be reduced. Additionally, the reduction in housing units and square footage would result in reduction in GHG emissions in the City.

Therefore, the project's impacts related to generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and/or conflicting with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, would be less than or similar to impacts that would be anticipated to occur under buildout of the existing General Plan.

### CONCLUSION

The impact of GHG emissions was not analyzed in the EIR. Based on the analysis above, implementation of the proposed project would not result in GHG-related impacts.

**4.0 ENVIRONMENTAL CHECKLIST**

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts through the transport, use or disposal of hazardous materials.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts through the transport, use or disposal of hazardous materials.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of transport, use or disposal of hazardous materials.
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on reasonably foreseeable upset and accident conditions.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on reasonably foreseeable upset and accident conditions.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of reasonably foreseeable upset and accident conditions.
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on hazardous materials sites compiled pursuant to Government Code Section 65962.5.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on hazardous materials sites compiled pursuant to Government Code Section 65962.5.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
e) Be located within two miles of a public airport or private use airport and result in a safety hazard for people residing or working in the project area?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on airports.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on airports.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of airports.
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on private airstrips.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on private airstrips.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of private airstrips.
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on emergency evacuation or response.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on emergency evacuation or response.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of emergency evacuation or response.



Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
h) Be located in an area designated as having a high, extreme, or severe fire hazard, or otherwise expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on wildland fires.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on wildland fires.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of wildland fires.

EXISTING SETTING

Like most urban areas, the City of Antioch and its residents are potentially exposed to a number of hazardous materials risks from businesses, industrial facilities and private residences.

Although incidents can happen almost anywhere, certain areas of Antioch are at higher risk for inadvertent release of hazardous materials. Locations near roadways that are frequently used for transporting hazardous materials (e.g., SR-4) and locations near industrial facilities that use, store, or dispose of these materials have an increased potential for a release incident, as do locations along the freight railways.

The California Department of Toxic Substances Control identifies two (2) sites within Antioch where surface and/or sub-surface contamination has occurred due to the release of hazardous materials or wastes. Those sites include the GBF/Pittsburg Dumps, located at the intersection of Somersville Road and James Donlon Boulevard, and the former Hickmott Cannery site at the intersection of 6<sup>th</sup> and "A" Streets.<sup>6</sup>

Antioch also has a long history of agricultural activities that produced hazardous byproducts. These activities include storage and periodic application of pesticides, herbicides, and fertilizers, as well as the storage and use of toxic fuels and solvents. The infiltration of these substances may leach into local groundwater supplies, presenting an elevated risk of groundwater contamination. In addition, nearly all Antioch residents have some type of hazardous material in their homes. Examples include motor oil, paints, cleaners, aerosols, and pesticides.

<sup>6</sup> City of Antioch General Plan Draft EIR. July 2003.

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The Delta Diablo Sanitation District (DDSD) disposes of hazardous materials within the City of Antioch. The DDSD operates the Delta Household Hazardous Waste Collection Facility (DHHWCF). The DHHWCF collects hazardous substances and pollutants such as used oil and filters, anti-freeze, latex and oil-based paints, household batteries, fluorescent and high intensity lamps, cosmetics, pesticides, pool chemicals, and household cleaners for safe disposal at the facility. All hazardous waste must be discharged at a Class I landfill under the Federal Resource Conservation and Recovery Act (RCRA).

The nearest airport to the project area is the Funny Farm Airport, a private airport located in Brentwood approximately 5 miles to the southeast of the City border. There are no public airports within 2 miles of the project area.

### DISCUSSION OF IMPACTS

- a-b) Future development within the City would potentially involve demolition, grading, construction activities, and material delivery, which could result in the temporary handling and transport of hazardous materials such as fuels, lubricants, paints, solvents, and insulation. Development would also result in excavation and grading activities that could result in the release of hazardous materials into the environment.

However, all future development would be required to comply with applicable California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials, including the City's Grading and Drainage Ordinance and Storm Water Pollution Prevention Plan. Additionally, existing and new development is required to adhere to best management practices (BMPs) and comply with applicable policies in the City's General Plan. Specifically, Policy 11.7.2 requires use permits for all operations involving handling of hazardous materials. In addition, all future projects would be subject to BAAQMD regulations, including regulations related to the identification, handling, and disposal of recognized asbestos-containing materials and existing federal, State, and local regulations governing hazardous materials. Therefore, impacts related to creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- c) Schools are located throughout Antioch. Although development could be located within 0.25 miles of a school, all future development would be evaluated for the potential to emit hazardous materials that would affect a school. The project proposes land use changes that would result an overall decrease in development as allowed under the 2003 General Plan. Therefore, impacts of the proposed project related to emission of hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- d) The City contains some sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. These sites are dispersed throughout the City and development could be proposed on a site that is listed. However, General Plan Policy 11.7.2.o requires source reduction, facilities siting and management, and clean-up of sites. Additionally, development in the City is subject to review to determine if the site is located on the list and if so, the City would be required to oversee investigation and

remediation of hazardous materials on a site. The project proposes a reduced amount of development, which would further reduce the risk of development on a listed site. Therefore, the proposed project would not create a significant hazard to the public or the environment, and impacts related to such would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- e, f) The project area is approximately 5 miles from the Funny Farm Airport, a private airport. There are no public airports within 2 miles of the project area. As such, the project site not within 2 miles of a public airport or private airstrip and, therefore, would not result in a safety hazard for people residing or working in the project site. As such, similar to the EIR, no impacts would occur.
- g) The project would not amend or change the City's Emergency Plan that 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.

However, emergency response or emergency evacuation can be hindered by traffic in the City. The project proposes land use changes that would result an overall reduction in vehicular trips and congestion than under the 2003 General Plan. Additionally, General Plan Policy 11.8.2 requires that the City maintain an updated Emergency Response Plan. Therefore, the project would not increase congestion in a manner that would impact the City's Emergency Plan. Therefore, impacts related to emergency plans would be less than or similar to impacts previously analyzed in the 2003 General Plan EIR.

- h) The City is adjacent to open space areas that could be subject to wildland fires. New development within rural and hilly terrain areas could expose persons to hazardous conditions associated with wildland fires. Additionally, there is the potential for an increase in the occurrence of fire in these areas due to increasing population and the fact that a majority of wildland fires are caused by human carelessness.

The project would result in a decrease in development citywide, including in areas adjacent to open space, such as the Roddy Ranch Focus Area or in areas that were proposed for development and have now become permanent open space. This decrease in development would reduce the risk of wildland fires. Additionally, General Plan Policy 8.10.2, Fire Protection Policies, requires the City to provide the Contra Costa County Fire Protection District (CCCYPD) with information pertaining to development proposals and projected levels of growth within the City in order to allow the CCCYPD to maintain appropriate long-term master plans and refine the delivery of service and facilities to maintain performance standards. Therefore, impacts of the proposed project related to exposure of people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

## CONCLUSIONS

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or

## **4.0 ENVIRONMENTAL CHECKLIST**

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supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>IX. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on water quality standards or waste discharge requirements.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on water quality standards or waste discharge requirements.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of water quality standards or waste discharge requirements.
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on groundwater.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on groundwater.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of groundwater.
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on erosion.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on erosion.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of erosion.

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Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on flooding.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on flooding.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of flooding.
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on runoff.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on runoff.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of runoff.
f) Otherwise substantially degrade water quality?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on water quality.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on water quality.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of water quality.
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on 100-year flood hazard areas.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on 100-year flood hazard areas.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of 100-year flood hazard areas.

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<b>Environmental Issue Area</b>	<b>Same or Reduced Impact as the 2003 General Plan Update EIR</b>	<b>Do the Proposed Changes Involve New or More Severe Impacts?</b>	<b>New Circumstances Involving New or More Severe Impacts?</b>	<b>New Information Requiring New Analysis or Verification?</b>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on 100-year flood hazard areas.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on 100-year flood hazard areas.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of 100-year flood hazard areas.
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on dam or levee failure.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on dam or levee failure.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of dam or levee failure inundation zone.
j) Inundation by seiche, tsunami, or mudflow?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on seiches, tsunamis, or mudflows.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on seiches, tsunamis, or mudflows.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of seiches, tsunamis, or mudflows.

**EXISTING SETTING**

The principal waterways within the City of Antioch include the San Joaquin River, East Antioch Creek, West Antioch Creek, Markley Creek, Sand Creek, Marsh Creek, and Deer Creek. Parts of the City’s naturally occurring floodplains are paved, and stretches of creek channels have been covered by culverts. Most flooding within the City of Antioch is caused by heavy rainfall, high tides from the San Joaquin River, and subsequent runoff volumes that cannot be adequately conveyed by the existing storm drainage system and surface water.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, panel numbers 06013C0335F and 06013C0330F, the City is primarily located within Zone X. Parts of the City are located within a 100-year flood zone. These areas include the City’s waterfront bordering the San Joaquin River, western area of the City encompassing Somersville Road,

## 4.0 ENVIRONMENTAL CHECKLIST

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Buchanan Road, and Putnam Street, the areas bounded by 2<sup>nd</sup> Street to the north, near SR 4 to the South, A Street to the east, and L Street to the West.

In addition to naturally occurring creeks, other waterways also occur within the City. The Contra Costa Canal, owned by the Bureau of Reclamation, is a channelized potable water conveyance canal. A spillway, the Los Medanos Wasteway, leads from the Contra Costa Canal near the western edge of the Planning Area and flows north to the San Joaquin River. The East Bay Municipal Utility District Aqueduct is a water transmission facility that runs from the Central Valley to the East Bay region. The lines are located south of SR 4 and are aboveground for roughly 350 feet north of Buchanan Road and west of Somersville Road.

The Antioch Municipal Reservoir is also a key component of the City's water system. The Reservoir provides a means of equalizing demand and ensuring the reliability of the supply from the Contra Costa Canal. It also provides some flood protection in the West Antioch Creek watershed, although it is not situated on the main stem of the Creek.

### DISCUSSION OF IMPACTS

- a) Water quality can be affected by both the quality and quantity of stormwater runoff containing urban pollutants generated by residential, commercial, and industrial land use. These pollutants typically include sediment, oil and grease, heavy metals, pesticides, treatment plant discharges, and debris. Additionally, development may involve ground disturbing activities that have the potential to impact water quality if not properly controlled. However, the project would be subject to General Plan Policy 10.6.2, which protects water resources. Additionally, the project proposes a reduction in development, which would reduce the potential for polluted runoff, which could impact water quality standards. Therefore, impacts related to violation of water quality standards or waste discharge requirements, and/or degradation of water quality, would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- b) Although the City of Antioch currently does not rely on groundwater for water supplies, development under the project would create impervious surfaces that would reduce the potential for ground water recharge. Policy 10.6.2(c) in the City's General Plan, calls for protection to groundwater recharge areas. Additionally, the project would reduce the amount of development as compared to the 2003 General Plan. Therefore, the proposed project's impacts associated with substantial depletion of groundwater supplies, or substantial interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- c-d) Development under the project has the potential to alter the existing development pattern and create flooding or erosion. The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. The City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. Therefore, all future projects disturbing one or more acres of land within the City would be subject to the requirements of the State's General Construction Permit. Furthermore, future development and/or redevelopment projects that create or alter 10,000 or more square feet of impervious area would be required to contain and treat all stormwater runoff per the County C.3 Stormwater Standards, which



have been adopted by the City of Antioch. Future projects would also be subject to applicable General Plan policies and programs related to water quality and waste discharge standards including Policy 8.7.2, which requires drainage within urban areas to be designed to prevent runoff from landscaped areas and impervious surfaces from carrying pesticides, fertilizers, and urban and other contaminants into natural streams and General Plan Policy 10.6.2, which protects water resources.

Overall, the project would result in reductions in housing units in single-family residential, multi-family residential, and the square footage of commercial, business park, and industrial land uses. This would result in a reduction in development with the potential to alter the existing development pattern and create flooding or erosion. Therefore, the project would not substantially alter the existing drainage pattern in a manner which would result in erosion, siltation, or flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff beyond what has been previously analyzed in the 2003 General Plan EIR. Impacts would be project would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- e-f) The project would result in development, which would create impervious surfaces and could result in polluted runoff. However, future development would be subject to existing NPDES regulations and C.3 Standards, as well as policies and programs in the General Plan related to drainage and surface runoff. C.3 requirements include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures to ensure that the rate or amount of runoff associated with the project site would be equal to or less than existing levels. In addition, future projects would be subject to Title 6, Chapter 9, in the City's Municipal Code, which requires projects to provide for appropriate detention and treatment of stormwater runoff. Future projects would also be subject to applicable General Plan policies and programs related to water quality and waste discharge standards including Policy 8.7.2, which requires drainage within urban areas to be designed to prevent runoff from landscaped areas and impervious surfaces from carrying pesticides, fertilizers, and urban and other contaminants into natural streams and General Plan Policy 10.6.2, which protects water resources.

The project would result in reductions in housing units in single-family residential, multi-family residential, and commercial land use designations. Therefore, the project would not substantially alter the existing drainage pattern in a manner which would result in erosion, siltation, or flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff beyond what has been previously analyzed in the 2003 General Plan EIR. Impacts would be project would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- g-h) According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, panel numbers 06013C0335F and 06013C0330F, the City is primarily located within Zone X. Parts of the City are located within a 100-year flood zone. These areas include the City's waterfront bordering the San Joaquin River, western area of the City encompassing Somersville Road, Buchanan Road, and Putnam Street, the areas bounded by 2nd Street to the north, near SR 4 to the South, A Street to the east, and L Street to the West. Development, including residential development, could occur in areas of 100-year flood zones. However, the project would be subject to General Plan Policy 11.4.2 which specifies where and how development can occur relative to flood

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areas. Additionally, the project would result in reductions in housing units in single-family residential, multi-family residential, and commercial, business park, and industrial land use designations. Therefore, the project's impacts associated with placing housing in a 100-year flood zone or development in areas where flood flows would be redirected, would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- i) The City of Antioch is located below the Contra Loma Reservoir. The Bureau of Reclamation Division of Dam Safety conducted a safety analysis of the Contra Loma Reservoir in 1983 and determined that "safe performance of the dam can be expected under all anticipated loading conditions, including the MCE (maximum credible earthquake) and PMF (probable maximum flood) events." Therefore, the overall safety classification of the dam is registered as satisfactory. The General Plan EIR found that General Plan Policy 11.8.2-f would require regular review and clarification of emergency evacuation plans in the event of dam failure, which would reduce this risk to less than significant. Based on the above, the project's impacts associated with inundation from dam failure, would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- j) Tsunamis are defined as sea waves created by undersea fault movement. A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The City is located over 50 miles from the Pacific Ocean and d future projects within the City would not be exposed to flooding risks associated with tsunamis. The City is located adjacent to the San Joaquin River; however, the River is not a closed body of water and risk from seiche would be low.

Mudflows typically occur on steep, unstable slopes. According to the General Plan EIR, the hillside topography surrounding the City to the south is generally stable and is not prone to mudflows. General Plan Policy 3.5.9.2-a, requires that all future development would be subject to project specific environmental review in accordance with the local, State and Federal environmental analysis requirements; therefore, environmental review required for new development would address the potential impacts that could result from mudflow hazards within the City of Antioch. Based on the above, the proposed project's impacts associated with inundation by seiche, tsunami, or mudflow, would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

**4.0 ENVIRONMENTAL CHECKLIST**

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>X. LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on division of an established community.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on division of an established community.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of division of an established community.
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on conflicts with any applicable land use plan, policy, or regulation.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on conflicts with any applicable land use plan, policy, or regulation.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of conflicts with any applicable land use plan, policy, or regulation.
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on habitat conservation plans or natural community conservation plans.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on habitat conservation plans or natural community conservation plans.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of habitat conservation plans or natural community conservation plans.

**EXISTING SETTING**

The City of Antioch has experienced several decades of growth as a predominantly residential community. With the exception of the northeastern and waterfront portions of the City, residential uses and, particularly, single-family detached residential uses are the most prominent land use in the City. Commercial uses are distributed throughout the City along major thoroughfares and in higher concentrations on Somersville Road near the Somersville Towne

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Center mall, in Downtown Antioch, and along the Lone Tree Way, 18th Street, and A Street corridors. The northeast corner of the City is dominated by active and inactive industrial lands that reflect the City's industrial roots and the potential for a resurgence of industrial users and accompanying jobs, while balancing existing open space.

### RESIDENTIAL LAND USE DESIGNATIONS

The General Plan includes six residential land use designations to provide a full ranging of housing types in conjunction with residential development within the City's General Plan Focus Areas. These categories include the following:

**Estate Residential.** These land uses are planned as transitions between urban and rural areas characterized by single-family homes with lots 1 acre in size.

**Low Density Residential.** These areas are generally characterized by single-family homes in traditional subdivisions. Density for this category is 4 units per acre.

**Medium-Low Density Residential.** These areas generally include single-family homes in typical subdivision development, as well as other detached housing such as patio homes and duplexes. Six dwelling units per acre are allowed on these sites. Up to 10 Dwelling units per acre are allowed in this category.

**Medium Density Residential.** This designation allows for a wide range of living accommodations, including traditional and small-lot detached single-family homes, mobile homes, townhouses, and garden apartments.

**High Density Residential.** Two-story apartments and condominiums with surface parking typify this density, though structures of greater height with compensating amounts of open space would be possible. Residential development may range up to 20 units of gross acreage.

**Residential Transit Oriented Development (TOD).** This mixed-use classification is intended to create primarily residential neighborhoods within walking distance to retail, offices, local services, and mass transit. Residential densities range from 20 to 40 units per acres, with up to 100 square-feet of commercial spaces per residential until built.

### COMMERCIAL LAND USE DESIGNATIONS

The General Plan land use element includes to commercial land use designations which provides a broad range of retail and commercial services for existing and future residences and businesses.

**Convenience Commercial.** This designation is used to include small-scale retail and service uses on small commercial lots, generally ranging from 1 to 4 acres in size.

**Neighborhood/Community Commercial.** These areas are major commercial nodes of activity designed to serve defined neighborhoods and community areas and include anchor businesses such as supermarkets and drug stores. A neighborhood center would range from about 3 to 12 acres (30,000 to 100,000 square-feet); a community center would range from 10 to 20 acres or more (100,000 to 250,000 square feet).

**Regional Commercial.** These designations are characterized by large-scale retail commercial development and supporting services (such as a mall or integrated shopping center) designed to serve large populations within a 20-mile area. Regional Commercial centers are 30 to 50 acres or more.

### **Focused Commercial Centers**

Antioch includes a wide range of retail, office, and community areas, including Sommersville Road Commercial, Community Retail District, Town Center Mixed Use, Marina/Support Services, Mixed Use, Mixed Medical Use Facilities, Office Facilities and Business Parks. Detailed descriptions of these are found in the 2003 Adopted General Plan.

### **Office**

The General Plan land use map and Focus Area policies identify six employment-generating land use designations, which provide a broad range of employment opportunities for existing and future residents. The Office designation is intended to encourage the concentration of office uses near centers of commercial activity within the City, and to discourage isolated office buildings.

### **Business Park**

The primary purpose of lands designated Business Park on the General Plan land use map is to provide for light industrial, research and development, and office-based firms seeking an attractive and pleasant working environment and a prestigious location.

## **INDUSTRIAL**

Areas designated for industrial uses include General Industrial (large scale manufacturing and storage or raw materials), Light Industrial (auto parts and auto servicing), and Rail-Served Industrial.

## **COMMUNITY AND PUBLIC LAND USE DESIGNATION**

The General Plan identifies two designations intended to provide for public and institutional activities, as well as to preserve open space. The Public/Institutional Category is used to designate public land and uses such as police stations, public schools, and libraries. The Open Space Land Use designation includes parks and other open space areas designed to protect natural resources.

## **FOCUS AREAS**

Ten areas within the Antioch General Plan study area have been identified for focused policy analysis and direction. The purpose of these "Focus Areas" is to provide policy direction specific to each area, including appropriate land use types and development intensity, based upon analysis of the particular opportunities and constraints affecting each area. These Focus Areas include "A" Street Interchange, East Lone Tree Specific Plan, Eastern Employment Areas, Ginochio Property, Rivertown/Urban Waterfront, Roddy Ranch, Hillcrest Station Area, Sand Creek, Somersville Road Corridor, and the Western Gateway.

## 4.0 ENVIRONMENTAL CHECKLIST

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### DISCUSSION OF IMPACTS

- a) The City is developed with existing urban development, including residential, commercial, and industrial development, open space areas, and roadways. The project does not propose any roadways or infrastructure with the potential to divide the City and would therefore not physically divide an established community. Therefore, impacts associated with physically dividing an established community would be less than or similar to impacts previously identified in the 2003 General Plan EIR.
- b) The project is an update to the City of Antioch General Plan Land Use Element. Since the General Plan was adopted in 2003, many changes have occurred over time in response to development applications, planning actions by other jurisdictions and agencies, and planning actions by the City. The project would revise goals, policies, and objectives for the Land Use Element, update the Land Use Map to reflect these changes, and revise land use intensities and distribution.

The project would result in reductions in housing units in single-family residential, multi-family residential, and square footage of commercial land uses. There would also be reductions in single-family residential units in the Rivertown/Urban Waterfront, Somersville Road Corridor, and Western Gateway Focus Areas.

Under the proposed 2017 Land Use Element, there would be a 9.9 percent reduction in the projected number of single-family residential units. This reduction would occur in the Estate Residential and Low Density Residential designations and in the Rivertown/Urban Waterfront and Somersville Road Corridor Focus Areas. There would be a 20.3 percent reduction in the number of multi-family residential units in the High Density Residential designation and the Rivertown/Urban Waterfront and Western Gateway Focus Areas.

The project would result in changes to square footages for nonresidential uses in commercial, office, mixed-use, and in all Focus Areas other than the Ginochio Property. In some cases, the project would increase square footage in a land use designation or Focus Area, and in other cases there would be a reduction. Overall, square footage of commercial and office uses would be reduced by 14.2 percent.

For business park and industrial uses, the project would result in changes to square footages for nonresidential uses in business park, public institutional, and the Eastern Employment Areas, Ginochio Property, and Somersville Road Corridor Focus Areas. In some cases, the project would increase square footage in a land use designation or Focus Area, and in other cases there would be a reduction. Overall, square footage of business park and industrial uses would be reduced by 37.4 percent.

Additionally, the project would include land use designation revisions, corrections, and updates that would bring the General Plan Land Use Element and map up to date with changes related to City resolutions; the 2015-2023 Housing Element; various Specific Plans; and changes to open space areas, commercial areas, and City-owned properties that have occurred since the 2003 General Plan Update.

Potential environmental impacts and policies/mitigation measures were identified in the General Plan EIR for aesthetics, air quality, biological resources, cultural resources, geologic and seismic hazards, hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, utilities, and transportation and traffic. Impacts to land use were less than significant.

The project's reductions in housing units in single-family residential, multi-family residential, and in square footage of commercial land use designations would further reduce any impacts resulting from the 2003 General Plan. As a result, impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- c) The East Contra Costa County (ECCC) Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) was adopted by Contra Costa County, other member cities, the USFWS, and the CDFW in July 2007. The City of Antioch, however, declined to participate in the HCP/NCCP. Currently, the City is working with ECCC HCP/NCCP staff to assess the feasibility of joining; however, an agreement has not yet been reached. Therefore, the City is not located in an area with an approved HCP/NCCP, or local, regional, or State habitat conservation plan, and was not covered by such a plan at the time the 2003 General Plan EIR was certified. As a result, impacts would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>XI. MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on loss of known mineral resources of statewide importance.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on loss of known mineral resources of statewide importance.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of known mineral resources of statewide importance.
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on loss of known mineral resources of local importance.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on loss of known mineral resources of local importance.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of known mineral resources of local importance.

### EXISTING SETTING

The California State Department of Conservation, Division of Mines and Geology identifies sites with mineral resource potential. The City of Antioch was not identified as having significant mineral resource deposits. There are no mines included on the Office of Mine Reclamation AB 3098 list operating within the City of Antioch. The nearest mine is Black Diamond Mine, which is now a regional park and is outside the City limits.

### DISCUSSION OF IMPACTS

a-b) The EIR concluded that the project area is not designated as a mineral resource by the state, is not used for mineral extraction, and does not contain any known mineral resources that are listed in the City's General Plan. This condition precludes related impacts. Similar to the analysis in the EIR, no impacts would occur.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.



**4.0 ENVIRONMENTAL CHECKLIST**

<b>Environmental Issue Area</b>	<b>Same or Reduced Impact as the 2003 General Plan Update EIR</b>	<b>Do the Proposed Changes Involve New or More Severe Impacts?</b>	<b>New Circumstances Involving New or More Severe Impacts?</b>	<b>New Information Requiring New Analysis or Verification?</b>
<b>XII. NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with noise levels in excess of standards established by applicable local, regional, or national regulations.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with noise levels in excess of standards established by applicable local, regional, or national regulations.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of noise levels in excess of standards established by applicable local, regional, or national regulations.
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with groundborne vibration.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with groundborne vibration.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of groundborne vibration.
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on associated with a substantial permanent increase in ambient noise levels.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with a substantial permanent increase in ambient noise levels.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of a substantial permanent increase in ambient noise levels.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with a substantial temporary increase in ambient noise levels.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with a substantial temporary increase in ambient noise levels.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of a substantial temporary increase in ambient noise levels.
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with aviation noise.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with aviation noise.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of aviation noise.
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with aviation noise.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with aviation noise.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of aviation noise.

### EXISTING SETTING

Land uses in the City include noise generated by traffic from residential, commercial, and industrial uses. Other noise sources include routine activities of daily life and equipment noise that are part of the non-transportation noise sources.

The Noise Element of the City's General Plan establishes guidelines regarding noise compatibility issues for a variety of land uses, and describes a range of allowable noise levels. Title 5, Chapter 17, of the City's Municipal Code contains the City's Noise Ordinance, which regulates noise

levels within the city limits. The General Plan Noise Element establishes guidelines regarding noise compatibility of various land uses with a range of environmental noise levels in terms of dBA Community Noise Equivalent Level (CNEL). Title 5, Chapter 17 of the City's Municipal Code contains the Noise Ordinance, which regulates noise levels within City limits.

### DISCUSSION OF IMPACTS

- a-d) The 2003 General Plan EIR provided an assessment of existing and long-term noise impacts associated with traffic/transportation, commercial, light industrial, and other noise generating sources. Noise in the City is generated by traffic from residential, commercial, and industrial uses and routine activities of daily life and equipment noise that are part of the non-transportation noise sources.

Under the proposed 2017 Land Use Element, there would be a 9.9 percent reduction in the projected number of single-family residential units and a 20.3 percent reduction in the number of multi-family residential units. Overall, square footage of commercial and office uses would be reduced by 14.2 percent and business park and industrial uses would be reduced by 37.4 percent.

As described in Traffic and Transportation, average daily vehicle trips would be reduced by 367,411 trips (23.4 percent). Trips during the a.m. peak hour would be reduced by 41,116 trips (23.8 percent), and vehicle trips during the p.m. peak hour would be reduced by 39,260 trips (23.8 percent). Therefore, the project would result in fewer average daily trips than under the 2003 General Plan buildout, and would generate less noise from transportation uses. Additionally, the reduction in housing units and square footage of commercial, office, business parks, and industrial uses would reduce noise emanating from those land uses.

In accordance with General Plan Policy 11.6.2, any new development proposed under the project would require a noise analysis to assess construction noise exposure and recommend mitigation measures for noise reduction. New development would also comply with General Plan Policy 11.6.2, which requires proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. Additionally, new development Policies 11.6.2 d-h, would also mitigate future stationary noise impacts. Therefore, impacts related to exposure of persons to or generation of excessive noise in excess of the City's Noise Ordinance, groundborne vibration or groundborne noise levels, or a substantial permanent or temporary increases in ambient noise levels, would be likely be less than impacts previously identified in the 2003 General Plan EIR.

- e-f) As noted previously, the City is not located within the vicinity of a public or private airport and is not covered by an adopted airport land use plan. Therefore, the project's impacts related to such would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or

## **4.0 ENVIRONMENTAL CHECKLIST**

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supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>XIII. POPULATION AND HOUSING.</b> Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with growth inducement.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with growth inducement.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of growth inducement.
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with displacement of housing.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with displacement of housing.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of displacement of housing.
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with displacement of persons.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with displacement of persons.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of displacement of persons.

EXISTING SETTING

The City of Antioch is one of 19 cities in Contra Costa County. The Department of Finance (DOF) estimated that Contra Costa County’s population in 2014 was 1,087,008. As of January 1, 2016 the City of Antioch had an estimated population of 112,968 and a total of 35,822 households (CA Department of Finance, E-5 Tables). Antioch experienced a significant 45.6 percent population increase between 1990 and 2000, which was more than double the overall growth rate of the County (18.1 percent). Since 2000, the growth rate has slowed substantially to 13.1 percent between 2000 and 2010 and 4 percent between 2010 and 2014.<sup>7</sup>

<sup>7</sup> Sources: American Community Survey, U.S. Census Bureau, 2015, [www.census.gov/programs-surveys/acs/](http://www.census.gov/programs-surveys/acs/); U.S. Census Bureau, 1990 STF 1, 2000 SF 1 and 2010 SF 1; Department of Finance, Report E-5, 2014.

## 4.0 ENVIRONMENTAL CHECKLIST

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In 2010, the U.S. Census Bureau reported 32,252 households in Antioch, which marked a 9.9 percent increase from 2000. In Contra Costa County, the total number of households increased 9.1 percent during this time, while the total households in California increased 9.3 percent. The DOF provides data on occupied housing units, which corresponds to total households reported in the U.S. Census. The DOF reported 32,838 housing units in Antioch in 2014, a 1.8 percent increase from 2010. This represents a more rapid pace of increase than the County and the State experienced during this time, which are reported at 1.4 percent and 1.2 percent respectively.

### DISCUSSION OF IMPACTS

- a) The project would result in reductions in housing units in single-family residential, multi-family residential, and commercial land use designations. Under the proposed project, there would be a 9.9 percent reduction in the projected number of single-family residential units in the Estate Residential and Low Density Residential designations and in the Rivertown/Urban Waterfront and Somersville Road Corridor Focus Areas. There would be a 20.3 percent reduction in the number of multi-family residential units in the High Density Residential designation and the Rivertown/Urban Waterfront and Western Gateway Focus Areas.

For business park and industrial uses, the project would result in changes to square footages for nonresidential uses in business park, public institutional, and the Eastern Employment Areas, Ginochio Property, and Somersville Road Corridor Focus Areas. In some cases, the project would increase square footage in a land use designation or Focus Area, and in other cases there would be a reduction. Overall, square footage of business park and industrial uses would be reduced by 37.4 percent citywide.

The EIR found that under the 2003 General Plan, population increase would exceed ABAG projections with or without the General Plan. The project's land use changes refine the 2003 Land Use Element and would decrease development intensities in the City. As a result, the reduction in housing units would decrease the projected population under the 2003 General Plan. Therefore, impacts to growth from the project would be less than found in the 2003 General Plan EIR, but would still exceed ABAG projections.

- b-c) The project does not propose the demolition or displacement of housing units and would therefore not displace people. Similar to the analysis in the EIR, impacts would be less than significant.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<p><b>XIV. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:</p>				
a) Fire protection?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on fire protection.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on fire protection.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of fire protection.
b) Police protection?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on police protection.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on police protection.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of police protection.
c) Schools?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on schools.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on schools.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of schools.
d) Parks?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on parks.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on parks.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of parks.
e) Other public facilities?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on other public facilities.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on other public facilities.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of other public facilities.

## 4.0 ENVIRONMENTAL CHECKLIST

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### EXISTING SETTING

The Contra Costa County Fire Protection District (CCCYPD) provides fire and emergency services to the City of Antioch. The CCCYPD is an “all-hazards” organization providing fire suppression, paramedic emergency medical services (EMS), technical rescue, water rescue, and fire prevention/investigation services to more than 600,000 residents across a 304-square-mile coverage area. The CCCYPD operates 25 fire stations and responds to approximately 45,000 incidents annually. Four of the fire stations are located within the City of Antioch. Police protection services for the City are provided by the Antioch Police Department (APD). The Antioch Police Station is located at 300 L Street.

The Antioch Unified School District serves approximately 19,000 students in the city of Antioch, California and part of the city of Oakley. The District serves 6 high schools, 4 middle schools, and 14 elementary schools.<sup>8</sup>

### DISCUSSION OF IMPACTS

a-e) The EIR found that the increase in population, commercial, and industrial land uses would increase the demand for fire and police protection, schools, and parks. However, future development within the City would be required to comply with applicable General Plan policies and programs related to public services and facilities, including Policies: 3.5.2.1, 3.5.2.2, 3.5.3.1, 3.5.3.2, 3.5.8.1, 3.5.8.2, 8.8.2, 8.9.2, 8.10.2, 8.11.2, and 10.6.2. These policies would require new development to fund public services proportionate to the increase in population, and therefore, demand created.

The project would result in reductions in housing units in single-family residential, multi-family residential, and commercial land use designations. The land use changes refine the 2003 Land Use Element and would decrease development intensities in the City. Therefore, population projections under the 2003 General Plan would be reduced and the project would generate less demand for police and fire protection, schools, and parks than under the General Plan and this impact would be less than under the General Plan.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

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<sup>8</sup> Source: Antioch Unified School District website. Accessed July 12, 2017 <https://www.antiochschools.net/>



Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>XV. RECREATION.</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on deterioration of existing park lands.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on deterioration of existing park lands.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of deterioration of existing park lands.
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on new or expanded park facilities.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on new or expanded park facilities.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of new or expanded park facilities.

EXISTING SETTING

The City maintains 34 parks, recreation centers, and open space areas including Diablo West Park, Chaparral Park, Dallas Ranch Park, Heidorn Park, and Williamson Ranch Park. These facilities are operated by Antioch Recreation Department and the Parks & Recreation Commission.<sup>9</sup> Over 400 acres of parks and open space areas are located within the City, 200 acres of which are developed. The remaining 200 acres consist of acreage awaiting parkland development or are areas managed exclusively as open space.

DISCUSSION OF IMPACTS

a, b) The project would result in reductions in housing units in single-family residential, multi-family residential, and commercial land use designations. Under the proposed project, there would be a 9.9 percent reduction in the projected number of single-family residential units in the Estate Residential and Low Density Residential designations and in the Rivertown/Urban Waterfront and Somersville Road Corridor Focus Areas. There would be a 20.3 percent reduction in the number of multi-family residential units in the High Density Residential designation and the Rivertown/Urban Waterfront and Western

<sup>9</sup> Source: Antioch Recreation Department website. Accessed July 12, 2017. <http://www.ci.antioch.ca.us/Recreation/recguide.asp>

## 4.0 ENVIRONMENTAL CHECKLIST

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Gateway Focus Areas. Overall, square footage of business park and industrial uses would be reduced by 37.4 percent citywide.

These land use changes refine the 2003 Land Use Element and would not increase development intensities. Therefore, population projections under the 2003 General Plan would be reduced and the project would generate fewer park users than under the General Plan and this impact would be less than under the General Plan.

The project would update the Land Use Map to show new parks and open space areas (that would no longer be available for proposed development). These changes include designating the Dow properties along the western edge of the waterfront area with appropriate open space designations; designating the existing ball fields along 10<sup>th</sup> Street as open space; designating City-owned parcels along the waterfront in the Rogers Point Area as open space; correctly designating the Antioch Dunes National Wildlife Refuge as open space; designating the former Sierra Vista subdivision would be designated as open space to reflect its acquisition by the East Bay Regional Park District; and designating parcels given to the City from the Black Diamond Estates subdivision as open space. However, the project does not propose construction of any park facilities, only the designation of land as open space. Therefore, impacts related to parks and recreation facilities would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

**4.0 ENVIRONMENTAL CHECKLIST**

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>XVI. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on measures of effectiveness of transportation.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on measures of effectiveness of transportation.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of measures of effectiveness of transportation.
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on congestion management program roadways.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on congestion management program roadways.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of congestion management program roadways.
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on air traffic patterns.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on air traffic patterns.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of air traffic patterns.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on hazards due to a design feature.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on hazards due to a design feature.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of hazards due to a design feature.
e) Result in inadequate emergency access?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on emergency access.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on emergency access.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of emergency access.
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on public transit, bicycle, or pedestrian facilities.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on public transit, bicycle, or pedestrian facilities.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of public transit, bicycle, or pedestrian facilities.

### EXISTING SETTING

The City of Antioch encompasses approximately 50 square miles, including the area of its jurisdictional boundaries as well as its sphere of influence. The City is situated between the San Francisco Bay Area and Central Valley. State Highway 4, which runs east to west, bisects the City and connects it to Interstate 680 and western Contra Costa County.

The City of Antioch has experienced several decades of growth as a predominately residential community. With the exception of the northeastern and waterfront portions of the City, residential uses and, particularly, single-family detached residential uses are the most prominent

land use in the City. Commercial uses are distributed throughout the City along major thoroughfares and in higher concentrations on Somersville Road near the Somersville Towne Center mall, in Downtown Antioch, and along the Lone Tree Way, 18<sup>th</sup> Street, and A Street corridors. The northeast corner of the City is dominated by active and inactive industrial lands that reflect the City’s industrial roots and the potential for a resurgence of industrial users and accompanying jobs, while balancing existing open space.

A key consideration in defining the type, intensity, location, and mix of future land uses is achieving a balance between local employment and housing. The Antioch General Plan seeks to achieve such a balance as a means of addressing issues of traffic congestion, air quality, and energy conservation. The Land Use Element Update seeks to ease congestion and improve regional air quality by providing patterns of land use that support the use of transit. Such “transit oriented” development consists of high density, mixed-use development adjacent to transit nodes. Such transit nodes are proposed within the Downtown Specific Plan Area and within the Hillcrest Station Area Specific Plan.

Seven areas within the Antioch General Plan study area have been identified for focused policy analysis and direction. The purpose of these “Focus Areas” is to provide policy direction specific to each area, including appropriate land use types and development intensity, based upon analysis of the particular opportunities and constraints affecting each area. The Land Use Element Update proposes to reduce residential and non-residential land uses within a few of the Focus Areas in an effort to reduce traffic congestion and improve air quality. Non-residential land uses include commercial, office, business park and industrial.

**DISCUSSION OF IMPACTS**

- a, b) Traffic generated by the project was reviewed to determine if the proposed 2017 General Plan Land Use Element Update traffic characteristics would be consistent with the EIR documentation for the currently adopted 2003 General Plan. This evaluation compares the vehicular trips generated from the currently adopted 2003 General Plan to the proposed 2017 General Plan Land Use Element Update.

**Table 4-2** provides a comparison between the 2003 General Plan Land Uses and proposed General Plan Land Use Update for the entire Planning Area (City Limits and Unincorporated Area).

**Table 4-2  
Antioch General Plan Land Use Element Comparison**

	<b>Single Family Residential (Dwelling Units)</b>	<b>Multi-Family Residential (Dwelling Units)</b>	<b>Commercial / Office (Square Feet)</b>	<b>Business Park / Industrial (Square Feet)</b>
2003 General Plan	39,834	14,947	38,961,863	53,293,588
2017 General Plan	35,862	11,912	33,417,298	33,337,128
Difference (+/-)	-3,972	-3,035	-5,544,565	-19,956,460
Change (%)	-9.9%	-20.3%	-14.2%	-37.4%

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As shown in the comparison table, a reduction in both residential and non-residential land uses are proposed as part of the Land Use Element Update. Throughout the City of Antioch, a reduction of 3,972 single family and 3,035 multi-family dwelling units are proposed. Compared to the 2003 General Plan, the overall 2017 General Plan shows a total reduction of 5,544,565 square feet of commercial/office and a total reduction of 19,956,460 square feet of business park/industrial. Refer to Appendix A for a detailed list of land uses and quantities for both the 2003 and 2017 General Plan.

### Trip Generation Consistency

The documentation for the City's 2003 General Plan EIR does not include a detailed breakdown of future land uses. The General Plan combines the commercial and office square footages and combines the business park and industrial square footages. For purposes of this analysis, Michael Baker International has assigned the general office trip rate to the commercial/office portion of the General Plan (2003 & 2017) and assigned the business park trip rate to the business park/industrial portion of the General Plan which provides a conservative analysis.

**Table 4-3** summarized the Institution of Transportation Engineers (ITE) standard trip generation rates for the land uses considered in this analysis.

**Table 4-3**  
**ITE Trip Generation Rates**

Land Use	ITE Code	Trip Rate	AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	In	Out	Rate	In	Out
Single Family Homes	210	9.52 / DU	0.75 / DU	25% : 75%	1.00 / DU	63% : 37%		
Apartment	220	6.65 / DU	0.51 / DU	20% : 80%	0.62 / DU	65% : 35%		
General Office	710	11.03 / KSF	1.56 / KSF	88% : 12%	1.49 / KSF	17% : 83%		
Business Park	770	12.44 / KSF	1.4 / KSF	85% : 15%	1.26 / KSF	26% : 74%		

Source: 2012 ITE Trip Generation Manual, 9 Edition

The trip generation for the 2003 General Plan Land Use Element is shown in **Table 4-4**. The 2003 General Plan land uses are estimated to generate a total of 1,571,339 daily trips with 172,891 AM peak hour trips and 174,304 PM peak hour trips.

**Table 4-4**  
**2003 General Plan Trip Generation**

Land Use	Intensity		ADT	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	Inbound	Outbound	Total	Inbound	Outbound
Single Family Homes	39,834	DU	379,220	29,876	7,469	22,407	39,834	25,095	14,739
Apartment	14,947	DU	99,398	7,623	1,525	6,098	9,267	6,024	3,243
General Office	38,961.863	KSF	429,749	60,781	53,487	7,294	58,053	9,869	48,184
Business Park	53,293.588	KSF	662,972	74,611	63,419	11,192	67,150	17,459	49,691
2003 General Plan Total Trip Generation			1,571,339	172,891	125,900	46,991	174,304	58,447	115,857

ADT = Average Daily Traffic  
 DU = Dwelling Unit  
 KSF = 1,000 Square Feet

Table 4-5 shows the trip generation estimated for the 2017 General Plan Land Use Element Update. As shown, the 2017 General Plan Land Use Element Update is estimated to generate 1,203,928 daily trips with 131,775 AM peak hour trips and 135,044 PM peak hour trips.

**Table 4-5**  
**2017 General Plan Trip Generation**

Land Use	Intensity		ADT	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	Inbound	Outbound	Total	Inbound	Outbound
Single Family Homes	35,862	DU	341,406	26,897	6,724	20,172	35,862	22,593	13,269
Apartment	11,912	DU	79,215	6,075	1,215	4,860	7,385	4,801	2,585
General Office	33,417.298	KSF	368,593	52,131	45,875	6,256	49,792	8,465	41,327
Business Park	33,337.128	KSF	414,714	46,672	39,671	7,001	42,005	10,921	31,084
2017 General Plan Total Trip Generation			1,203,928	131,775	93,486	38,289	135,044	46,779	88,265

ADT = Average Daily Traffic  
 DU = Dwelling Unit KSF 1,000 Square Feet

Table 4-6 provides a trip generation comparison between the 2003 and 2017 General Plan Land Use Element.

**Table 4-6**  
**Trip Generation Comparison**

Comparison	ADT	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	Inbound	Outbound	Total	Inbound	Outbound
2003 General Plan Total Trip Generation	1,571,339	172,891	125,900	46,991	174,304	58,447	115,857
2017 General Plan Total Trip Generation	1,203,928	131,775	93,486	38,289	135,044	46,779	88,265
<b>Trip Difference (+/-)</b>	<b>-367,411</b>	<b>-41,116</b>	<b>-32,414</b>	<b>-8,702</b>	<b>-39,260</b>	<b>-11,668</b>	<b>-27,592</b>
<b>Trip Reduction (%)</b>	<b>-23.4%</b>	<b>-23.8%</b>	<b>-25.7%</b>	<b>-18.5%</b>	<b>-22.5%</b>	<b>-20.0%</b>	<b>-23.8%</b>

Table 4-6 shows that the overall planned development for the City's 2017 General Plan is generating approximately 367,411 less daily trips, 41,116 less AM peak hour trip and 39,260 less PM peak hour trips compared to the 2003 General Plan. As such, the 2017 General Plan Land Use Element Update would be expected to maintain or reduce traffic-related impacts identified in the City's 2003 General Plan EIR.

- c) The project does not propose any specific building development. The nearest airport to the project area is the Funny Farm Airport, a private airport located in Brentwood approximately 5 miles to the southeast of the City border. There are no public airports

## 4.0 ENVIRONMENTAL CHECKLIST

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- within 2 miles of the project area. Additionally, the project would not increase the demand for air travel as it proposes an overall reduction in housing units in single-family residential, multi-family residential, and square footage of nonresidential uses in the commercial, office, and mixed-use land uses. Therefore, impacts related to increases in air traffic levels or air traffic patterns from implementation of the project would not be any more severe than those identified in the 2003 General Plan EIR.
- d) The project does not propose any specific development, including roadway design and development. Therefore, the project does not include any physical changes to existing roadways or the introduction of any design features that would be considered hazardous. Any future roadway improvements would be subject to review and approval by the appropriate federal, State, and local agencies. Therefore, impacts related to increases in hazards due to design features and/or incompatible uses would be less than or similar to impacts previously analyzed in the 2003 General Plan EIR.
- e) The project does not propose any specific development, including roadway design and development. Therefore, the project would not obstruct or inhibit emergency access due to a project design feature. The project proposes land use changes that would result an overall reduction in housing units in single-family residential, multi-family residential, and square footage of nonresidential uses in the commercial, office, and mixed-use land uses. This reduction would result in a fewer vehicular trips and congestion than under the 2003 General Plan. Therefore, the project would not increase congestion in a manner that would impact the ability for emergency vehicles to respond in the City. Therefore, impacts related to inadequate emergency access would be less than or similar to impacts previously analyzed in the 2003 General Plan EIR.
- f) The project does not propose any specific development. The proposed policy and land use changes would not conflict adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Impacts related to increases in hazards due to design features and/or incompatible uses would be less than or similar to impacts previously analyzed in the 2003 General Plan EIR.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.



Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>XVII. Tribal Cultural Resources:</b> Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, features, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) A listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5(k).	<b>Not previously analyzed</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on historical resources.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on historical resources.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of historical resources.
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<b>Not previously analyzed</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on tribal resources.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on tribal resources.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of tribal resources.

EXISTING SETTING

At the time the 2003 General Plan EIR was written, Assembly Bill 52 had not been enacted. AB52 was enacted on July 1, 2015 and requires agencies to consult with Native American tribes for projects (as defined by CEQA) that submit a Notice of Preparation or Intent to Adopt a Negative or Mitigated Negative Declaration on or after July 1, 2015.

DISCUSSION OF IMPACTS

AB52 consultation was not required at the time of the EIR, therefore, tribal cultural resource identification efforts are not required for this project. As described in V. Cultural Resources b), future projects in the City would be subject to environmental review under CEQA, which would provide for analysis of impacts related to archaeological, as well as human remains.

## **4.0 ENVIRONMENTAL CHECKLIST**

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In accordance with AB 52 (PRC Section 21084.2) lead agencies are required to consult with Native American tribes that have requested notification of projects that could have an impact to a Tribal Cultural Resources (TCR) including a site feature, place, cultural landscape, sacred place or object, of cultural value to the tribe and is listed on the California Register of Historic Resources (CRHR) or a local register.

Therefore, the City would be required to initiate consultation with a tribe with traditional and/or cultural affiliations within the City. Should the tribe respond requesting formal consultation, the City would work with the tribe or representative thereof to determine the level of environmental review warranted, identify impacts, and recommend avoidance or mitigation measures to reduce any potential impacts. Future projects would adhere to all applicable General Plan policies and programs related to the protection of archaeological resources that could be considered as TCRs, including General Plan Policy 10.7.2, which requires surveys for projects having the potential to impact archaeological resources.

If human remains were discovered in the course of any earthmoving activities resulting from a project, project activities would be subject to State law regarding the discovery and disturbance of human remains including Health and Safety Code Section (b) and Public Resources Code Section 5097.98.

### **CONCLUSION**

The impact on Tribal Cultural Resources was not analyzed in the 2003 General Plan EIR and are not required for this project.

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Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>XVIII. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on wastewater treatment requirements.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on wastewater treatment requirements.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of wastewater treatment requirements.
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with new water or wastewater treatment facilities.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with new water or wastewater treatment facilities.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of new water or wastewater treatment facilities.
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on stormwater drainage facilities.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on stormwater drainage facilities.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of stormwater drainage facilities.
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on water supply.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on water supply.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of water supply.

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on wastewater treatment capacity.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on wastewater treatment capacity.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of wastewater treatment capacity.
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on landfill capacity.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on landfill capacity.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of landfill capacity.
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<b>Yes</b>	<b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts on statutes and regulations related to solid waste.	<b>No.</b> There are no new circumstances that would result in new or more severe impacts on statutes and regulations related to solid waste.	<b>No.</b> No new information of substantial importance indicates the need for additional analysis of statutes and regulations related to solid waste.

### EXISTING SETTING

The City of Antioch water service area extends from steep hilly terrain in the south and west portions of the service area to flat with a gentle slope in the northeast portion of the service area. Elevations in the service area range from sea level to over 700 feet. Generally, the service area is limited to elevations less than 560 feet. Four pressure zones are currently required to distribute water, and eventually six to seven pressure zones may be necessary depending on future land development. The principal sources of raw water supply are the Sacramento/San Joaquin Rivers Delta and the Contra Costa Canal. Raw water from the Contra Costa Canal can also be stored in the Antioch Municipal Reservoir. Contra Costa Canal water, purchased from the Contra Costa Water District (CCWD), is pumped from Victoria Canal, Rock Slough, and Old River in the western delta.

Republic Services provides solid waste collection, disposal, recycling, and yard waste services to the City. Solid waste and recyclables are taken to the Contra Costa Transfer and Recovery

Station in Martinez prior to transfer to the Keller Canyon Landfill in Pittsburg. The Keller Canyon Landfill site is 1,399 acres, 244 of which comprise the actual current disposal acreage. The landfill is permitted to accept 3,500 tons of waste per day and has a total estimated permitted capacity of approximately 75 million cubic yards, with only approximately 12 million cubic yards (16 percent of total capacity) used to date.<sup>10</sup>

Stormwater collection in the City is overseen by the Contra Costa County Flood Control and Water Conservation District (Flood Control District). The City has over 110 miles of trunk lines to collect stormwater. These trunk lines are independent from the wastewater collection system and discharge to channels owned and maintained by both the City of Antioch and the Flood Control District.<sup>11</sup>

### DISCUSSION OF IMPACTS

a, b, d, e) The project would result in reductions in housing units in single-family residential, multi-family residential, and square footage of commercial land uses. Under the proposed 2017 Land Use Element, there would be a 9.9 percent reduction in the projected number of single-family residential units and a 20.3 percent reduction in the number of multi-family residential units. The project would result in changes to square footages for nonresidential uses in commercial, office, mixed-use, resulting in an overall reduction in square footage of commercial and office uses by 14.2 percent and business park and industrial uses by 37.4 percent.

These reductions in land use development would result in reductions in the demand for wastewater treatment, the need for construction of new water or wastewater treatment facilities or expansion of existing facilities, demand for water supplies from existing entitlements and resources, and/or determination by the DDS that it would not have adequate capacity to serve the City's projected demand. Therefore, impacts related to wastewater treatment and water supply would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

c) The project would result in development, which would create impervious surfaces and runoff that would need to be conveyed by stormwater infrastructure. However, future development would be subject to existing C.3 Standards, as well as policies and programs in the General Plan related to drainage and surface runoff. C.3 requirements include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures to ensure that the rate or amount of runoff associated with the project site would be equal to or less than existing levels. In addition, future projects would be subject to Title 6, Chapter 9, in the City's Municipal Code, which requires projects to provide for appropriate detention and treatment of stormwater runoff. General Plan policies and programs related to water quality and waste discharge standards including Policy 8.7.2, which requires drainage within urban areas to be designed to prevent runoff from landscaped areas and impervious surfaces from carrying pesticides, fertilizers, and urban and other contaminants into natural streams and General Plan Policy 10.6.2, which protects water resources.

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<sup>10</sup> Source: California Department of Resources Recycling and Recovery (CalRecycle). Solid Waste Information System. Available at: [www.calrecycle.ca.gov/SWFacilities/](http://www.calrecycle.ca.gov/SWFacilities/). Accessed July 12, 2017

<sup>11</sup> Source: Addendum to the Antioch General Plan Update Environmental Impact Report for the City of Antioch Downtown Specific Plan. February 14, 2017

## 4.0 ENVIRONMENTAL CHECKLIST

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The project would result in reductions in housing units in single-family residential, multi-family residential, and commercial land use designations. Therefore, the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or require the construction of new stormwater drainage facilities beyond what was analyzed in the 2003 General Plan EIR. Impacts would be project would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- f-g) The project would result in reductions in housing units in single-family residential, multi-family residential, and square footage of commercial land uses. Therefore, solid waste demand would be less than or similar to demand previously considered in the 2003 General Plan EIR. Future development within the City would be subject to all applicable federal, State, and local regulations related to solid waste. Therefore, impacts related to the landfill capacity and compliance with federal, State, and local statutes and regulations related to solid waste would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?</p>	<p><b>Yes</b></p>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restrict the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restrict the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restrict the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.</p>

## 4.0 ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Same or Reduced Impact as the 2003 General Plan Update EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.</p>	<b>Yes</b>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with cumulatively considerable impacts.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with cumulatively considerable impacts</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of cumulatively considerable impacts</p>
<p>c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<b>Yes</b>	<p><b>No.</b> The proposed project does not involve changes that would result in new or more severe impacts associated with environmental effects that will cause substantial adverse effects on human beings.</p>	<p><b>No.</b> There are no new circumstances that would result in new or more severe impacts associated with environmental effects that will cause substantial adverse effects on human beings.</p>	<p><b>No.</b> No new information of substantial importance indicates the need for additional analysis of environmental effects that will cause substantial adverse effects on human beings.</p>

### DISCUSSION OF IMPACTS

- a) As discussed in Section IV, Biological Resources section, the proposed project would have a less than significant impact on listed species, migratory species, or riparian habitat. The General Plan Land Use Element project would be required to implement the same General Plan policies and mitigation measures as required in the 2003 General Plan EIR. As discussed in Section V, Cultural Resources, construction activities as a result of development under the General Plan Land Use Element Update may encounter undiscovered cultural resources. However, General Plan policies and mitigation measures as required in the 2003 General Plan EIR would be implemented to reduce impacts to a level of less than significant. Overall, the project's reductions in housing units in single-family residential, multi-family residential, and in square footage of commercial



land use designations would further reduce any impacts resulting from the 2003 General Plan. As a result, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory would be less than or similar to impacts previously identified in the 2003 General Plan EIR.

- b) Potential environmental impacts and policies/mitigation measures were identified in the General Plan EIR for aesthetics, air quality, biological resources, cultural resources, geologic and seismic hazards, hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, utilities, and transportation and traffic. Overall, the project's reductions in housing units in single-family residential, multi-family residential, and in square footage of commercial land use designations would further reduce any impacts resulting from the 2003 General Plan. Cumulatively, the proposed project would not result in significant long-term impacts that would substantially combine with impacts of other current or probable future impacts. The proposed project would not create impacts that are cumulatively considerable.
- c) The preceding sections of this addendum discuss various types of impacts that could have adverse effects on human beings, including aesthetics, air quality, biological resources, cultural resources, geologic and seismic hazards, hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, utilities, and transportation and traffic.

Each type of impact with the potential to cause substantial adverse effects on human beings has been evaluated, and this addendum concludes that these potential impacts would not substantially increase with development of the proposed project, and would be consistent with the results concluded in the 2003 General Plan EIR. Therefore, the proposed project would have a less than significant impact on environmental effects.

### CONCLUSION

The project would not result in any new or more severe impacts than analyzed in the 2003 General Plan EIR. There would be no change in the circumstances in which the project would be undertaken that require major revisions of the EIR, or preparation of a new subsequent or supplemental EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

## 5.0 REFERENCES

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**5.0 REFERENCES**

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# ATTACHMENT "G"



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November 28, 2017

VIA E-MAIL AND U.S. MAIL

Mayor Sean Wright and Members of the  
Antioch City Council  
City of Antioch  
City Hall  
200 H Street  
Antioch, CA 94509

**Re: Proposed Addenda to the 2003 General Plan EIR for the Citywide General Plan Land Use Element Update and for the Downtown Specific Plan; November 28, 2017 City Council Agenda Item Nos. 4 and 5**

Dear Mayor Wright and City Councilmembers:

On behalf of our client, West Coast Home Builders, Inc., we reviewed the proposed amendment to the Land Use Element of the General Plan and associated Initial Study/Addendum dated October 2017 to the 2003 General Plan EIR, as well as the proposed Downtown Specific Plan and associated Initial Study/Addendum dated February 14, 2017 to the 2003 General Plan EIR.

For the reasons set forth below, neither of the Addenda prepared for the proposed actions satisfy the requirements of the California Environmental Quality Act, Public Resources Code Section 21000, *et seq.*, which allows a lead agency to prepare an addendum to a previously certified EIR if some changes or additions are necessary but the changes do not substantially modify the analysis in the original report. An addendum is acceptable, rather than a subsequent EIR or supplemental EIR when there are only minor technical changes or additions which do not raise important new issues about the significant effects on the environment. Here, not only do the proposed General Plan Land Use Update and Downtown Specific Plans include significant land use changes that were not contemplated or studied in the 2003 General Plan EIR, any analysis contained in the 2003 General Plan EIR is clearly outdated and retains no informational value.

## **1. Substantial Changes to the Project and in the Circumstances Under Which the Project is Undertaken Will Require Major Revisions of the 2003 EIR**

Pursuant to CEQA Guidelines Section 15162(a), when an EIR has been certified for a project, the need for a subsequent EIR is triggered if substantial changes are proposed in the project, or substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR. Section 15162(a) provides authority for an addendum as a way of making minor corrections in an EIR.

a. Substantial Changes to the Project. The proposed Land Use Element Update and Downtown Specific Plan each make substantial changes to the 2003 General Plan. While the proposed Land Use Element Update no longer includes the previously proposed Sand Creek Focus Area policy update, it nonetheless includes several substantive amendments to the Land Use Element that require additional environmental review, including amendments to: (1) reflect the anticipated annexation of the 193-acre Tuscany Meadows property into the City of Pittsburg (2) reflect the East Bay Regional Parks District's recent acquisition and preservation of land that was previously approved for a 50-unit estate residential subdivision in 1993, (3) delete over eight pages of text relating to the Downtown Area and replace them with a reference to the proposed Downtown Specific Plan, which has yet to be adopted, and (4) make other changes and corrections, including the rezoning of a property from Light Industrial to High Density Residential.

The changes proposed in the Land Use Element Update and Downtown Specific Plan significantly alter the land use policies studied in the 2003 General Plan EIR. The General Plan Land Use Element currently in place, and that was studied in the 2003 General Plan EIR, sets forth the City's fundamental land use philosophy and directs development to the most suitable locations, while maintaining the economic, social, physical, environmental health and vitality of the community. (Land Use Element, p. 4-1.) Its primary concerns are the type, intensity, location, and character of land uses that will be permitted in the future and is intended to create and regulate compatible and functional interrelationships between the various land uses in the City. (*Id.*) The Land Use Element provides a blueprint for community development by designating lands for different types of uses, taking into account existing land uses, demand, desired future land uses, and infrastructure availability. (*Id.* at 4-3.)

The changes proposed in the Land Use Element Update significantly reduce the number of single family dwelling units (3,972 units) and multi-family dwelling units (3,035 units), as well as commercial/office square footage (5,544,565 square feet) and business park/industrial square footage (19,956,460 square feet). At the same time, the proposed changes rezone 15 acres from Light Industrial to High Density Residential Uses. Neither these changes, nor the changes proposed in the Downtown Specific Plan were studied in the 2003 EIR, they are substantial, and they require major revisions, including revisions that provide analyses of potential impacts.

The fact that the proposed changes may be considered updates based on City Council actions that have already taken place, or actions that took place outside of the City's boundaries, does not mean they are merely corrections or minor changes to the 2003 EIR, as suggested in the staff report. To the extent that they significantly alter anticipated future development in the City and significantly reduce the future buildout projections for the City as set forth in the General Plan and studied in the 2003 General Plan EIR, the impacts of those changes must be identified and analyzed.

b. Substantial Changes in the Circumstances. In addition to the changes to the project, substantial changes in the circumstances under which the project is being undertaken require major revisions to the 2003 EIR. To begin with, the 2003 General Plan EIR is simply too outdated to be relied upon. A decision to proceed under CEQA's subsequent review provisions must rest on a determination that the original environmental document retains some informational value. (*Friends of the College of San Mateo Gardens v. San Mateo County Community College District* (2016) 1 Cal.5th 937, 951.) In fact, substantial changes that have occurred even in the last two years evidence the need for updated and further environmental

analysis. As discussed in the Staff Report dated September 12, 2017 for the Planning Commission, "[m]any circumstances have changed since the initiation of the broader Land Use Element update in early 2015 and the Sand Creek Focus Area (SCFA) policy update in January 2016" including the City's development of a Habitat Conservation Plan and Natural Community Conservation Plan, and the proposed 1,337-unit "The Ranch" development project within the Sand Creek Focus Area. (PC Staff Report, pp. 1-2.) Although the Sand Creek Focus Area policy update is no longer part of the Land Use Element Update, the changed circumstances still warrant further environmental review.

The City's reliance on a separate addendum to the 2003 General Plan EIR for each of several project components of the Land Use Element Update (this has not been revised to reflect the recent elimination of the Sand Creek Focus Area policy update), including the Draft Downtown Specific Plan and the Sand Creek Focus Area, constitutes improper piecemeal review of the effects of a total project in violation of CEQA. These are essentially integral parts of the same project.

Without the benefit of an EIR, the public and the City's decision makers have no meaningful information regarding the potential impacts of the proposed Project, which will presumably include potential impacts in the areas of Aesthetics, Land Use and Planning, Population and Housing, Public Services, and Recreation. The conclusion in the staff report, that a new EIR would have been required only if the Downtown Specific Plan was reasonably expected to generate new or increased impacts that exceed those analyzed by the General Plan EIR for Rivertown in the General Plan is not supported by the information in the Addendum. Moreover, the proposed Downtown Specific Plan proposes more than a reduction in permitted residential density.

For the reasons set forth above, we respectfully request that the City undertake subsequent environmental review of the proposed Land Use Element Update and at a minimum, prepare a supplemental environmental impact report.

Very truly yours,



Kristina D. Lawson

KDL:rsc

cc: Louis Parsons



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Forrest Ebbs, Community Development Director *FE*

**SUBJECT:** Adoption of the Downtown Specific Plan

---

### **RECOMMENDED ACTION**

It is recommended that the City Council:

1. Adopt the Resolution approving the Addendum to the 2003 General Plan EIR; and
2. Introduce the Ordinance adopting the Downtown Specific Plan

### **STRATEGIC PURPOSE**

The project would further Strategy H-2: "Update long range planning documents" and Strategy H-3, Short Term Objective to "Support implementation of the Rivertown Priority Development Area".

### **FISCAL IMPACT**

The development of the Downtown Specific Plan was funded, in large part, by a grant from the California Strategic Growth Council. Adoption of the Downtown Specific Plan will not incur a cost to the City of Antioch; however implementation of the Plan will require allocation of resources. Requests for such allocations will become part of the ordinary budget process.

### **DISCUSSION**

The Downtown Specific Plan is funded by a grant from the Strategic Growth Council. The Downtown area is a Metropolitan Transportation Commission (MTC) identified potential Priority Development Area (PDA).

On June 2, 2015, a Special Joint Study Session Meeting of the City Council, Planning Commission and Economic Development Commission was held on the Downtown Specific Plan (DSP) Update Program to review background information, provide input on three initial land use alternatives, and a preferred alternative for the DSP area.

The work products presented for review and comment at the joint Council and Commissions Study Session included: (a) Community Outreach; (b) Market Analysis; (c) Opportunities & Constraints (O&C) Report detailing existing conditions; (d) An initial

set of three Alternative Land Use Concept Plans and supporting documentation for the DSP area; and (e) A staff report that presented three draft land use alternatives.

Based on considerable input received at the June 2, 2015 meeting from the Council, Commissions, and public, a refined set of two alternatives was sent forward to the City Council for review.

On June 23, 2015, the City Council reviewed the alternatives, viewed visual examples of different housing densities, heard public input, and directed staff to proceed with Alternative 1B, including a general maximum residential density of up to 37 units per acre, and with mixed use allowed on site 5, with housing limited to a maximum of 18 units per acres.

In October 2015, the Community Development Director elected to end the contract with the City's consultant and to pursue completion of the Downtown Specific Plan utilizing City staff. A preliminary draft was presented to the Planning Commission on April 20, 2016 with direction given for further refinement, which is reflected in the current document.

On August 23, 2016, staff presented an Administrative Draft to the City Council and received final comments and direction to proceed into the CEQA process. On March 15, 2017, the Planning Commission reviewed the final Draft Downtown Specific Plan and recommended approval to the City Council. Since this action, staff has made minor modifications to the document, including the addition of standard definitions for the land uses referenced in the document. Staff does not believe that these minor edits warrant reconsideration by the Planning Commission, though the City Council may refer the document to the Commission if it desires.

Based on advice from the City Attorney, adoption by the City Council was delayed until the Citywide General Plan Land Use Element update was ready for consideration. The current Land Use Element does not anticipate the Downtown Specific Plan and, as a result, the two would have been inconsistent. Per State law and best practices, all Specific Plans must be consistent with the General Plan. The proposed update provides for the Downtown Specific Plan.

On November 28, 2017, staff presented the Draft Downtown Specific Plan to the City Council for consideration and adoption. The City Council received a letter from Kristina D. Lawson, on behalf of West Coast Home Builders, Inc., just prior to the meeting. The letter addressed the project and the environmental review. The City Council continued the public hearing to the December 12, 2017 meeting so that staff and the City Attorney could evaluate the letter. Staff and the City Attorney have evaluated the letter and are not compelled to change their original recommendation of adoption.

#### Environmental Review (CEQA)

The 2003 General Plan approval was supported by an Environmental Impact Report (EIR) that described the potential environmental impacts of implementation of the Plan.



This EIR addressed the potential impacts of development of downtown Antioch, referred to as Rivertown in the General Plan. The analyzed impacts correlated to downtown Antioch resulted from the increased residential density envisioned by the General Plan and the associated traffic, air quality, and similar development-related impacts. The proposed Downtown Specific Plan increases density over the existing condition, but at a much reduced rate than the General Plan. As a result, the Downtown Specific Plan represents a reduction in anticipated environmental impacts when compared to the General Plan.

Because of this condition, the California Environmental Quality Act (CEQA) allows for an Addendum to the EIR that was certified with adoption of the General Plan – a new plan-specific EIR is not warranted. A new EIR would have been required only if the Downtown Specific Plan was reasonably expected to generate new or increased impacts that exceed those analyzed by the General Plan EIR.

The 2003 General Plan EIR is available at:

<http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/Environmental-docs.htm>

The 2003 General Plan is available at:

[http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Antioch\\_Adopted\\_General\\_Plan.pdf](http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Antioch_Adopted_General_Plan.pdf)

#### Downtown Specific Plan - Purpose

The Downtown Specific Plan is intended to serve as a comprehensive land use document for the downtown area. Presently, the area is regulated through a series of planning documents, municipal code sections, and similar efforts that can be cumbersome and even conflicting. The purpose of this Downtown Specific Plan is to combine the best elements of these past documents, current information, and future trends, to create a single source for development policy and programs for Downtown Antioch. This document is designed to be streamlined, accessible, and simple to encourage development and reinvestment in Downtown Antioch.

The contents of a Specific Plan, unlike an area or neighborhood plan, are regulated by California Government Code (Section 65451), and must include:

- 1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- 2) 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.
- 3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- 4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

- 5) A statement of the relationship of the specific plan to the general plan.

### Downtown Specific Plan - Contents

The Downtown Specific Plan contains seven chapters, which address all of the above requirements. The contents of the Plan are described as follows:

#### **1.0 Vision, Guiding Policies, and Context**

This chapter describes the overall purpose and motivation behind the Downtown Specific Plan and establishes the goals that the document intends to achieve.

#### **2.0 Land Use**

The Land Use chapter contains a land use map, land use and development standards, as well as the policies, programs and other regulations to govern the development and use of land in Downtown Antioch. The City Council endorsed a preferred alternative on June 23, 2015 and the proposed Land Use Map (Figure 2-1), reflects the direction provided in the original preferred alternative, but has been modified to correct certain errors and refine the land use policy. This chapter, more than all others, provides the core content and policy direction for the Specific Plan. The Goals, Objectives, Policies, and Programs contained in the Land Use chapter will have the most profound effect on the development and revitalization of Downtown Antioch.

#### **3.0 Streetscape and Design Guidelines**

The City of Antioch adopted Citywide Design Guidelines in 2009, which include detailed architectural guidance for the Rivertown (Downtown) Area. As these guidelines are current and remain wholly relevant to Downtown Antioch, they are incorporated, by reference, into the Specific Plan.

#### **4.0 Circulation and Access**

As a traditional grid system with greater opportunities for non-vehicular movement, Downtown Antioch has the potential to become a unique community with special qualities. This chapter addresses the existing ways that people circulate through Downtown Antioch, including by car, bus, bicycle, and as pedestrians, and offers policies and programs to ensure that these modes are all supported without compromising the quality of life available to residents.

#### **5.0 Environmental Quality**

The revitalization of any area requires an analysis of the constraints and opportunities posed by the surrounding environment. This chapter addresses noise, hazardous materials, flooding, air quality, biological resources, seismic hazards, and cultural resources that may affect future development.

#### **6.0 Public Facilities, Services, and Infrastructure**

As required by State law, the Specific Plan includes this chapter, which addresses the existing infrastructure of the Downtown Area. Fortunately, Downtown Antioch is not heavily constrained by infrastructure.

## **7.0 Implementation**

This final chapter summarizes the next steps required to pursue implementation of the Specific Plan. It is rarely adequate to simply provide policies and goals without taking the next step to plan and even budget for their actualization. In this case, the General Plan and Zoning Ordinance will each need to be amended to defer to the Specific Plan. Additional programs proposed in the Specific Plan are described and a schedule of responsibility and timing is included.

## **8.0 Definitions**

As described above, staff has added definitions for the land uses described in the Land Use Table. This will minimize conflicts regarding particular land uses and will provide greater certainty for staff and the public.

## **9.0 Appendices**

The Downtown Specific Plan includes the Citywide Design Guidelines and the Existing Conditions: Opportunities and Constraints Report by reference.

## **ATTACHMENTS**

- A: Resolution Approving Addendum to 2003 General Plan EIR
- B: Ordinance Adopting Downtown Specific Plan
- C: Proposed Downtown Specific Plan
- D: Addendum to the 2003 General Plan EIR for Downtown Specific Plan
- E: Letter from Kristina D. Lawson, dated November 28, 2017

# ATTACHMENT "A"

## RESOLUTION NO. 2017/\*\*

### RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING AN ADDENDUM TO THE 2003 GENERAL PLAN EIR

**WHEREAS**, 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 Council authorized the process to develop a Specific Plan for the Downtown area; and

**WHEREAS**, the City Council, pursuant to the California Environmental Quality Act, the City of Antioch had previously certified the 2003 General Plan Environmental Impact Report; and,

**WHEREAS**, pursuant to the California Environmental Quality Act and City implementing procedures, an Addendum to the 2003 General Plan Environmental Impact Report has been prepared for the Downtown Specific Plan; and,

**WHEREAS**, measures specified in the Final Environmental Impact Report and Addendum will be implemented to mitigate any adverse environmental impacts from the project; and,

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

**WHEREAS**, on March 15, 2017, the Planning Commission held a public hearing on the matter, and received and considered evidence, both oral and documentary and recommended the City Council adopt the Addendum to the 2003 General Plan Environmental Impact Report; and,

**WHEREAS**, the City Council gave notice of public hearing as required by law; and,

**WHEREAS**, on November 28, 2017, the City Council held a public hearing on the matter, and received and considered evidence, both oral and documentary; and,

**WHEREAS**, on December 12, 2017, the City Council held a public hearing on the matter, and received and considered evidence, both oral and documentary.

**NOW THEREFORE BE IT RESOLVED** that the City Council does hereby make the following findings for adoption of the Addendum to the 2003 General Plan Environmental Impact Report:

**FINDING:** Based on the entire record before it, the City finds that there have not been substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or substantial increase in the severity of previously identified significant effects.

**EVIDENCE:** The Downtown Specific Plan project is consistent with all elements of the adopted 2003 General Plan, and would therefore not result in new or expanded impacts beyond those identified in the previously certified General Plan EIR or Addenda. The project replaces existing General Plan policies for the project area with similar policies contained within the Downtown Specific Plan and yields a reduction in development potential. The

**RESOLUTION NO. 2017/\*\***

December 12, 2017

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Addendum clearly demonstrates that this action will not create impacts beyond those identified in the previously certified General Plan EIR or Addenda or produce new impacts.

FINDING: Based on the entire record before it, the City finds no substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

EVIDENCE: No substantial changes have occurred within the planning area, community or region which would lead to new or expanded significant project impacts. As documented throughout the Addendum, cumulative development within the planning area is no greater than anticipated under the General Plan EIR. The Addendum provides an updated description of current conditions and anticipated development over the next several years, in order to address the potential near-term impacts.

FINDING: Based on the entire record before it, the City finds no new information of substantial importance, which was not known and could not have known with the exercise of reasonable diligence at the time the 2003 General Plan Environmental Impact Report was certified, that shows any of the following:

- a) The project will have one or more significant effects not discussed in the previous EIR.
- b) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

EVIDENCE:

- a) The Downtown Specific Plan project does not present any new potentially significant effects not evaluated in the previous EIR.
- b) The analysis provided in the Addendum shows that the previously identified significant effects of the General Plan would not be accentuated through implementation of the proposed Downtown Specific Plan project.
- c) No changes in the feasibility of General Plan mitigation measures have been identified.

FINDING: Based on the entire record before it, the City finds that the implementation of the Downtown Specific Plan project will result in none of the conditions described in CEQA Guidelines Section 15162 therefore there is substantial evidence to support the City's determination that an Addendum to the 2003 General Plan Environmental Impact Report is

**RESOLUTION NO. 2017/\*\***

December 12, 2017

Page 3

required in this case.

EVIDENCE: As noted above, there is substantial evidence to support the City's findings that: a) no substantial changes are proposed in the Downtown Specific Plan project that will require major revisions of the 2003 General Plan Environmental Impact Report; b) there have been no substantial changes in circumstances relating to the project that require the preparation of a subsequent or supplemental EIR; and c) there is no new information available, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2003 General Plan Environmental Impact Report was certified as complete, that requires the preparation of a subsequent or supplemental EIR. Accordingly, there is substantial evidence to support the City's determination that an Addendum to the 2003 General Plan Environmental Impact Report is required in this case, pursuant to CEQA Guidelines Section 15164.

**NOW THEREFORE BE IT FURTHER RESOLVED** that the City Council hereby adopts the Addendum to the 2003 General Plan Environmental Impact Report for the Downtown Specific Plan.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 12<sup>th</sup> day of December, 2017, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

---

**ARNE SIMONSEN, CMC**  
**CITY CLERK OF THE CITY OF ANTIOCH**

# ATTACHMENT “B”

## ORDINANCE NO. 2017/

### AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ANTIOCH ADOPTING THE DOWNTOWN SPECIFIC PLAN

**SECTION 1.** **Findings.** The Antioch City Council hereby finds, determines and declares as follows:

**A.** The City of Antioch holds the right to make and enforce all laws and regulations not in conflict with general laws, and the City holds all rights and powers established by state law.

**B.** The Planning Commission conducted a duly noticed public hearing on March 15, 2017 at which time a resolution was approved to initiate and recommend to the City Council that this ordinance be adopted. The City Council held a duly noticed public hearing on November 28, 2017 at which time all interested persons were allowed to address the Council regarding adoption of this ordinance.

**C.** The City of Antioch received a grant from the Strategic Growth Council for the purposes of drafting a Downtown Specific Plan.

**D.** The Association of Bay Area Governments has identified downtown Antioch as a Priority Development, a designation intended for areas where investment, new homes and job growth are encouraged.

**E.** California Government Code Title 7, Division 1, Chapter 3, Article 8. Specific Plans [Sections 65450-65457] enables the development, adoption, and implementation of Specific Plans in the State of California.

**F.** Antioch Municipal Code Title 9, Chapter 5, Article 33: Specific Plans further describes the process for development, adoption, and implementation of Specific Plans in the City of Antioch.

**G.** The City Council finds that the Downtown Specific Plan is consistent with the Antioch General Plan.

**SECTION 2.** The Downtown Specific Plan is hereby adopted.

### **SECTION 3.** **CEQA.**

The 2003 General Plan approval was supported by an Environmental Impact Report (EIR) that described the potential environmental impacts of implementation of the Plan. This EIR addressed the potential impacts of development of downtown Antioch, referred to as Rivertown in the General Plan. The analyzed impacts correlated to downtown Antioch resulted from the increased residential density envisioned by the General Plan and the associated traffic, air quality, and similar development-related impacts. The proposed Downtown Specific Plan increases density over the existing condition, but at a much reduced rate than the General Plan. As a result, the Downtown Specific Plan represents a reduction in anticipated environmental impacts when compared to the General Plan.

Because of this condition, the California Environmental Quality Act (CEQA) allows for an Addendum to the EIR that was certified with adoption of the General Plan – a new plan-specific EIR is not warranted. A new EIR would have been required only if the Downtown Specific Plan was reasonably expected to generate new or increased impacts that exceed those analyzed by the General Plan EIR.

**SECTION 4. Publication; Effective Date.**

This Ordinance shall take effect and be enforced thirty (30) days from and after the date of its adoption by the City Council at a second reading and shall be posted and published in accordance with the California Government Code.

**SECTION 5. Severability.**

Should any provision of this Ordinance, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination shall have no effect on any other provision of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing ordinance was introduced and adopted at a regular meeting of the City Council of the City of Antioch, held on the 12<sup>th</sup> day of December 2017 and passed and adopted at a regular meeting thereof, held on the day of \_\_\_\_\_ by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

\_\_\_\_\_  
**Sean Wright, Mayor of the City of Antioch**

**ATTEST:**

\_\_\_\_\_  
**Arne Simonsen, CMC, City Clerk of the City of Antioch**



# ATTACHMENT "C"

## DOWNTOWN SPECIFIC PLAN

---



Adopted xxx xx, 2017 by City Council Resolution xx-xx

# ACKNOWLEDGEMENTS

---

## **City of Antioch Councilmembers**

Sean Wright, Mayor  
Lamar Thorpe, Mayor Pro Tem  
Lori Ogorchock, Councilmember  
Monica E. Wilson, Councilmember  
Tony G. Tiscareno, Councilmember

## **Planning Commission Members**

Kerry Motts, Chair  
Janet Zacharatos, Vice Chair  
James Conley  
Martha Parsons  
Sedar Husary  
Al Mason  
Ken Turnage

## **Economic Development Commission**

Keith Archuleta, Chair  
Joseph O. Adebayo  
Rick Fuller  
Robert W. Kilbourne Sr.  
Joshua Young  
Ty Robinson

## **Staff**

Ron Bernal, Interim City Manager  
Michael Vigilia, City Attorney  
Forrest Ebbs, Community Dev. Director  
Alexis Morris, Senior Planner  
Lynne Filson, Assistant City Engineer  
Lizeht Zepeda, Economic Development  
Program Manager  
Mitch Oshinsky, Project Manager

*The work upon which this publication is based was funded in part through a grant awarded by the California Strategic Growth Council.*

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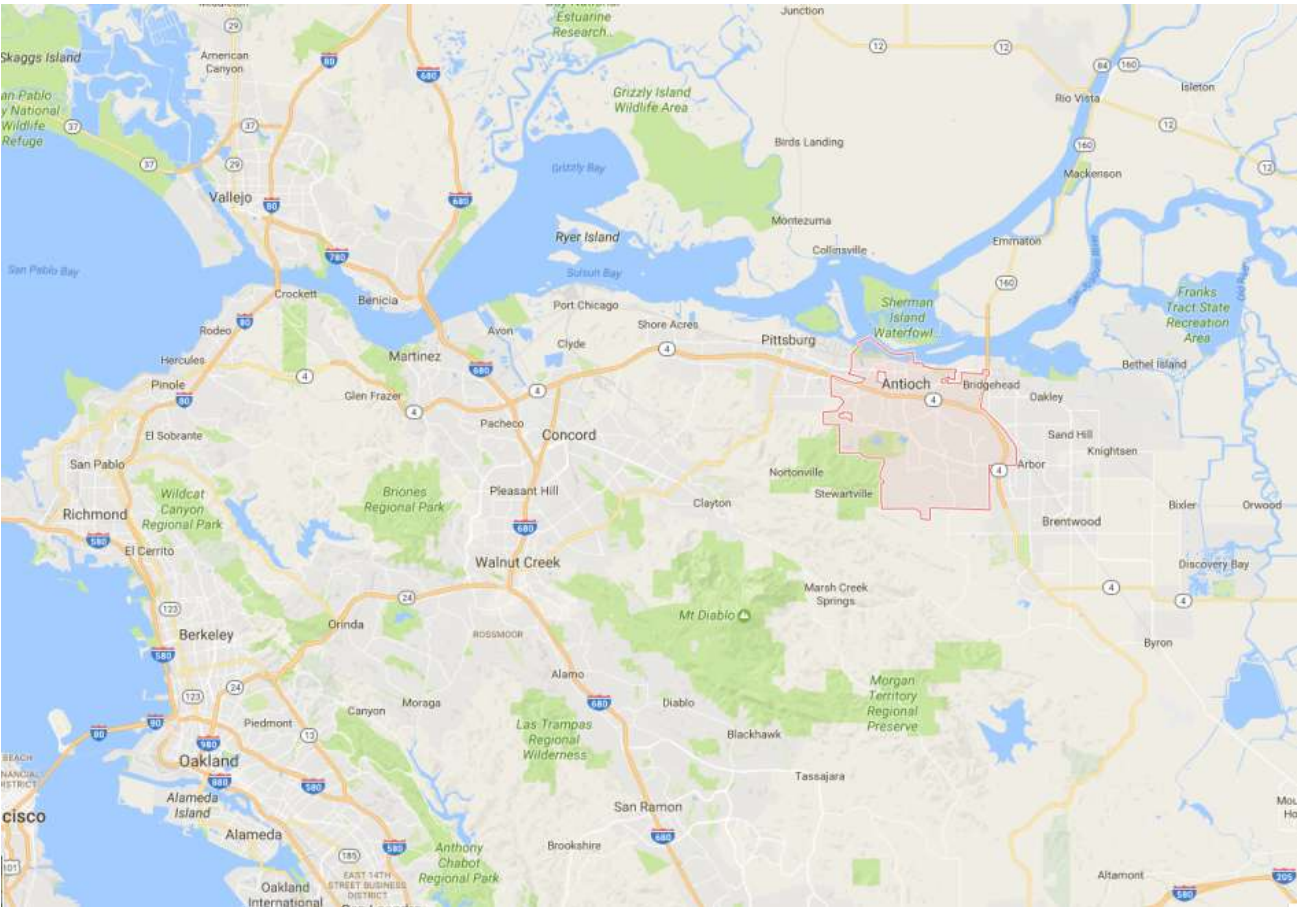
# 1.0 Vision, Guiding Principles, and Context

## 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

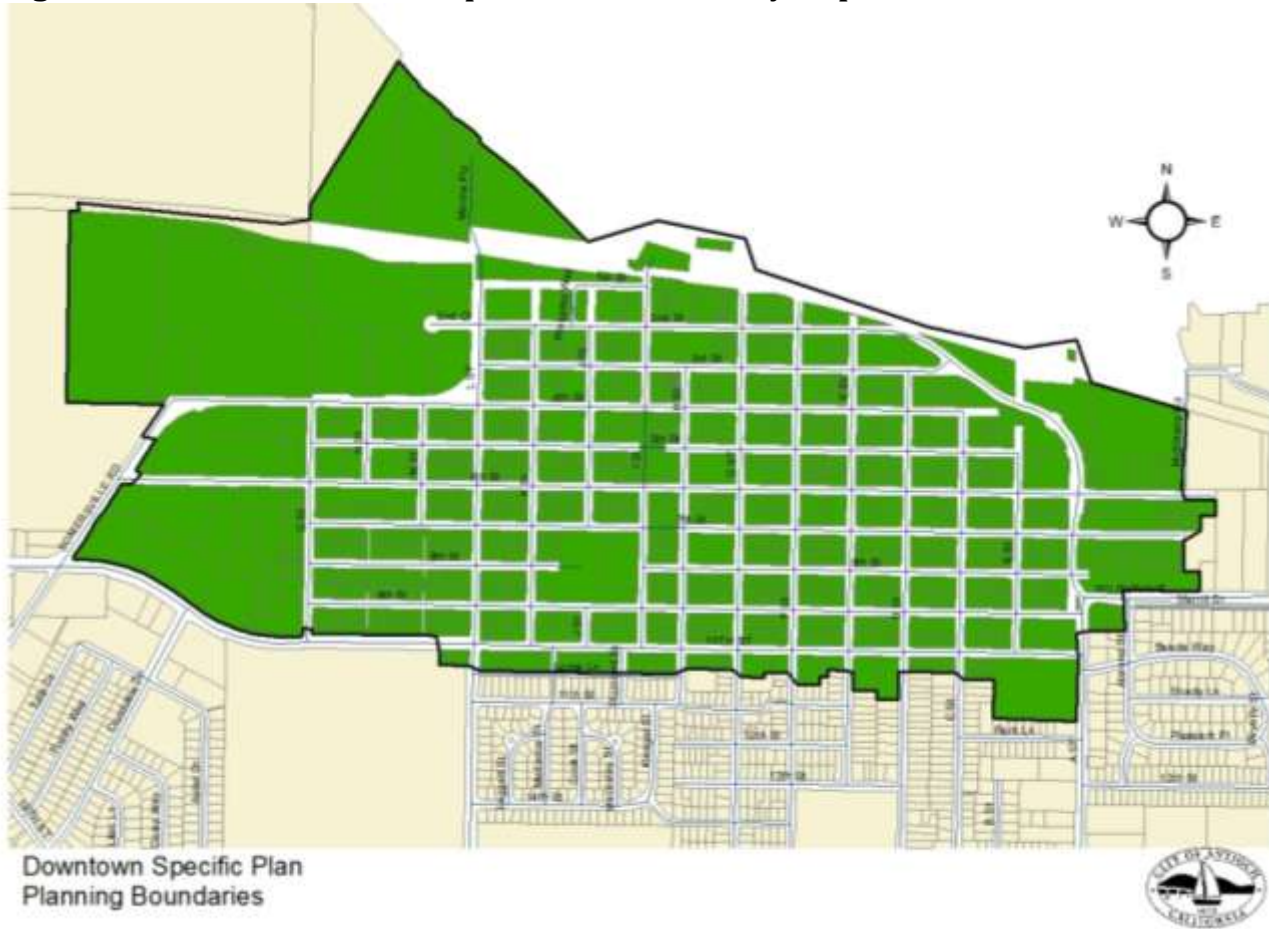


The City is bisected by State Route 4, which runs east and west parallel to the San Joaquin River. This freeway runs from Interstate 80 in the San Francisco Bay Area to State Route 89 in the Sierra Nevada. It provides access to the East Bay and Oakland, San Francisco, Stockton, the San Joaquin Valley, 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 19<sup>th</sup> and early 20<sup>th</sup> 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 2<sup>nd</sup> 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 5<sup>th</sup> and 9<sup>th</sup> 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

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### 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)

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##### 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 2<sup>nd</sup> Street, between A Street and L Street, which serves as a linear commercial spine running from east to west. Prominent land uses on 2<sup>nd</sup> Street include Antioch City Hall, El Campanil Theatre, the Nick Rodriguez Community Center, and a number of small restaurants and businesses. The intersection of 2<sup>nd</sup> 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 5<sup>th</sup> Street, where it transitions into a mixed residential neighborhood.

Maximum Floor Area Ratio: 2.0

Maximum Residential Density: 18 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 1<sup>st</sup> 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 10<sup>th</sup> Street, 6<sup>th</sup> 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

### 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 10<sup>th</sup> 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 10<sup>th</sup> 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 increase use of chronically-vacant or abandoned buildings.

Policy 2.10.1: The City does not support the ongoing holding of chronically-vacant and 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 19<sup>th</sup> and early 20<sup>th</sup> 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 10<sup>th</sup> Street and 4<sup>th</sup> 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 10<sup>th</sup> Street served as a primary throughway. Today, the area largely remains undeveloped, especially, the parcels along 6<sup>th</sup> Street. Since Auto Center Drive and 10<sup>th</sup>

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 10<sup>th</sup> 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, under-performing 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, 10<sup>th</sup> Street, and W. 6<sup>th</sup> Street.

Program 2.15.1a: For development of any site over 10,000 square feet along W. 6<sup>th</sup> Street, a comprehensive street and site design must be submitted to demonstrate a comprehensive design of landscape, building setbacks for all sites along W. 6<sup>th</sup> 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. 6<sup>th</sup> Street or 10<sup>th</sup> 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. 4<sup>th</sup> 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. 4<sup>th</sup> Street, L Street, N Street, O Street, and W. 2<sup>nd</sup> 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 2<sup>nd</sup> 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 6<sup>th</sup> 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. 6<sup>th</sup> 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

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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 10<sup>th</sup> 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)

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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**

LAND USE	PERMIT REQUIRED BY DISTRICT										Specific Use Regulations
	MU	C-N	C-R	MDR	HDR	I	WF	OS/PB			
	AGRICULTURE AND OPEN SPACE										
<b>RESIDENTIAL USES</b>											
Accessory residential uses and structures	A	A	—	A	A	—	—	—	—	—	—
Caretaker quarters	UP	UP	—	—	—	AUP	UP	—	—	—	—
Guest House	A	A	—	A	A	—	—	—	—	—	—
Home occupations	HOUP	HOUP	—	HOUP	HOUP	—	—	—	—	—	9-5.901
Live/work facilities	AUP	AUP	—	—	—	AUP	—	—	—	—	—
Mixed Use Projects	AUP	—	UP	—	—	—	—	—	—	—	—
Mobile home park	—	—	—	—	—	—	UP	—	—	—	—
Multi-family dwellings (3 or more units)	A	—	UP	—	A	—	—	—	—	—	—
Emergency shelters	—	—	—	—	—	—	—	—	—	—	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	—	—	—	—	—	—
Two family dwellings (Duplex)	A	A	—	A	A	—	—	—	—	—	—
<b>RETAIL TRADE</b>											
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	—	—	AUP	—	—
Auto sales and rental	—	—	UP	—	—	UP	—	—	UP	—	—
Building material stores	A	A	A	—	—	A	—	—	A	—	—
Construction/heavy equipment sales and rental	—	—	UP	—	—	AUP	—	—	AUP	—	—
Convenience stores	UP	UP	UP	—	—	UP	—	—	UP	—	—
Drive-in and drive-through sales and services	—	UP	UP	—	—	—	—	—	—	—	—
Firearms sales	UP	—	UP	—	—	UP	—	—	UP	—	—
Furniture, furnishings & appliance stores	A	A	A	—	—	AUP	—	—	AUP	—	—
Gas stations	—	—	UP	—	—	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		Allowed Use										Specific Use Regulations		
		UP	AUP	—	Administrative Use Permit Required	Home Occupation Use Permit Required	HOUP	WF	OS/PB	—	—			
LAND USE	MU	PERMIT REQUIRED BY DISTRICT												
		C-N	C-R	MDR	HDR	I	WF	OS/PB	—	—	—			
Night clubs and bars	UP	—	—	—	—	—	—	—	—	—	—	—	—	—
Outdoor retail sales, temporary	AUP	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	—	—	—	—	—	—
<b>SERVICES – BUSINESS, FINANCIAL, PROFESSIONAL</b>														
Automated teller machines (ATMs)	A	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Medical – hospitals	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Offices	A	A	A	—	—	—	—	A	A	—	A	—	A	—
Professional Services	A	A	A	—	—	—	—	A	—	—	—	—	—	—
<b>SERVICES</b>														
Assembly - Major (over 30)	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP
Assembly - Minor (30 or fewer)	A	A	A	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP
Auto repair and maintenance	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bed and breakfast inns (B&Bs)	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP
Boat repair and maintenance	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Car wash	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Residential care facility (6 or fewer)	A	A	A	—	—	—	—	A	—	—	—	—	—	—
Residential care facility (7 or more)	—	—	—	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	9-5.3840
Small Family day care home (up to 8)	A	A	A	A	A	A	A	A	A	A	A	A	A	9-5.3817
Large family day care home (9 to 14)	—	—	—	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	9-5.3818
Day care center	AUP	AUP	AUP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP
Computer gaming and internet access business	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Contractor storage yard	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Furniture repair and upholstery shops	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP	AUP
Hotels and motels	UP	—	—	—	—	—	—	—	—	—	—	—	—	—
Mortuaries & funeral homes	AUP	—	—	—	—	—	—	—	—	—	—	—	—	—
Personal services	A	A	A	—	—	—	—	A	—	—	—	—	—	—
Pharmacies	A	A	A	—	—	—	—	A	—	—	—	—	—	—
Recreational vehicle park	—	—	—	—	—	—	—	—	—	—	UP	UP	UP	UP
Research and development	A	A	A	—	—	—	—	A	—	—	—	—	—	—



TABLE 2.1 Allowed Uses and Permit Requirements		A		Allowed Use		PERMIT REQUIRED BY DISTRICT							Specific Use Regulations
		UP	AUP	Use Permit Required	Administrative Use Permit Required	HOUP	Home Occupation Use Permit Required						
		—	—	Use Not Allowed	Use Not Allowed	All application processes are per Antioch Municipal Code							
LAND USE	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	—	—	—				
<b>INDUSTRIAL, MANUFACTURING &amp; PROCESSING, WHOLESALING</b>													
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	—	—	—				
<b>TRANSPORTATION, COMMUNICATIONS &amp; INFRASTRUCTURE USES</b>													
Ferry Terminal	UP	—	—	—	—	—	—	—	—	UP			
Marina	UP	—	—	—	—	—	—	—	—	UP			
Parking facilities	UP	UP	UP	—	—	UP	—	—	—	UP			
Telecommunications facilities	UP	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	UP				
Cemetery	—	—	—	—	—	—	—	—	—				
Clubs, lodges, & membership halls	UP	UP	UP	UP	UP	UP	—	—	—				
Community centers	A	A	A	A	A	A	A	A	A				
Health/fitness facilities	AUP	AUP	AUP	AUP	AUP	AUP	—	—	—				
Indoor amusement/entertainment facilities	AUP	AUP	AUP	AUP	AUP	AUP	—	—	—	Bingo: 9-5.3844			
Libraries and museums	A	A	A	A	A	A	—	—	A	A			

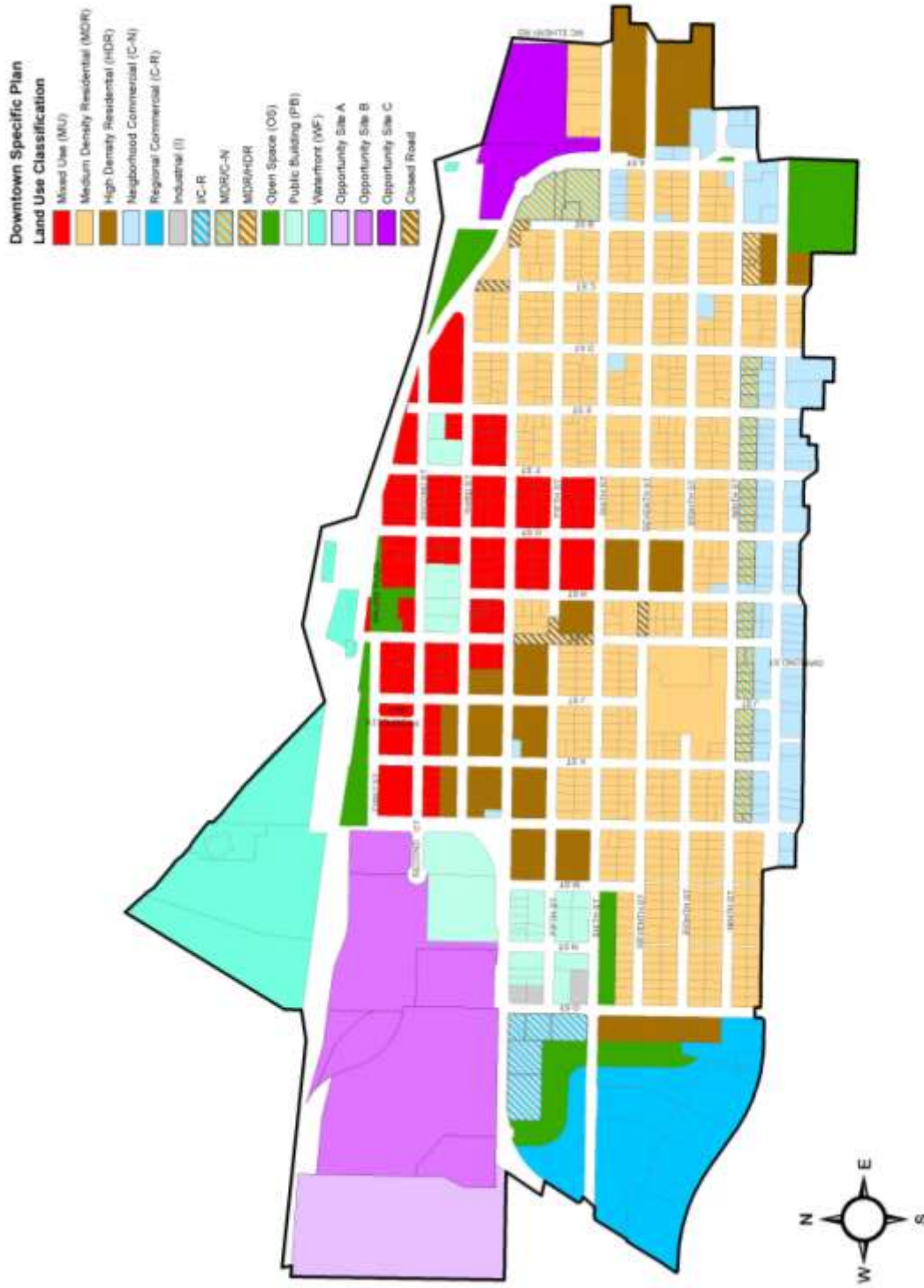
Outdoor recreation facilities	A	A	A	A	—	—	AUP	A	UP
Parks and playgrounds	A	A	A	A	A	A	A	A	A
Public safety facilities	A	A	A	A	A	A	A	A	A
<b>SUBDIVISION AND RESIDENTIAL</b>									
Small lot subdivision – less than 5,000 sf	—	—	—	—	UP	—	—	—	—
Res. density - greater than 28 units per acre	UP	—	—	—	—	—	—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

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		MU	C-N	C-R	MDR	HDR	I	WF	PB	Notes
<b>MINIMUM LOT SIZE</b>										
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.	By Use Permit			
Depth	100 ft.	100 ft.	500 ft.	100 ft.	100 ft.	500 ft.	By Use Permit			
<b>MINIMUM SETBACKS</b>										
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.	By Use Permit			
Street side	0 ft. min. (10 ft. max.)	0 ft.	15 ft.	5'	5'	5 ft.	By Use Permit			
Rear	0 ft.	0 ft. (20' to res.)	20 ft.	15'	15'	5 ft.	By Use Permit			
<b>OTHER STANDARDS</b>										
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	Parking is required only for new construction/ additions or by Use Permit. Existing buildings are exempt.		
Maximum residential density (dwellings per acre)	28; greater with a Use Permit *18 at 2 <sup>nd</sup> /A St.	16 dwellings per acre	-	13 dwellings per acre	16 dwellings per acre	-	By Use Permit			
Minimum land area per unit	1,500 square feet	2,750 square feet	-	3,300 square feet	2,500 square feet	-	By Use Permit			
Floor area ratio (FAR)	2.0	1.0	0.4	-	-	-	By Use Permit			
Site coverage	1	0.75	0.5	0.6	0.6	0.5	By Use Permit			
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	Per AMC 9-5.1703.1	By Use Permit			

**Figure 2-1: Downtown Specific Plan Land Use Map**



**Downtown Specific Plan Land Use Map**

## 3.0 Streetscape and Design Guidelines

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### 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 it's 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

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### 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) 10<sup>th</sup> Street; (3) L Street; (4) A Street; and (5) Wilbur Avenue. 9<sup>th</sup> Street inside the Downtown is designated in the General Plan as part of an Arterial (one way) Couplet with 10<sup>th</sup> 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 4<sup>th</sup> Street to its northern terminus at Marina Park; 2<sup>nd</sup> and 4<sup>th</sup> Streets are labeled as a Major Collector (one way) Couplet, for 2<sup>nd</sup> Street from L Street east to E Street, and for 4<sup>th</sup> Street from L Street east to C Street; G Street from 4<sup>th</sup> Street south throughout and beyond the Downtown; and E Street from 2<sup>nd</sup> Street to 9<sup>th</sup> 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.

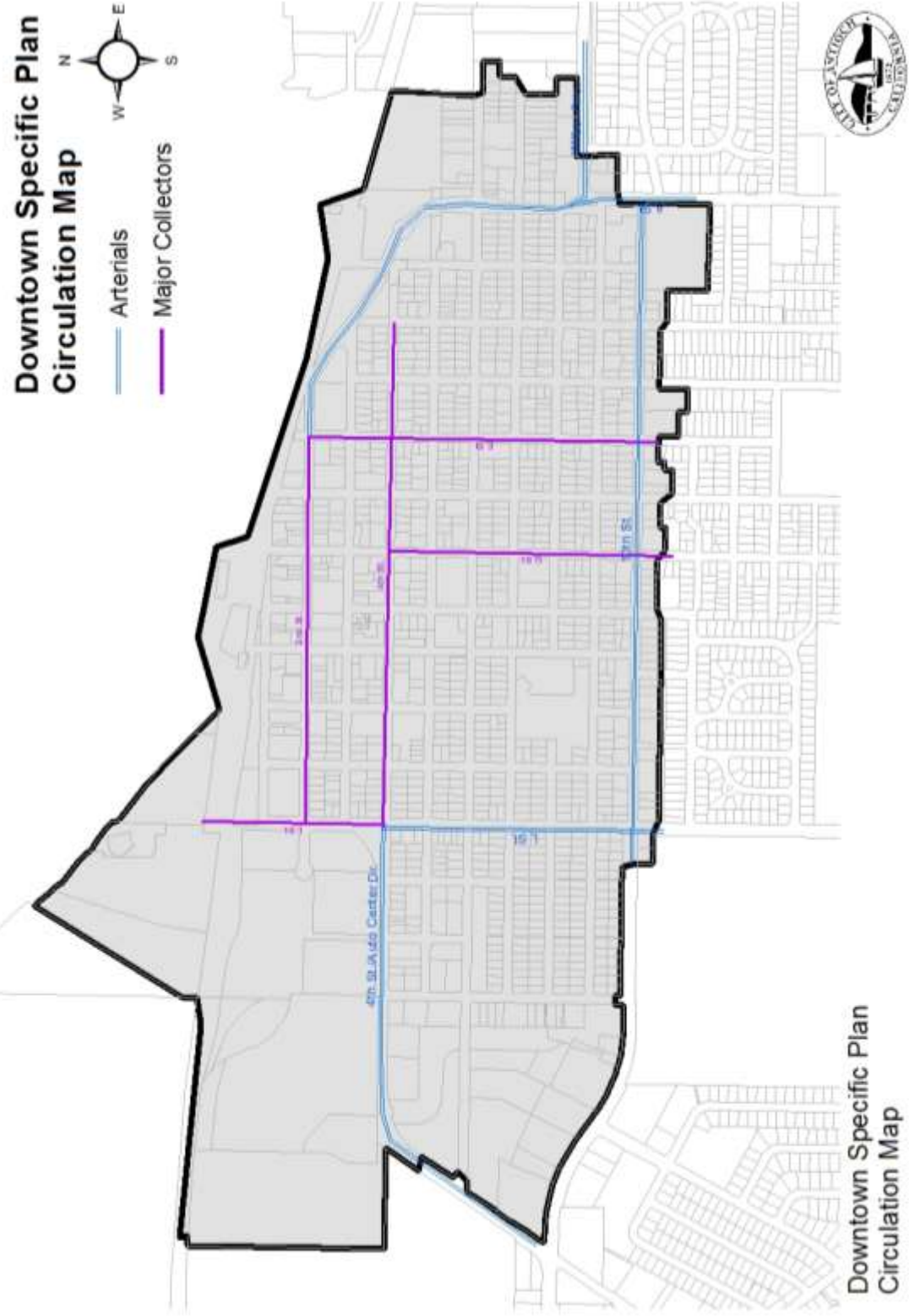
**Program 4.1.1b:** The City of Antioch will re-evaluate the benefits of converting 9th and 10th Streets to an Arterial Couplet and 2nd and 4th Streets as Major Collector one-way Couplets and the potential impacts on existing residents, quality of life, and pedestrians and cyclists.

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, 10<sup>th</sup> 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 10<sup>th</sup> Street intersects with a Class II route shown on L Street, starting at 4<sup>th</sup> 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:



- 4<sup>th</sup> Street from G to L Street – Existing Class II
- G Street from 4<sup>th</sup> to 10<sup>th</sup> Street and continuing south - Existing Class II
- L Street from 4<sup>th</sup> to 10<sup>th</sup> Street and beyond – Proposed Class II
- L Street from 4<sup>th</sup> Street to the Marina – Proposed Class III
- 9<sup>th</sup> Street between A and L Streets – Existing Class III
- 10<sup>th</sup> 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 4<sup>th</sup> 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.

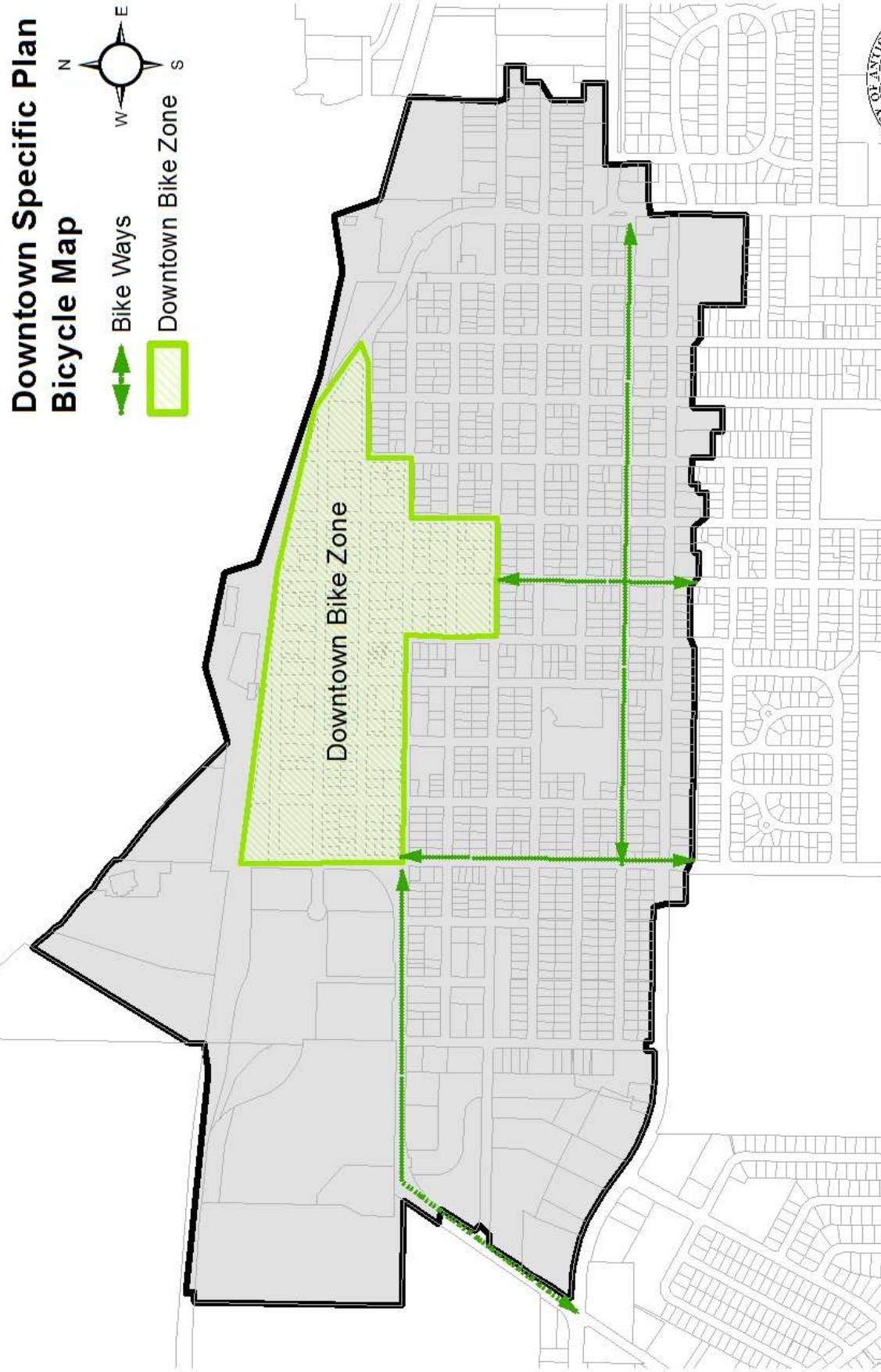
Program 4.3.1c: G Street: Bike route from 6th Street south.

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



## 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.

# Downtown Specific Plan Transit Map

 Future Ferry Service

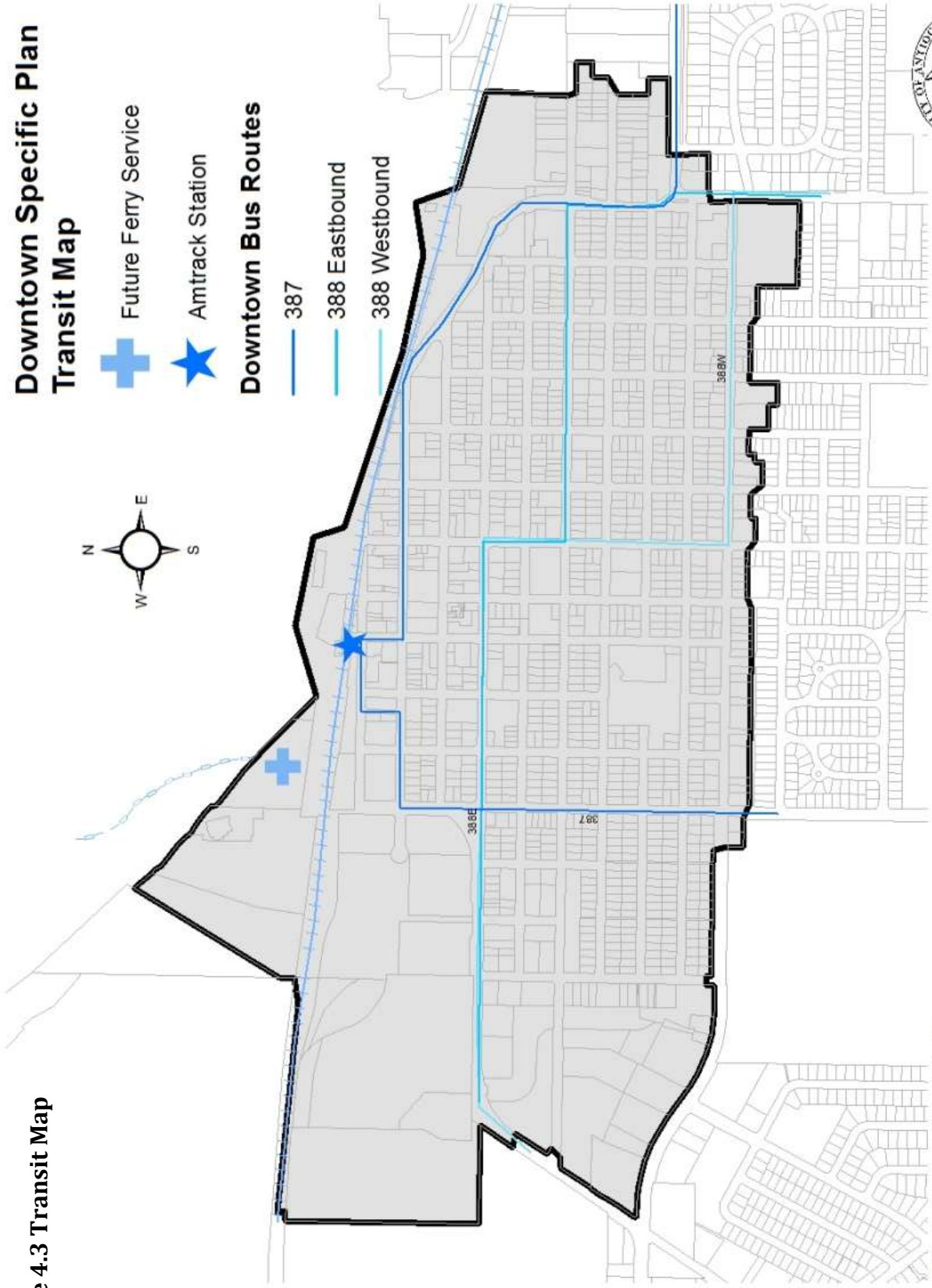
 Amtrack Station

## Downtown Bus Routes

 387

 388 Eastbound

 388 Westbound



Downtown Specific Plan  
Transit Map

Figure 4.3 Transit Map



## 5.0 Environmental Quality

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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 6<sup>th</sup> 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 URMs in Antioch, similar to the program adopted by the City of El Cerrito in 2009.

Policy 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.

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.

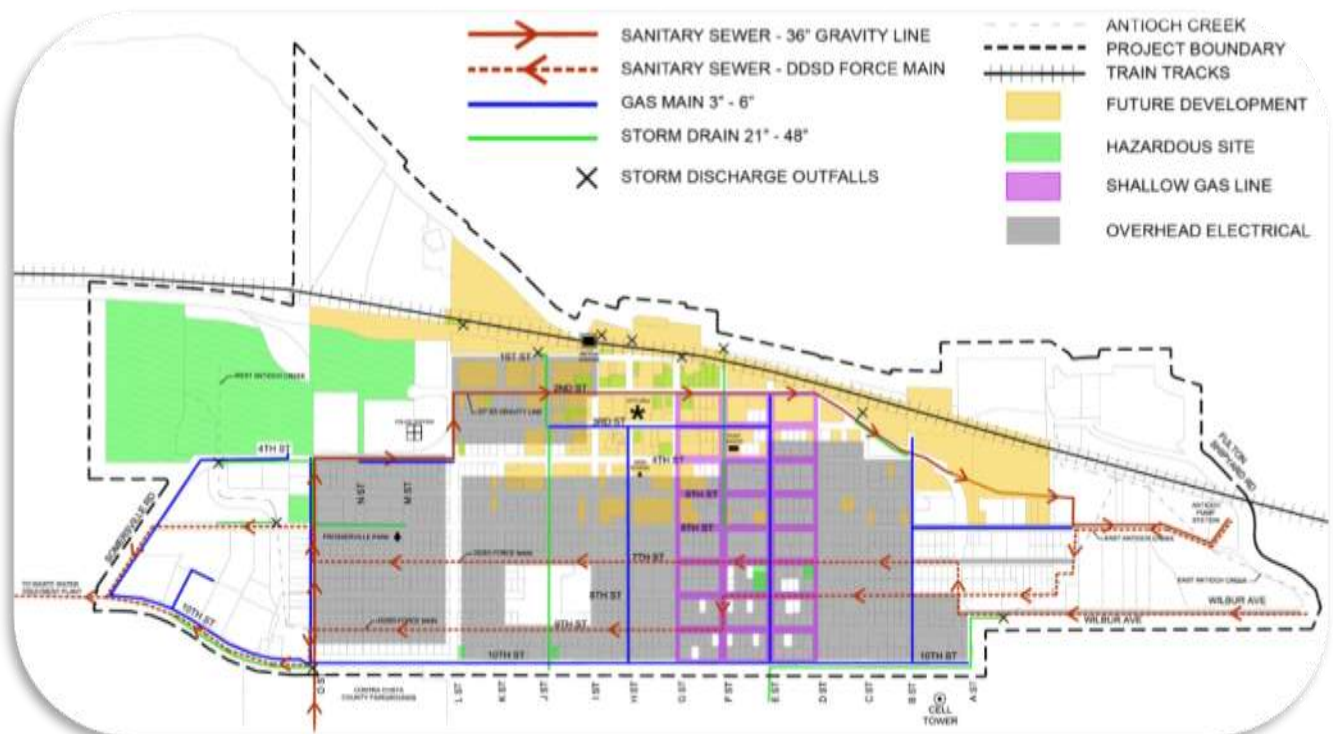
### 6.1 Sanitary Sewer Service

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 4<sup>th</sup> and 6<sup>th</sup> 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

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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 &amp; 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 <sup>th</sup> 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 <sup>th</sup> 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 &amp; 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 <sup>th</sup> 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 <sup>th</sup> 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 &amp; 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 &amp; 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

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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

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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**

# **ATTACHMENT "D"**

## **ADDENDUM to the ANTIOCH GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT (SCH #2003072140)**

### **for the City of Antioch DOWNTOWN SPECIFIC PLAN**

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February 14, 2017

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## **ADDENDUM GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT**

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## A. INTRODUCTION

The City of Antioch has prepared a Draft Downtown Specific Plan, which is intended to serve as a comprehensive land use document for the Downtown area. Presently, the area is regulated through a series of planning programs, municipal code sections, and similar policy documents, including the General Plan, Zoning Ordinance and Design Guidelines. The purpose of the Downtown Specific Plan is to create a streamlined and consolidated source for development policy and programs for Downtown Antioch.

The Downtown Specific Plan area is located within the northern portion of the Antioch city limits, and is generally bounded by the San Joaquin River to the north, Fulton Shipyard Road to the east, Tenth 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 approximate area of 0.75 square miles (see **Figure 1: Regional Location**). Existing land uses within the Downtown Specific Plan area include single-family and multi-family residential, commercial, civic, waterfront, industrial and open space. The area contains a variety of districts with unique histories, building forms, land use compositions and influences. The Downtown Specific Plan identifies these districts so that specific approaches to their use, reuse, and revitalization can be employed. The Downtown Specific Plan area is identified by the Metropolitan Transportation Commission as a Priority Development Area (PDA).

As shown in **Figure 2: Existing General Plan Land Use**, according to the 2003 General Plan Update EIR and as subsequently amended, the current land use designations for the areas to be included in the Downtown Specific Plan are Rivertown/Urban Waterfront, Somersville Road Corridor, Open Space, and High Density Residential.

As shown in **Figure 3: Existing Zoning Designation**, the current zoning designations in the Downtown Specific Plan area are: Single-Family Medium/Low Density Residential (R-6), Medium Density Residential (R-10), Medium/High and High Density Residential (R-20), Rivertown Low/Medium Density Residential (RTR-10), Rivertown High Density Residential (RTR-20), Rivertown Retail (RTC), Convenience Commercial (C-1), Neighborhood/Community Commercial (C-2), Mixed Commercial/Residential (MCR), Professional Office (C-O), Planned Business Center (PBC), Planned Development (P-D), Light and Heavy Industrial (M-1 and M-2), Urban Waterfront (WF), and Open Space/Public Use (OS).

Adoption of the proposed Downtown Specific Plan will require General Plan Land Use and Zoning Amendments. The Specific Plan will supplement the General Plan, and take the place of the Zoning Ordinance in the Downtown. The General Plan Land Use Element is currently being updated and the sections pertaining to the Downtown area are expected to be replaced with a reference to the Downtown Specific Plan.

The Draft Downtown Specific Plan was presented to the City Council on August 23, 2016. At that time, the City Council discussed some minor mapping changes in the draft Plan, calling attention to them for public awareness. The City Council voted to receive the Specific Plan update report, with a notation from staff that the next steps would include completing the Administrative Draft and presenting it to the Planning Commission and City Council for approval.

The Draft Downtown Specific Plan was presented to the Planning Commission on September 21, 2016. At that meeting, the Planning Commission received the update on the Downtown Specific Plan, and agreed to allow parking facilities/vehicle storage/bus terminal or similar use with a use permit in the C-R District.

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 (also see B. Background discussion below). 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 **C. Project Description** below). 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.

The City of Antioch intends to adopt the proposed Downtown Specific Plan pursuant to Section 15164 of the CEQA Guidelines, which states that an EIR Addendum is considered the appropriate document when “only minor technical changes or additions are necessary” and which would not generate or otherwise contribute to significant environmental effects. An Addendum is the most appropriate document pursuant to the CEQA Guidelines because the Downtown Specific Plan does not introduce any new impacts or more severe impacts relative to what was previously analyzed in the 2003 General Plan Update EIR, and none of the conditions described in Section 15162 have occurred.

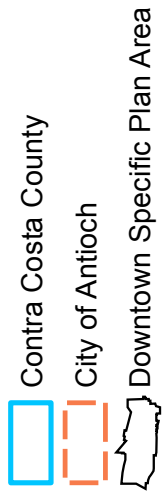
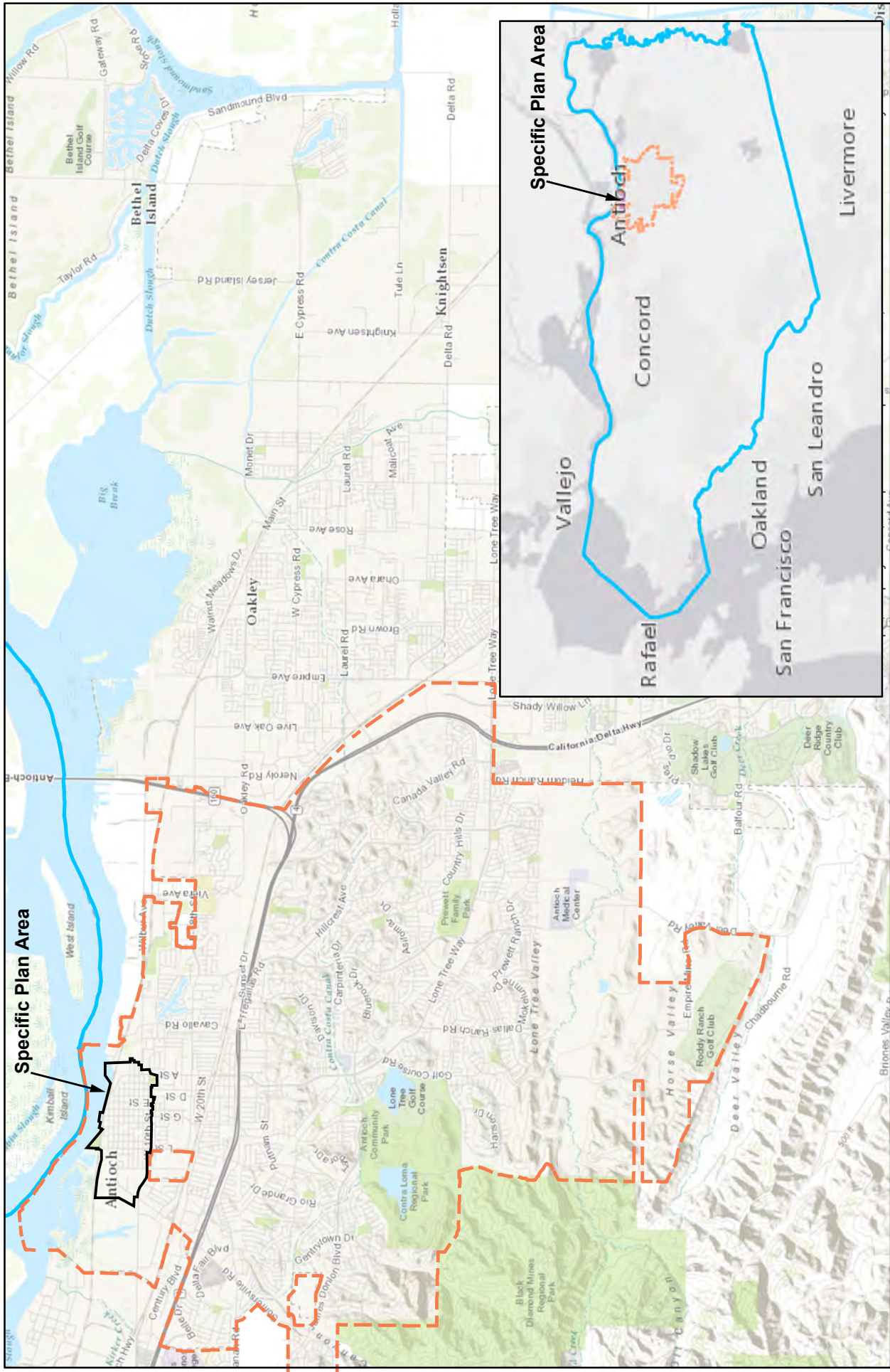
This Addendum has been prepared in accordance with Section 15164 of the CEQA Guidelines and analyzes the potential impacts of the Downtown Specific Plan relative to those impacts previously identified in the General Plan Update EIR (SCH #2003072140), which was certified on November 24, 2003 through City Council Resolution No. 2003/134. While the Downtown Specific Plan does include minor changes such as those outlined below, it is consistent with what was identified in the EIR and would not result in any new significant environmental impacts or substantially increase the severity of previously

identified significant impacts from those previously identified in the certified General Plan Update EIR.

The Downtown Specific Plan has been reviewed against the impacts and mitigation measures presented in the certified General Plan Update EIR. As set forth below, this Addendum finds that there would be no change to the impacts evaluated for any environmental categories.

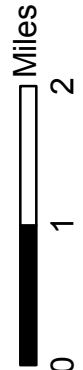


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**Regional Location**

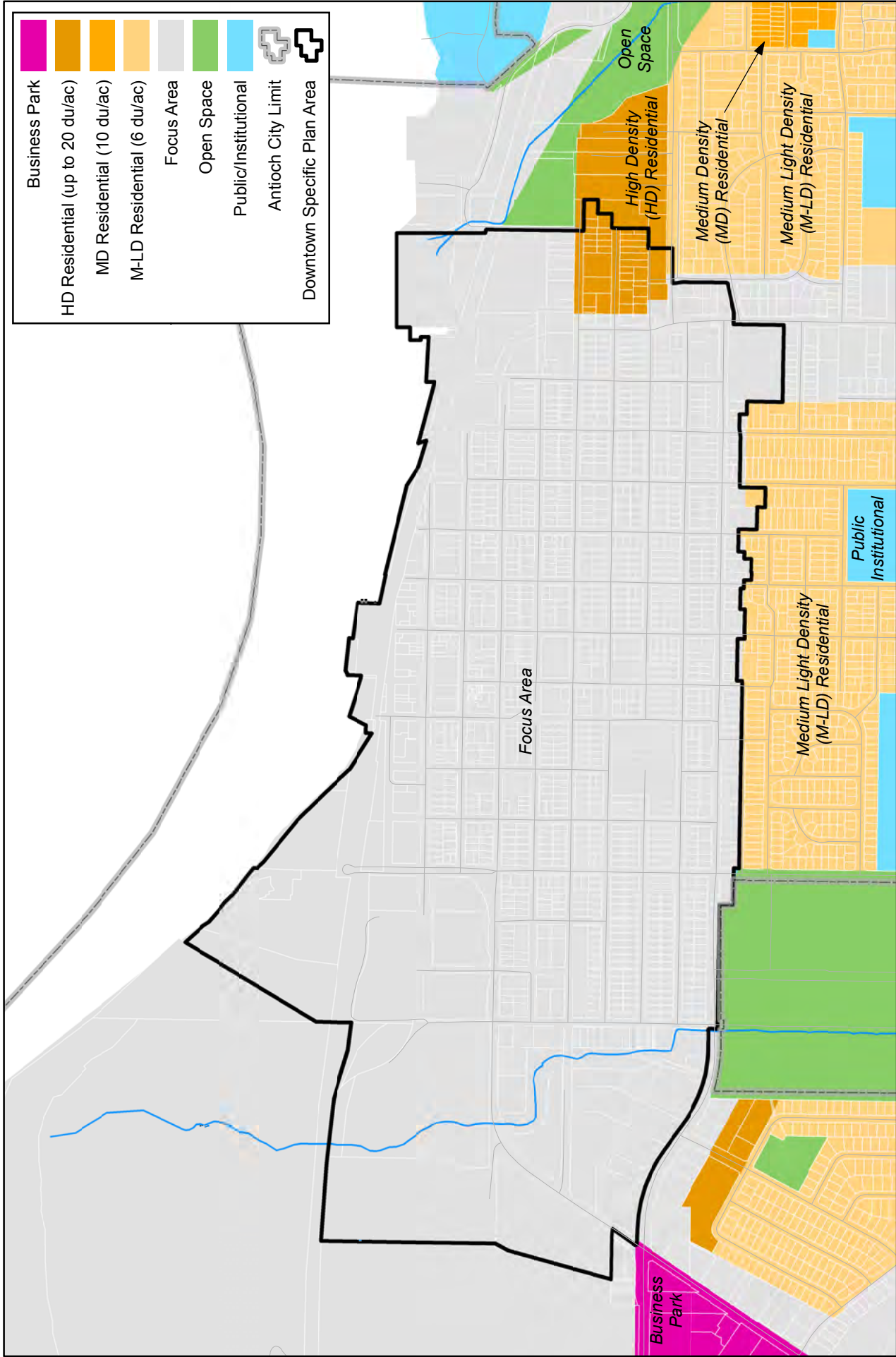
**Downtown Specific Plan  
Antioch, California**



Source: Contra Costa County

**Figure 1**

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**D11**

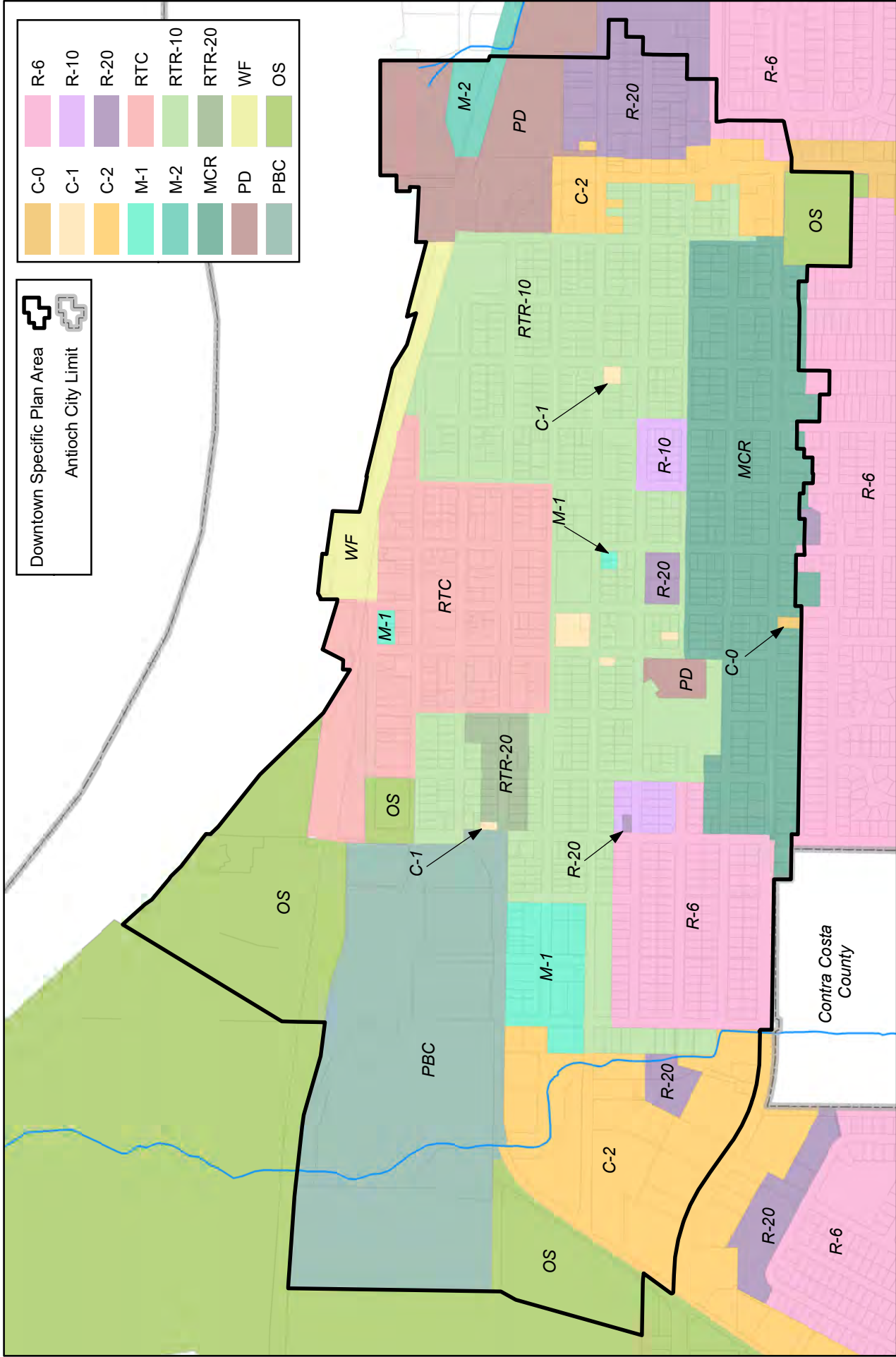
## Existing General Plan Land Use

Downtown Specific Plan  
Antioch, California

Source: Contra Costa County, City of Antioch

**Figure 2**

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**Figure 3**

Source: Contra Costa County, City of Antioch

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## **B. GENERAL PLAN EIR BACKGROUND**

A General Plan Update EIR was prepared for the City of Antioch in July 2003 and certified in November 2003 (SCH #2003072140). According to the General Plan Update EIR, the City of Antioch's Downtown is defined as the area between B Street on the east and L Street on the west; from the railroad on the north to 4th Street on the south. Along G Street, the downtown area extends as far south as 6th Street. The downtown core includes the portion of 2nd Street between E and I Streets, and G Street from 4th Street to the railroad. According to the 2003 General Plan Update EIR, the current General Plan land use designations for the areas to be included in the Downtown Specific Plan are Rivertown/Urban Waterfront and Somersville Road Corridor, Open Space, and High Density Residential. There are no new areas within the Downtown Specific Plan which were not included and analyzed in the General Plan Update EIR.

The City of Antioch prepared an EIR to assess the physical environmental impacts of the General Plan, its policies and implementing programs in accordance with the California Environmental Quality Act (CEQA) Guidelines. The Final EIR (FEIR) was certified by the City Council on November 24, 2003 (City Council Resolution No. 2003/134). The certified EIR consists of the following volumes:

- Antioch General Plan Update Environmental Impact Report (EIR); July 2003; and
- Antioch General Plan Update FEIR/Response to Comments to the Draft EIR; November 2003

The certified EIR (including the DEIR, FEIR and subsequent addendum<sup>1</sup> and amendments) assesses environmental impacts of the General Plan development projections through 2030 (cumulative). The certified EIR serves as a program-level environmental document for subsequent City actions that are consistent with the General Plan. Further, the certified EIR was prepared and determined to be legally sufficient to serve as a project-level environmental document for subsequent actions such as re-zonings, pre-zonings, annexations and revisions to the Antioch Municipal Code and regulations, as deemed necessary or recommended to implement provisions of the General Plan.

Potential environmental impacts and policies/mitigation measures were identified in the General Plan Update EIR for aesthetics, air quality, biological resources, cultural resources, geologic and seismic hazards, hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, utilities, and transportation/traffic. For each potential impact, policies/mitigation measures were recommended to reduce the level of

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<sup>1</sup> The Antioch City Council adopted Resolution No. 2005/130, certifying the Addendum approving revisions to the General Plan Map to comply with land uses and amendments to the General Plan text on November 11, 2005.



significance of the impact. With the exception of air quality and transportation/traffic, these policies/mitigation measures would reduce impacts to less-than-significant levels.

Impacts related to air quality and transportation/traffic were considered significant unavoidable adverse impacts that would result from implementation of the General Plan Update. Therefore, the City adopted a statement of overriding considerations, which balances the merits of approving the Plan despite the significant and unavoidable environmental effects identified in the General Plan EIR which are:

- The rate of increase in vehicle miles traveled (VMT) is higher than the rate of increase in population in Contra Costa County (1.5% per year) and in the Bay Area (1% per year). The rates of population increases for the County and region are averages of the cities within each area. Cities such as Antioch would be expected to be higher in VMT than the average, due to the proximity of the City to employment centers and that the vacant land within the City allows for expansion.
- Generation of NOx emissions that would exceed the project level operations threshold established by the Bay Area Air Quality Management District (BAAQMD).
- Stationary and mobile source air pollutant emissions associated with land uses within the City. Although some of the future pollutant emissions will occur as a result of previously approved development projects, there will also be pollutant emissions occurring as a result of additional development allowed by the General Plan beyond that which currently exists or is approved.
- Increases in traffic on area freeways and roadways. Certain roadways outside of the City of Antioch will operate at unacceptable levels of service.

The General Plan, General Plan Update EIR and addendum are available for review at the following location:

City of Antioch  
Community Development Department  
3rd and "H" Streets  
Antioch, CA 94509

The General Plan is also available on the City's website, which can be accessed at:  
<http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/>

## C. PROJECT DESCRIPTION

### Antioch Downtown Specific Plan

The Downtown Specific Plan area is located within the northern portion of the city limits, and is generally bounded by the San Joaquin River to the north, Fulton Shipyard Road to the east, Tenth 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 approximately 0.75 square miles. Land uses within the Downtown Specific Plan area include single-family and multi-family residential, commercial, civic, light industrial, and open space. The area contains a variety of districts with unique histories, building forms, land use compositions and influences.

The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. The Downtown Specific Plan does not propose development of any land uses, nor does it require that any land uses be constructed. The purpose of the Downtown Specific Plan is to establish local goals, policies, and programs that the City will utilize to carefully, efficiently and expeditiously review future development proposals, and implement future public improvements within the Downtown area. As such, 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 on a statutory or categorical basis.

A characterization of the five districts and other land uses within the Downtown Specific Plan are provided below:

**Mixed Use District (MU):** The basic form of this 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. Prominent land uses on 2<sup>nd</sup> Street include Antioch City Hall, El Campanil Theatre, the Nick Rodriguez Community Center, and a number of small restaurants and businesses. Residential uses are currently infrequent above ground floor commercial uses, but are closely present in nearby neighborhoods. The purpose of the Mixed Use District is to encourage an ultimate mix of retail, restaurant, public and entertainment uses that serves as a local and regional attraction with enhanced pedestrian opportunities.

**Neighborhood Commercial District (C-N):** 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 retail. 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 miscellaneous retail and restaurant uses. In addition, there are several remnant single-family residences interspersed within these commercial corridors. 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.

**Downtown Residential District (MDR/HDR):** This district includes the traditional residential neighborhoods that surround Downtown Antioch and once served as the City's primary residential area. 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 pattern and contains interspersed institutional and cultural buildings, churches, lodges, and Proserville Park. Though most of the neighborhood consists of single-family dwellings, there are also several areas of multi-family housing. The purpose of the Downtown Residential District 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 component of Downtown Antioch, and improve the quality of life for its residents. The 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 revitalization.

**Commercial - Regional District (C-R):** 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 largely remains undeveloped, especially, the parcels along 6th Street. The purpose of the Commercial-Regional District is to enable development, revitalization and/or re-occupancy of this area and provide regional retail opportunities associated with visibility from Auto Center Drive and 10th Street.

**Industrial District (I):** Industrial-designated lands are located in the western portion of the Downtown Plan Area along 4<sup>th</sup> Street and O Street. These areas are currently in industrial use or contain vacant industrial buildings. Their future use will likely remain industrial in nature because of the existing infrastructure and the compatibility of surrounding uses – the City of Antioch Corporation Yard and Public Works Building are located directly to the east of these industrial areas. Provisions are provided to allow the continued use of these sites in a manner that is consistent with their recent use, and favorable for new occupancy.

**Waterfront (WF):** The Waterfront District contains the Antioch Marina, the adjacent parking lot, the Riverview Lodge property, the former Humphrey's restaurant building, and the surrounding undeveloped riparian areas. The District includes the City of Antioch's

Marina office as well as supporting commercial uses, including the two prominent restaurant sites. 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.

### **Opportunity Sites (OP)**

Within the boundaries of the Downtown Antioch Specific Plan, there are three large parcels that are expected to contribute to the revitalization of Downtown Antioch. The unique revitalization potential for these properties have resulted in their being identified in the Specific Plan as Opportunity Sites. In lieu of traditional prescriptive land use and development standards, they are governed by a series of general policies that guide future use. In addition, each of these sites would be required to submit a comprehensive revitalization plan prior to any new development or entitlement being granted.

**Opportunity Site A:** This 17-acre site contains Bond Manufacturing, which operates a light manufacturing facility. Due to the quality of existing industrial buildings and infrastructure onsite, it is envisioned to house additional industrial users before any eventual revitalization or change in land use occurs. Ultimately, reuse may support residential uses that contribute to the vitality of Downtown. Future development must be sensitive to the adjacent wetland and appropriate for the available roadway access.

**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 Station. Development standards of the M-1 Light Industrial district apply. In the instance that M-1 Light Industrial is eliminated in the future, the site would be subject to the comparable provisions of a replacement light industrial district. Future development may be comprised of a mixed use village containing a variety of residential, commercial and office uses. Circulation and connectivity should be improved as part of any reuse of this site.

**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, due to the historic use of the site for industrial purposes, there may be issues related to soil contamination that would need to be fully addressed prior to development. Future development may be comprised of a mixed use village containing a variety of residential, commercial and office uses. Reuse of this site should orient towards the waterfront and include historic monuments or interpretations of the site's history as a cannery.

**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. 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.

**Public Buildings (PB):** Public Buildings 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, Nick Rodriguez Community Center, and the Senior Center. These facilities provide important services to the community, including administrative, public safety, recreation, and entertainment.

**Inundated Sites:** Much of the area along the northern boundary of the Downtown Specific Plan area is currently inundated by the San Joaquin River and is not immediately available for development. Any future development over the water, installation of new piers, or similar waterfront uses will require significant study and consultation with affected agencies. Because of this complexity, the Downtown Specific Plan does not anticipate any such development within these areas.

### **Development Potential**

Development potential under buildout of the Downtown Specific Plan is projected to decrease as compared to development for the same areas under the 2003 General Plan Update and EIR (see **Table 1: Change in Development**). The table shows the level of development projected under buildout of the Downtown Specific Plan, total development predicted under buildout of the 2003 General Plan, and the difference between the two. As shown in **Table 1: Change in Development Potential**, the total number of dwelling units at buildout of the Downtown Specific Plan is projected to be 1,927 units less than allowed under the General Plan, commercial floor area at Specific Plan buildout is projected to be 509,493 square feet less than permitted under the General Plan, and residential density at Specific Plan buildout will decrease from 12.0 dwelling units/acre (DUA) as permitted under the General Plan, to 6.7 DUA under buildout of the proposed Downtown Specific Plan.

**Table 1: Change in Development Potential**

<b>Downtown Specific Plan Land Use Designation</b>	<b>Parcels<sup>1</sup></b>	<b>Acres</b>	<b>Dwelling Units<sup>2</sup></b>	<b>Commercial Floor Area (square feet)</b>	<b>Residential Density<sup>3</sup></b>
Closed Road	4	1.3	0	0	0.0
C-N	89	19.2	0	833,973	0.0
C-R	14	22.7	0	395,379	0.0
HDR	158	26.9	484	0	18.0
I	3	0.9	0	16,291	0.0
I/C-R	5	3.8	0	65,728	0.0
MDR	617	79.4	952	0	12.0
MDR/C-N	47	7.9	94	344,740	12.0
MDR/HDR	4	0.7	12	0	18.0
MU	147	28.4	511	1,237,659	18.0
OP-A	1	16.6	0	180,965	0.0
OP-B	7	36.5	0	397,529	0.0
OP-C	4	8.6	0	93,432	0.0
OS	11	14.4	0	0	0.0
PB	29	15.9	0	172,670	0.0
WF	12	24.8	0	269,566	0.0
<b>Downtown Specific Plan</b>	<b>1,152</b>	<b>308</b>	<b>2,053</b>	<b>4,007,932</b>	<b>6.7</b>
<b>2003 General Plan</b>	<b>N/A</b>	<b>308</b>	<b>3,980</b>	<b>4,517,425</b>	<b>12.0</b>
<b>Difference</b>	<b>N/A</b>	<b>0</b>	<b>-1,927</b>	<b>-509,493</b>	<b>6.2</b>

Sources: Downtown Specific Plan Land Use. City GIS and 2003 General Plan Land Use Map.  
 1 Parcels as identified in Assessor Parcel Maps, dated December 2016.  
 2 Dwelling Units shows the maximum allowed per acre based on the land use designation.  
 3 Residential density is defined as the number of dwelling units per acre. Density shown in this chart does not include bonuses that are allowed per State law and the Zoning Code for affordable and/or senior housing. Such additional density must be reviewed and approved separately by the City, and is subject to additional environmental review, if needed.

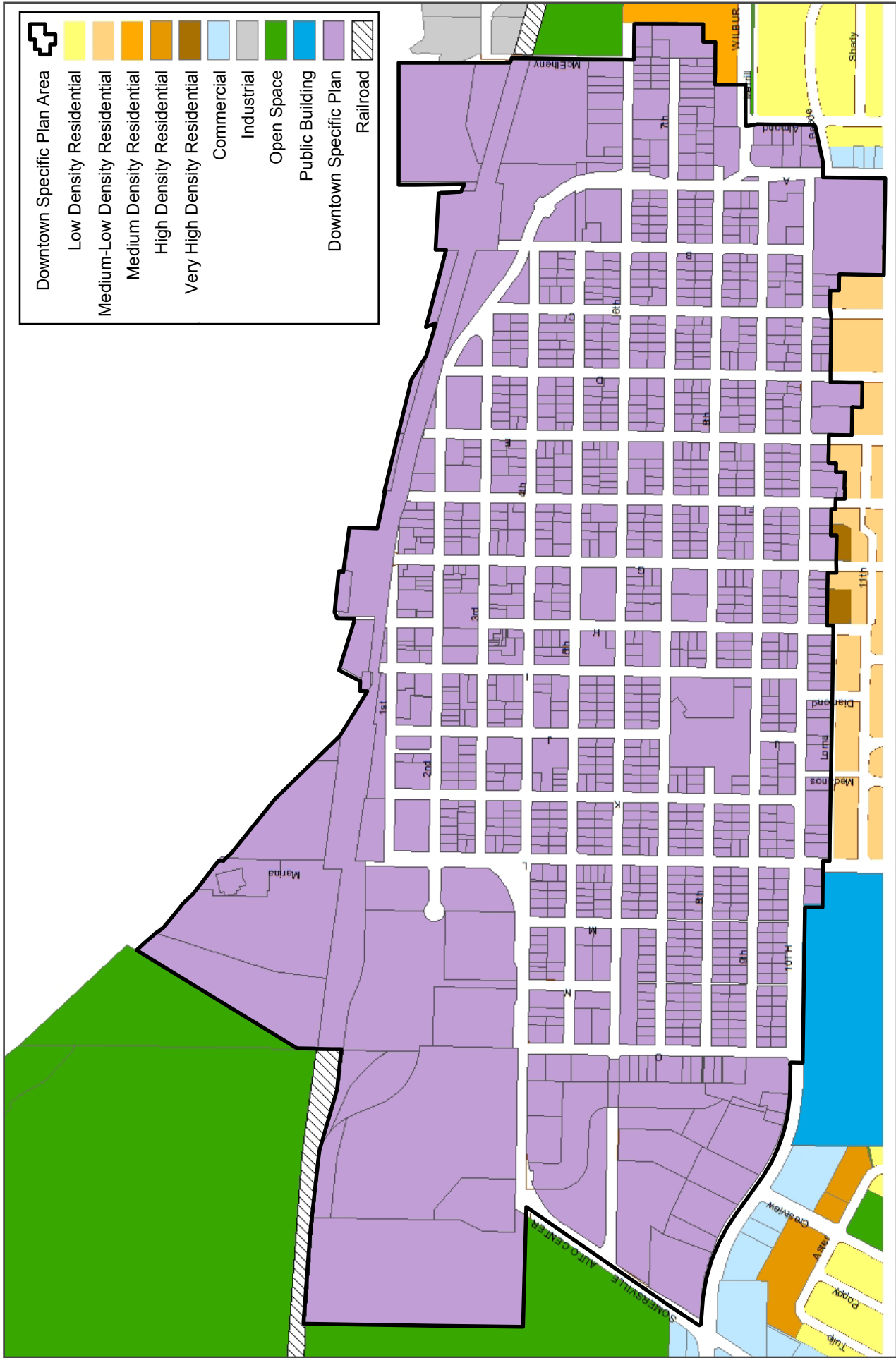
**City of Antioch Approvals**

**Land Use Changes**

The Downtown Specific Plan will require a General Plan Amendment to formalize the new land use designations. The General Plan land use designations will be changed from Rivertown/Urban Waterfront, Somersville Road Corridor, Open Space, and High Density Residential to Specific Plan – Downtown (SP-D). The City’s General Plan Land Use map will also be updated to reflect the SP-D Land Use for the Downtown Specific Plan area as part of this General Plan Amendment, to achieve consistency with the Downtown Specific Plan (See **Figures 4 and 5 Proposed General Plan Land Use and Downtown Specific Plan Land Use**, respectively).

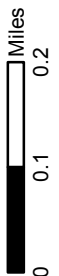
## Zoning Changes

The zoning designation for the Downtown Specific Plan area would be Downtown Specific Plan – Planned Development (DSP-PD). As a result, implementation of the Downtown Specific Plan will require a Zoning Ordinance and Map Amendment. The City's Zoning Ordinance and Zoning Map will be amended concurrently to reflect the DSP-PD zoning district for the Downtown Specific Plan area to achieve consistency with the Downtown Specific Plan (See **Figure 6, Proposed Zoning Amendment**).



# Proposed General Plan Land Use

Downtown Specific Plan  
Antioch, California



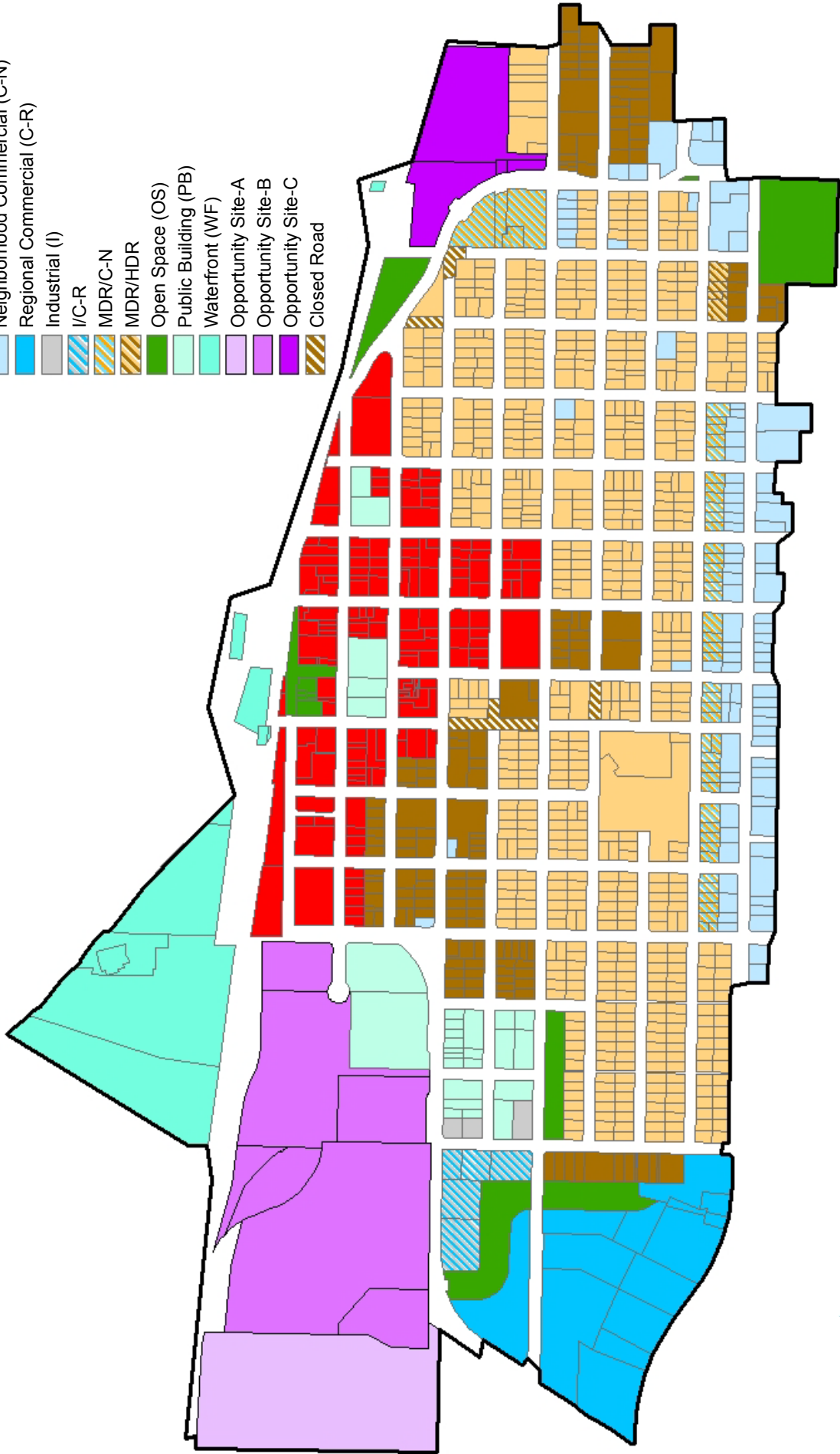
Source: Contra Costa County, City of Antioch

Figure 4



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- Mixed-Use (MU)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Neighborhood Commercial (C-N)
- Regional Commercial (C-R)
- Industrial (I)
- I/C-R
- MDR/C-N
- MDR/HDR
- Open Space (OS)
- Public Building (PB)
- Waterfront (WF)
- Opportunity Site-A
- Opportunity Site-B
- Opportunity Site-C
- Closed Road



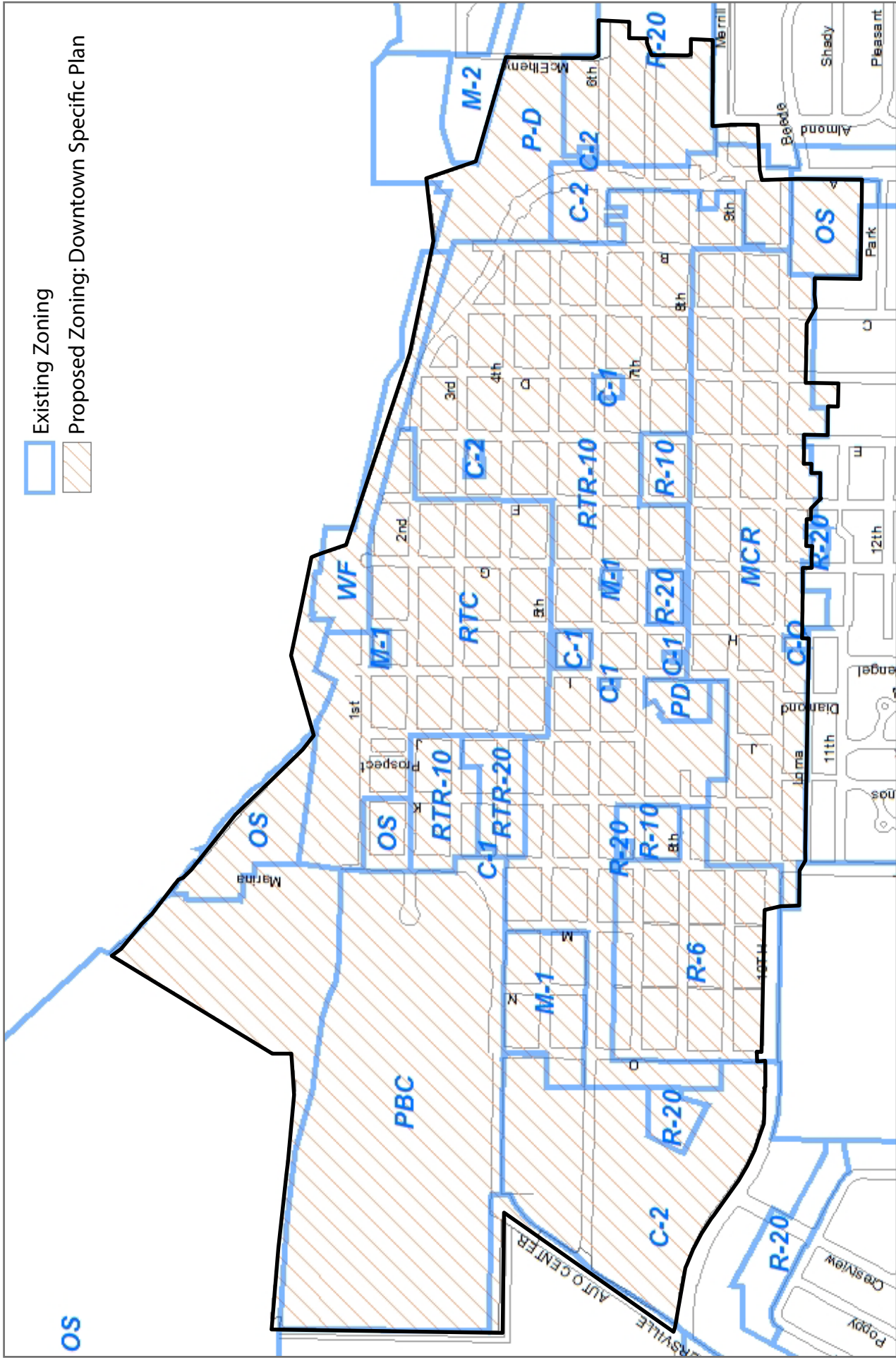
## Downtown Specific Plan Land Use

Downtown Specific Plan  
Antioch, California



Source: City of Antioch

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**D27**

## Proposed Zoning Map Amendment

Downtown Specific Plan  
Antioch, California

Source: Contra Costa County, City of Antioch

**Figure 6**

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#### **D. RATIONALE FOR PREPARATION OF GENERAL PLAN EIR ADDENDUM**

This General Plan EIR Addendum has been prepared in accordance with the standards identified in Section 15164 of the CEQA Guidelines. As discussed herein, the Downtown Specific Plan calls for residential densities, non-residential intensities, and buildout that are consistent with, or below those identified in the General Plan. The Downtown Specific Plan proposes land uses that differ slightly from the development intensity anticipated by the General Plan; however the overall intensity proposed by the Downtown Specific Plan is within or below the range envisioned by the General Plan and analyzed in the General Plan Update EIR.

In determining whether an addendum is the appropriate document to analyze the modifications to the project and its approval, State CEQA Guidelines Section 15164 (Addendum to an EIR) states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

New significant effects or other grounds require preparation of a subsequent EIR or supplemental EIR in support of further agency action on a project pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162 and 15163. Under these guidelines, a subsequent or supplemental EIR shall be prepared if any of the following criteria are met:

*(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*

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

*(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*

*(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*

*(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*

*(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

*(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*

*(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

It is the conclusion of this analysis that none of the conditions identified in CEQA Guidelines Sections 15162 and 15163 apply to the Downtown Specific Plan.

This document serves as the Addendum to the Final Environmental Impact Report (FEIR) prepared for the City of Antioch General Plan Update. The Addendum has been drafted pursuant to Section 15164 of CEQA and provides evidence demonstrating that the proposed Downtown Specific Plan is consistent with the certified General Plan Update EIR.

As demonstrated herein, the proposed changes set forth in the Downtown Specific Plan do not meet the criteria for requiring preparation of a Subsequent or Supplemental EIR, pursuant to CEQA Sections 15162 and 15163 respectively. The proposed Downtown Specific Plan will not result in one or more significant effects not previously discussed in the General Plan Update EIR, nor does the Downtown Specific Plan create substantially more severe significant effects than previously examined. Additionally, none of the conditions analyzed under the certified General Plan EIR have substantially changed.

Several policies and programs are presented in the Downtown Specific Plan that address the specific design, intensity and compatibility of future development and revitalization. In addition, policies and programs have been set forth that ensure development intensity and reuse minimize potential impacts to the established character and environment. Collectively, policies and programs in the Downtown Specific Plan are consistent with those mitigation measures set forth in the certified General Plan EIR.

The City of Antioch, as the lead agency, supports and recommends an Addendum rather than the preparation of a Subsequent EIR or Supplemental EIR. Therefore, the Downtown Specific Plan may be approved as activity covered within the scope of the 2003 certified General Plan Update EIR.

The purpose of this review is to determine if the project would result in new significant impacts, an increase in the severity of impacts, or new or expanded mitigation measures from those analyzed and determined in the General Plan EIR. The Impacts Summary Table below presents those General Plan Update EIR impacts and recommended mitigation measures that are pertinent to the Downtown Specific Plan, and compares the proposed Downtown Specific Plan to those impacts and mitigation measures set forth in the General Plan Update EIR.

Table 2 below, provides a summary of potential impacts identified in the General Plan EIR, discloses General Plan policies and mitigation measures intended to reduce or offset impacts and demonstrates consistency of the Specific Plan with the General Plan EIR.



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**Table 2: Consistency of Downtown Specific Plan with General Plan EIR**

GENERAL PLAN EIR IMPACT	GENERAL PLAN EIR POLICIES/MITIGATION MEASURE	RELATIONSHIP OF PROPOSED DOWNTOWN SPECIFIC PLAN TO GENERAL PLAN EIR
<b>AESTHETICS</b>		
<p>Impact 4.1.1. Affected Views to Scenic Vistas and Scenic Resources. The GP EIR determined that development facilitated by GP would increase the development of urban uses, causing a loss of open space and change in aesthetic character. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Polices: 5.4.2 and 5.4.14</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 5.4.2 and 5.4.14, Design Review, and the Design Guidelines incorporated by reference into the DSP. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.1.2. Light and Glare. The GP EIR determined that development facilitated by GP would increase light and glare that could adversely affect day or nighttime views of Antioch. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Mitigation Measures 4.1.2A, 4.1.2B, 4.1.2C, and 4.1.2D require the City to modify the proposed General Plan to incorporate policies to limit sources of lighting to the minimum required for safety and provide screening for commercial and industrial lighting adjacent to residential land use designations.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, GP EIR measures 4.1.2A, 4.1.2B, 4.1.2C, and 4.1.2D, Design Review, and the Design Guidelines within Appendix A of the DSP. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>

AIR QUALITY		
<p>Local Carbon Monoxide Hot Spot. The GP EIR determined that future ambient CO concentrations, with implementation of the proposed General Plan, would not violate either the State or Federal CO standards. Impact considered less than significant.</p>	<p>No mitigation required.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is not anticipated to violate either the State or Federal CO standards. Due to the lower buildout potential of the DSP relative to the GP, AQ impacts are expected to be lower than those analyzed in the GP EIR. Furthermore emission levels have declined as cars are more fuel efficient and there's a greater mix of hybrids, PZEVs &amp; electric vehicles.</p>
<p>Impact 4.2.1. Construction Impacts. The GP EIR determined that development facilitated by GP would result in construction-related impacts on air quality. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 10.5.2.a</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 10.5.2.a, BAAQMD emission control measures, and DSP Implementation Measures, including Policy 5.2.4. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.2.2. Regional Emissions Associated with Vehicular Trips. Development would result in more daily vehicular trips within the Planning Area. Emission factors for the existing (2003) and future build out year (2030) were determined. Future emissions (2030) would be lower when compared to</p>	<p>Policies: 10.5.2.b and 10.5.2.c.</p>	<p>There would be no change or increase in the severity of the significant and unavoidable impact. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 10.5.2.b and 10.5.2.c, and DSP Implementation Measures,</p>

<p>their corresponding existing emissions (2003), except PM 10. NOx emissions would exceed the project level operations threshold established by the BAAQMD. Impacts are considered significant and unavoidable.</p>		<p>including Policies 5.2.2 and 5.2.3. Due to the lower buildout potential of the DSP relative to the GP, AQ impacts are expected to be lower than those analyzed in the GP EIR. Furthermore overall emission levels have declined as cars are more fuel efficient and there's a greater mix of hybrids, PZEVS &amp; electric vehicles.</p>
<p>Impact 4.2.3. Consistency With Clean Air Plan Population and VMT Assumptions. The GP EIR determined that the rate of increase in VMT is higher than the rate of increase in population in Contra Costa County (1.5% per year) and in the Bay Area (1% per year). The rates of population increases for the County and region are averages of the cities within each area. Cities such as Antioch would be expected to be higher than the average, due to the proximity of the City to employment centers and that the vacant land within the City allows for expansion. Impacts are considered significant and unavoidable.</p>	<p>Policies: 10.5.2.b and 10.5.2.c.</p>	<p>There would be no change or increase in the severity of the significant and unavoidable impact as identified in the General Plan EIR. All new development facilitated by the proposed DSP is subject to the 2003 General Plan, the measures outlined in GP Policies 10.5.2.b and 10.5.2.c, and DSP Implementation Measures, including Policies 5.2.2 and 5.2.3. Due to the lower buildout potential of the DSP relative to the GP, VMTs and AQ impacts are expected to be lower than those analyzed in the GP EIR. Furthermore overall emission levels have declined as cars are more fuel efficient and there's a greater mix of hybrids, PZEVS &amp; electric vehicles.</p>
<p>Impact 4.2.4. Stationary Source Emissions. The proposed General Plan would potentially result in increased stationary sources emissions from nonresidential development,</p>	<p>Policies: 10.5.2.d, 10.5.2.e, and 10.5.2.f.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 10.5.2.d,</p>

<p>new industries having the potential for emitting toxic air contaminants, and wood-burning stoves and fire places. Considered significant before mitigation, but less than significant after mitigation.</p>		<p>10.5.2.e, and 10.5.2.f, and DSP Implementation Measures, including Policies 5.2.2 and 5.2.3. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Due to the lower buildout potential of the DSP relative to the GP, AQ impacts are expected to be lower than those analyzed in the GP EIR. Furthermore wood burning stoves and fireplaces in new development must be EPA approved.</p>
<p><b>BIOLOGICAL RESOURCES</b></p>		
<p>Impacts 4.3.1 and 4.3.2. Sensitive Species and Sensitive Natural Communities. The GP EIR determined that implementation of the proposed GP may result in impacts to species identified as a candidate, sensitive, or special status species, as well as riparian, wetland or other sensitive natural communities. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 10.4.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 10.4.2, the City's Tree Protection Ordinance, and DSP Implementation Measures, including Policies 5.3.3 and 5.3.4. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impacts 4.3.3 and 4.3.4. Impacts to Migratory Wildlife Corridors. The GP EIR determined that implementation of the proposed General Plan could interfere with the movement of</p>	<p>Policies: 10.4.2 and 10.3.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 10.4.2 and</p>

<p>wildlife species or with migratory wildlife corridors. Considered significant before mitigation, but less than significant after mitigation.</p>		<p>10.3.2, and DSP Implementation Measures, including Policies 5.3.3 and 5.3.4. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p><b>CULTURAL RESOURCES</b></p>		
<p>Impact 4.4.1. Adverse Change in the Significance of an Historical Resource. The GP EIR determined that development allowed by implementation of the proposed General Plan could cause the destruction of or loss of an historical resource. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 5.4.6, 5.4.11, and 10.7.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 5.4.6, 5.4.11, and 10.7.2, DSP Implementation Measures including Policies 5.5.2 and 5.5.3, and the Design Guidelines incorporated by reference into the DSP. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.4.2. Destruction of a Known Archaeological Resource. The GP EIR determined that development associated with the proposed General Plan would require disturbance of vacant lands and could cause the destruction of known archaeological resources. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 10.7.2a and b Mitigation Measure 4.4.2A requires the City to modify the proposed General Plan to incorporate a policy with a provision in the event that avoidance and/or preservation in the location of any cultural resources is not possible.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 10.7.2a and b, GP EIR mitigation measure 4.4.2A, consultations per AB 52, and DSP Implementation Measures, including Policy 5.5.2. With adherence to these policies, programs, and measures, impacts will not be</p>

<p>Impact 4.4.3. Destruction of a Unique Paleontological Resource or Site. The GP EIR determined that development associated with the proposed General Plan would require disturbance of vacant lands and could cause the destruction of a unique paleontological resource or site. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 10.7.2a and b Mitigation Measure 4.4.3A requires the City to modify the proposed General Plan to incorporate a policy requiring the presence of a paleontologist during site grading if the site may contain paleontological resources.</p>	<p>any more severe than those identified in the General Plan EIR.  No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 10.7.2a and b, GP EIR mitigation measure 4.4.3A, and DSP Implementation Measures, including Policy 5.2.2. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p><b>GEOLOGY AND SOILS</b></p>		
<p>Impact 4.5.1. Ground Shaking. The GP EIR determined that new development would likely be subject to some level of seismic ground shaking. Considered significant pre mitigation, but less than after mitigation.  Impact 4.5.5. Unstable Geologic Conditions. The GP EIR determined that development in certain areas may become unstable and potentially result in landslides, lateral spreading, subsidence, liquefaction, or collapse. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 11.3.2 and 11.8.2.  Mitigation Measures 4.5.1A and 4.5.1B require the City to modify the proposed General Plan to incorporate a policy requiring the preparation of a site-specific ground shaking assessment for any proposed development in the city.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 11.3.2 and 11.8.2, GP EIR mitigation measures 4.5.1A and 4.5.1B, compliance with California Building Standards Code, and DSP Implementation Measures, including Policies 5.4.2, 5.4.3, and 5.4.4. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>

<p>Impact 4.5.2. Liquefaction. The GP EIR determined that future proposed General Plan development within Antioch would increase the potential for the placement of structures and facilities in or near areas susceptible to liquefaction. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 11.3.2-i and k. Mitigation Measure 4.5.2A requires the City to modify the proposed General Plan to incorporate a policy regarding liquefaction hazards.</p>	<p>No change. All new development facilitated by the proposed DSP is subject to the 2003 General Plan, the measures outlined in GP Policies 11.3.2-i and k, GP EIR mitigation measure 4.5.2A, and DSP Implementation Measures, including Policies 5.4.2, 5.4.3, and 5.4.4. With adherence to these policies, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.5.3. Landslides, Rockfalls, and Expansive Soils. The GP EIR found that future proposed General Plan development within the City would increase the potential for the placement of structures and facilities in areas susceptible to landslides, rockfalls, or expansive soils. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 5.4.14-a and b; 11.3.2-a, g, h, i, and j.</p>	<p>No change. All new development facilitated by the proposed DSP is subject to the 2003 General Plan, the measures outlined in GP Policies 5.4.14-a and b, 11.3.2-a, g, h, i, and j, and DSP Implementation Measures, including Policies 5.4.2, 5.4.3, and 5.4.4. With adherence to these policies, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.5.4. Soil Erosion/Loss of Topsoil. The GP EIR determined that areas exposed during future proposed General Plan development activities would be prone to erosion and/or the loss of topsoil. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 8.7.2 and 10.6.2.</p>	<p>No change. All new development facilitated by the proposed DSP is subject to the 2003 General Plan Policies 8.7.2 and 10.6.2, and DSP Implementation Measures including Policies 5.4.2, 5.4.3, and 5.4.4. With adherence to these policies, impacts will not be any more severe than those identified in the General Plan EIR.</p>



<p>Impact 4.5.6. Expansive Soils. The GP EIR determined that future development would increase the potential for the placement of structures and facilities in areas susceptible to damage resulting from expansive soils. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 11.3.2-a and k.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 11.3.2-a and k, and DSP Implementation Measures, including Policies 5.4.2, 5.4.3, and 5.4.4. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p><b>HAZARDOUS MATERIALS</b></p>		
<p>Impact 4.6.1. Hazardous Materials Use, Generation and Transport. The GP EIR determined that buildout of the proposed General Plan may result in increased risk of upset associated with the routine use, generation, and transportation of hazardous materials, which may potentially pose a health or safety hazard. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.7.2.</p>	<p>All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 11.7.2, and DSP Implementation Measures, including Policy 5.2.6. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.6.2. Impair an Emergency Response Plan. The GP EIR determined that build out of the proposed General Plan may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Considered</p>	<p>Policy: 11.8.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 11.8.2, and DSP Implementation Measures. With adherence to these policies, programs, and</p>

<p>significant before mitigation, but less than significant after mitigation.</p>		<p>measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.6.3. Wildland Fire Hazards. The GP EIR determined that implementation of the proposed General Plan may expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 8.10.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 8.10.2, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.6.4. Mine Hazards. The GP EIR determined that collapse of historic coal mine tunnels could result in subsidence of lands located above the mines, potentially causing damage to foundations or other improvements. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.3.2.</p>	<p>Not applicable. This impact and measure relate to an area outside of the Downtown Specific Plan.</p>
<p><b>HYDROLOGY AND WATER QUALITY</b></p>		
<p>Impacts to Groundwater Supplies. The GP EIR determined that impacts to ground water supplies are less than significant as no municipal water is pumped from groundwater. Impact considered less than</p>	<p>Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2, and DSP</p>

<p>significant.</p>		<p>Implementation Measures, including Policy 6.1.1. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impacts to Water Quality. The GP EIR determined that impacts associated with new development can include erosion and sedimentation associated with groundbreaking and clearing activities. Additionally, stormwater runoff from urban areas contains a variety of pollutants that may reduce the quality of groundwater resources when introduced into groundwater aquifers. Impact considered less than significant.</p>	<p>Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2, Municipal Code Title 6, Chapter 9, and DSP Implementation Measures, including Policies 6.1.1 and 6.1.4. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Risk of Seiche, Tsunami or Mudflows. The GP EIR determined that due to this geographic location, implementation of the proposed GP would not expose people or property to flooding associated with seiches or tsunamis. Additionally, the hillside to the south is generally stable and is not prone to mudflows. Impact considered less than significant.</p>	<p>Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Risk of Dam Failure. Portions of the City of Antioch are located below the Contra Loma</p>	<p>Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is</p>

<p>Reservoir and the overall safety classification of the dam is registered as satisfactory. Impact considered less than significant.</p>		<p>subject to the 2003 General Plan, the measures outlined in GP Policies 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.7.1. Increased Stormwater Runoff. The GP EIR determined that future development would likely result in a net increase in impervious surfaces that would reduce the amount of rainfall that can infiltrate into the subsurface. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.4.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 11.4.2, Municipal Code Title 6, Chapter 9, and the DPS Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.7.2. Flood Hazards. The GP EIR determined that an increase in development within the City has the potential to increase the risk of flooding. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 3.5.6.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, GP Policy 3.5.6.2, Municipal Code Title 6, Chapter 9, and DSP Implementation Measures, including Policy 5.2.5. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>

<p>Impact 4.7.3. Alteration of the San Joaquin River. The GP EIR determined that revitalization and development of Rodgers Point may substantially alter a portion of the San Joaquin River. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>The City shall modify the proposed General Plan to incorporate a policy with the following provision: Prior to or concurrent with approvals of any development applications, at Rodgers Point a Master Plan for the area shall be prepared and approved by the City. The Master Plan shall provide detailed guidance for environmental review, project-related land use, provision and financing of required public services and facilities, open space preservation, community design, recreational amenities, and community improvements.</p>	<p>Not applicable. This impact and measure relate to an area outside of the Downtown Specific Plan. As such, development within the Downtown Specific Plan does not include any modifications to Rodgers Point.</p>
<p><b>LAND USE</b></p>		
<p>Physically Divide an Established Community. The GP EIR determined that development facilitated by the GP will not disrupt or divide the physical arrangement of any established neighborhood. Impact considered less than significant.</p>	<p>No mitigation required.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the DSP Implementation Measures, and the DSP Land Use and Development Standards. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>

<p>Impact 4.8.1. Changes in the Pattern of Land Use. The GP EIR determined that changes in the pattern of land uses would result in the development of structures or facilities within areas that are currently undeveloped. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 4.3.2, 4.4.4.2, and 5.4.12.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 4.3.2, 4.4.4.2, and 5.4.12, the DSP Implementation Measures, and the DSP Land Use and Development Standards. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.8.2. Development Outside Urban Limit Line. The GP EIR determined that the proposed urban development within areas that are currently outside of the County's Urban Limit Line might not be consistent with the provisions of the Contra Costa County 65/35 Land Preservation Plan. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 4.3.2.</p>	<p>Not applicable. All new development facilitated by the proposed Downtown Specific Plan is within the Urban Limit Line.</p>
<p>Impact 4.8.3. Consistency with ABAG Growth Projection. The GP EIR determined that development facilitated by the GP would generate employment in excess of that which is projected by ABAG. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 3.8.2, 4.4.4.2, and 4.4.6.5.</p>	<p>No change. All new development facilitated by the proposed DSP is subject to the 2003 General Plan, the measures outlined in GP Policies 3.8.2, 4.4.4.2, and 4.4.6.5, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may decrease as job generating</p>

			development Downtown will be lessened under the Downtown Specific Plan.
<b>NOISE</b>			
Impact 4.9.1. Short-Term Construction Noise Impacts. The GP EIR determined that construction activities facilitated by the GP would result in potentially significant noise impacts. Considered significant before mitigation, but less than significant after mitigation.	Policy: 11.6.2. Mitigation Measures 4.9.1A and 4.9.1B would require compliance with the City's noise ordinance construction hours.		No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 11.6.2, GP EIR Mitigation Measures 4.9.1A and 4.9.1B, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.
Impact 4.9.2. Long-Term Vehicular Noise Impacts. The GP EIR determined that long-term vehicular noise than could affect sensitive land uses along the roads, particularly residential uses along and adjacent to major transit corridors. Considered significant before mitigation, but less than significant after mitigation.	Policy: 11.6.2		No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 11.6.2, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.
Impact 4.9.3. Long-Term Stationary Noise Impacts. The GP EIR determined that new development associated with implementation of GP could expose existing and new uses to	Policy: 11.6.2		No change. All new development facilitated by the proposed DSP is subject to the 2003 General Plan, the measures outlined in GP Policy 11.6.2, and DSP Implementation

<p>stationary noise sources. Considered significant before mitigation, but less than significant after mitigation.</p> <p>Impact 4.9.4. Long-Term Railroad Noise Impacts. The GP EIR determined that new proposed sensitive land uses along and adjacent to the railroads could be affected by noise levels from railroad operations. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 11.6.2</p>	<p>Measures. With adherence to these policies, impacts will not be any more severe than those identified in the General Plan EIR.</p> <p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 11.6.2, and DSP Implementation Measures, including Policy 1.1.3. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p><b>POPULATION AND HOUSING</b></p>		
<p>Impact 4.10.1. Population and Housing Projections are exceeded. The GP EIR determined that implementation of the proposed Housing Element will result in a substantial increase in population and residential and non-residential structures, and associated infrastructure. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 3.6.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 3.6.2, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may decrease as residential development Downtown will be lessened under the Downtown Specific Plan.</p>



<b>PUBLIC SERVICES</b>		
<p>Impact 4.1.1.1. Police Protection. The GP EIR determined that increases in population and employment anticipated with the General Plan would increase the need for police protection and police services. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 3.5.3, 3.5.3.1, 3.5.3.2, and 8.1.1.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 3.5.3, 3.5.3.1, 3.5.3.2, and 8.1.1.2, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may decrease, as development Downtown will be lessened under the Downtown Specific Plan.</p>
<p>Impact 4.1.1.2. Fire Protection. The GP EIR determined that development facilitated by the GP will result in a substantial increase in population and structures, and will require additional on-duty firefighters. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 3.5.2.1, 3.5.2.2, and 8.10.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 3.5.2.1, 3.5.2.2, and 8.10.2, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may decrease, as development Downtown will be lessened under the Downtown Specific Plan.</p>
<p>Impact 4.1.1.3. Schools. The GP EIR determined that development facilitated by the GP will result in an increased student population throughout the City. Considered</p>	<p>Policies: 3.5.8.1, 3.5.8.2, and 8.8.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the</p>

<p>significant before mitigation, but less than significant after mitigation.</p>		<p>measures outlined in GP Policies 3.5.8.1, 3.5.8.2, and 8.8.2, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may decrease, as residential development Downtown will be lessened under the Downtown Specific Plan.</p>
<p>Impact 4.11.4. Parks and Recreation. The GP EIR determined that the build out within the City of Antioch will result in a substantial increase in population, potentially increasing the use of existing parks and recreation facilities. These impacts will require the expansion of existing facilities and recreation programs or the construction of new parks and recreational facilities. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 8.9.2</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policy 8.9.2, and the DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may decrease, as development Downtown will be lessened under the Downtown Specific Plan.</p>
<p><b>UTILITIES</b></p>		
<p>Impact 4.12.1. Water Supply. The GP EIR determined that the population increases projected for the City will increase the demand for water beyond that which currently exists. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 8.4.2 and 10.6.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, GP Policies 8.4.2 and 10.6.2, and DSP Implementation Measures, including Policies 1.7.1, 1.7.2, and 6.1.1 through 6.1.5. With adherence to these policies, programs, and measures, impacts</p>

		<p>will not be any more severe than those identified in the General Plan EIR. Impacts may decrease, as development Downtown will be lessened under the DSP.</p>
<p>Impact 4.12.2. Water Quality. The GP EIR determined that development facilitated by the GP will result in reliance on a higher percentage of lower quality water from the San Joaquin River and may increase the level of pollutants that occur in water reserves. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 10.6.2.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to 2003 General Plan, GP Policy 10.6.2, Municipal Code Title 6, Chapter 9, and DSP Implementation Measures, including Policies 6.1.1 through 6.1.5. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may be decreased, as development Downtown will be lessened under the DSP.</p>
<p>Impact 4.12.3. Wastewater. The GP EIR determined that increases in population and housing, (in addition to increases of commercial, and industrial land uses,) would necessitate increased wastewater treatment capacity. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 8.5.2, 3.5.5.1, 3.5.5.2, 3.5.9.2, and 3.6.3.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, GP Policies 8.5.2, 3.5.5.1, 3.5.5.2, 3.5.9.2, and 3.6.3, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may be decreased, as development Downtown will be lessened under the Downtown Specific Plan.</p>

<p>Impact 4.12.4. Gas Services. The GP EIR determined that build out of the City will result in a substantial increase in population and residential and non-residential structures, potentially increasing the use of and need for natural gas. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policies: 3.6.2, and 9.4.1. Mitigation Measures 4.12.4A and 4.12.4B.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, GP Policies 3.6.2 and 9.4.1, GP EIR Mitigation Measures 4.12.4A and 4.12.4B, and DSP Implementation Measures. With adherence to these policies, programs, and measures, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may be decreased, as development Downtown will be lessened</p>
<p>Impact 4.12.5. Electric Services. The GP EIR determined that build out of the City will result in a substantial increase in population and residential and non-residential structures, potentially increasing the use of and need for electricity. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Mitigation Measures 4.12.4A and 4.12.4B.</p>	<p>No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, GP EIR Mitigation Measures 4.12.4A and 4.12.4B, and DSP Implementation Measures, including PF-6. With adherence to these, impacts will not be any more severe than those identified in the General Plan EIR.</p>
<p>Impact 4.12.6. Solid Waste Services. The GP EIR determined that increases in population and employment could increase the need for solid waste disposal, requiring additional landfill capacity and related support facilities. Considered significant before mitigation, but less than significant after mitigation.</p>	<p>Policy: 8.6.2. Mitigation Measures 4.12.6A, 4.12.6B, and 4.12.6C.</p>	<p>No change. All new development facilitated by the proposed DSP is subject to the General Plan, GP Policy 8.6.2, GP EIR Mitigation Measures 4.12.6A, 4.12.6B, and 4.12.6C, and DSP Implementation Measures. With adherence to these policies, impacts will not be any more severe than those identified in the General Plan EIR. Impacts may be decreased, as development Downtown will be lessened under the DSP.</p>

<b>TRANSPORTATION/TRAFFIC</b>		
<p>Impact 4.16.1. Potential to Degrade Roadway Levels of Service. The GP EIR determined that future growth will increase area-wide traffic volumes with the potential to degrade roadway performance below applicable performance standards. Impacts are considered significant and unavoidable.</p>	<p>Policies: 3.4.4, 3.4.5, and 7.3.2  Mitigation Measure. There are no feasible mitigation measures that the City could adopt to reduce traffic impacts to a less than significant level.</p>	<p>There would be no change or increase in the severity of the significant and unavoidable impact as identified in the General Plan EIR. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, GP Policies 3.4.4, 3.4.5, and 7.3.2, DSP Implementation Measures, including Policies 1.5.1 through 1.5.6, and the Design Guidelines incorporated by reference into the DSP. Impacts may be decreased, as development Downtown will be lessened under the Downtown Specific Plan.</p>

**E. INITIAL STUDY CHECKLIST**

# Initial Study Checklist

- |   |   |
|---|---|
| <b>1. Project Title</b>                                 | Downtown Specific Plan  |
| <b>2. Lead Agency Name &amp; Address</b>                | City of Antioch<br>Community Development Department<br>200 "H" Street<br>P.O. Box 5007<br>Antioch, CA 94531   |
| <b>3. Contact Person &amp; Phone Number</b>             | Mitch Oshinsky, Project Manager<br>Phone number: (925) 779-7045<br>Email: moshinsky@ci.antioch.ca.us  |
| <b>4. Project Location</b>                              | Northern portion of the Antioch City limits, generally bounded by the San Joaquin River to the north, Fulton Shipyard Road to the east, Tenth Street to the south, and Auto Center Drive to the west. |
| <b>5. Project Sponsor's Name &amp; Address</b>          | City of Antioch<br>Community Development Department<br>200 "H" Street<br>P.O. Box 5007<br>Antioch, CA 94531   |
| <b>Other Public Agencies Whose Approval Is Required</b> | None  |

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## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

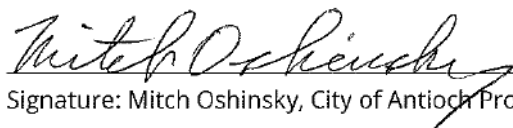
None of the following environmental categories would be potentially affected, as indicated by the following evaluation of environmental impacts.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Aesthetics           | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources    | <input type="checkbox"/> Geology /Soils            |
| <input type="checkbox"/> Greenhouse Gas       | <input type="checkbox"/> Hazards & Hazardous   | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning  | <input type="checkbox"/> Mineral Resources     | <input type="checkbox"/> Noise                     |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services       | <input type="checkbox"/> Recreation                |
| <input type="checkbox"/> Transportation /     | <input type="checkbox"/> Utilities / Service   | <input type="checkbox"/> Mandatory Finding of      |

## DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that, in preparing the attached Initial Study, the proposed project would not result in any new significant information, new significant impacts or new mitigation measures that had not been previously considered, analyzed or disclosed in the City of Antioch General Plan 2003 certified EIR (ENVIRONMENTAL IMPACT REPORT). Consistent with CEQA Guidelines Section 15164, an ADDENDUM to the certified ENVIRONMENTAL IMPACT REPORT will be prepared.

  
Signature: Mitch Oshinsky, City of Antioch Project Manager

2/14/17  
Date



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## EVALUATION OF ENVIRONMENTAL IMPACTS

### I. AESTHETICS

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant Impact with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: California Scenic Highway Mapping System, accessed December 5, 2016; City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

#### **Aesthetics Setting:**

The City of Antioch extends from Pittsburg on the west to the Antioch Bridge on the east, and from the foothills of Mt. Diablo on the south to the San Joaquin River on the north. The City is bisected by State Route 4 (SR 4). Major ridgelines associated with the foothills of Mount Diablo occur along the entire southwest boundary of the City. Most of the open lands in the southwest area of the City are located within either Black Diamond Mines Regional Preserve, Contra Loma Regional Park, or privately-owned ranch land that is planned for development. North of SR 4, major portions of the San Joaquin River shoreline are in park or open space uses. North of Downtown, the Antioch Riverwalk Promenade, an urban walkway and linear park, runs adjacent to the River, connecting the Marina and the Barbara Price Marina Park to G Street. To the west of Downtown and bordering Pittsburg, the Dow Wetland Preserve forms part of the City's shoreline. To the east of Downtown, the Antioch Dunes National Wildlife Refuge and other open areas occupy the City's shoreline.

The Downtown core is walkable, with one- and two-story turn-of-the-century buildings fronting wide sidewalks. Street traffic is low volume; large display windows encourage browsing; and streetscape improvements include planters, street furniture, historically-themed light fixtures, monument street name signs, and underground utilities. Conducive to walking and window shopping, the Downtown provides small-scale commercial services including specialty stores, a few restaurants, a community center, and stores that serve the needs of workers employed in and around Downtown. Local government services are also situated in the Downtown area in newer modern-style buildings. The Riverwalk Promenade and Waldie Plaza include pedestrian plazas, lawns, sitting areas, seat walls, and urban landscaping including mature trees.

**Aesthetics Impact Discussion:**

- a) **(Affect a Scenic Vista) Same Impact as 2003 General Plan Update EIR.** Some of the scenic vistas within the City of Antioch include views of the San Joaquin River, moderate to steep hills (including Mount Diablo), broad valleys, narrow canyons, and lakes. The majority of the Downtown Specific Plan area is built-up and urban in nature. Future development envisioned within the Downtown Specific Plan would consist of infill development to primarily replace existing buildings with new buildings of similar scale and mass. Future projects will be subject to Design Review to ensure compatibility with the Design Guidelines within Appendix A of the Downtown Specific Plan, in order to preserve and enhance scenic vistas within the City of Antioch. Future projects will also adhere to all applicable General Plan policies and programs related to the protection of scenic vistas. For example, new development will be located to preserve existing views and would allow new dwellings access to views similar to those enjoyed from existing dwellings. Additionally, the overall scale and massing of structures will incorporate designs to minimize bulk and mass and reduce visual intrusion on the natural landscape. With adherence to design guidelines and General Plan policies and programs, impacts to scenic vistas from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- b) **(Affect a Scenic Resource) Same Impact as 2003 General Plan Update EIR.** According to the California Scenic Highway Program, the nearby SR 4 and SR 160 are not designated scenic highways within the City of Antioch, nor are they considered eligible to be officially designated. Implementation of the Downtown Specific Plan is not expected to substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings viewable from a designated (or eligible) State scenic highway, as no scenic highways are present within or in close proximity to the Downtown area. Therefore, impacts will not be any more severe than those identified in the 2003 General Plan Update EIR.

- c) (Degrade Visual Character) Same Impact as 2003 General Plan Update EIR.** The existing visual character for the majority of the Downtown Specific Plan area is primarily built-up and urban in nature; undeveloped land that could be considered undisturbed or unaltered from its original natural condition is limited. Future development consistent with the Downtown Specific Plan has the potential to introduce new architecture and materials that could alter the existing visual character of the area. However, future development within the Downtown Specific Plan will be required to undergo site-specific environmental review on an individual basis and adhere to all applicable General Plan policies and programs related to the protection of visual resources. For example, structures would be designed to minimize bulk and mass to lessen impacts on the existing visual character of the area. Additionally, future development projects will be subject to Design Review to ensure compatibility with the Design Guidelines of the Downtown Specific Plan. Consistency with the Design Guidelines as specified in the Downtown Specific Plan will ensure that projects are designed at a scale, intensity and quality that are harmonious with existing surroundings including the built and natural environments. With adherence to design guidelines and General Plan policies and programs, impacts from the degradation of the visual character and quality from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- d) (Light and Glare) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan area is largely built-out and contains ambient light and glare that are typical of an urban environment. The existing industrial, commercial, and residential uses currently generate light and glare within the area from existing streetlights, vehicle headlights, indoor and outdoor lights associated with buildings, and landscape lighting. Future development within the Downtown Specific Plan area has the potential to result in changes to lighting, which could potentially alter the light and glare relative to the existing condition. However, future projects will be subject to Design Review to ensure compatibility with the Design Guidelines of the Downtown Specific Plan regarding new lighting. For example, lighting sources will be shielded, diffused or indirect to avoid glare for pedestrians and motorists. Future projects are also required to adhere to all applicable General Plan policies and programs to limit sources of lighting to the minimum required for safety and provide screening for commercial and industrial lighting adjacent to residential land use designations. With adherence to design guidelines and General Plan policies and programs, impacts to the environment from the introduction of light and glare will not be any more severe than those identified in the 2003 General Plan Update EIR.

**II.AGRICULTURAL AND FORESTRY RESOURCES**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: California Department of Conservation Farmland Mapping and Monitoring Program; California Department of Conservation; City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**Agricultural and Forestry Resources Setting:**

Agricultural uses of land in the City of Antioch include hayfields, vineyards, almond orchards, and walnut orchards. Most of the agricultural lands are found along the eastern edge of the City, but they can also be found scattered among the more urban areas.

The entire area contained within the Downtown Specific Plan area is designated as "Urban and Built-Up Land." There is no land within the Downtown Specific Plan that contains Prime Farmland, Unique Farmland or Farmland of Statewide Importance as designated by the

Contra Costa County Important Farmland map produced by the State Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. The area within the Downtown Specific Plan does not contain any stands of trees that would be considered forest lands.

The current zoning designations in the Downtown Specific Plan area are: Open Space/Public Use (OS), Rivertown Retail (RTC), Planned Development (P-D), Single-Family Residential (R-6), Medium Density Residential (R-20), Waterfront (WF), Industrial (M-1 and M-2), Rivertown Low Medium Density Residential (RTR-10), Rivertown High Density Residential (RTR-20), Convenience Commercial (C-1), Neighborhood/Community Commercial (C-2), Mixed Commercial/Residential (MCR), Professional Office (C-O), and Planned Business Center (PBC). With implementation of the Downtown Specific Plan the current zoning designation would be changed from those listed above to Downtown Specific Plan – Planned Development (DSP-PD).

**Agricultural and Forestry Resources Impact Discussion:**

- a) **(Convert Farmland) Same Impact as 2003 General Plan Update EIR.** The entire area contained within the Downtown Specific Plan area is designated as “Urban and Built-Up Land.” Therefore, the land within the Downtown Specific Plan does not contain any prime or unique farmland, nor does it contain any Farmland of Statewide importance. Implementation of the Downtown Specific Plan will not result in impacts to farmland or agricultural uses located within the City limits. Therefore, impacts to agricultural resources from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
  
- b) **(Conflict with Agricultural Use) Same Impact as 2003 General Plan Update EIR.** The area contained within the Downtown Specific Plan does not contain any land that is zoned for agricultural use or is under a Williamson Act contract. Adoption of the Downtown Specific Plan will not by itself result in impacts to land zoned for agricultural use or under a Williamson Act contract within the City limits. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
  
- c) **(Conflict with Forest Land) Same Impact as 2003 General Plan Update EIR.** The proposed Downtown Specific Plan does not introduce any agricultural or forest land uses. None of the land within the Downtown Specific Plan is zoned as forest land, timberland zone, or timberland zoned Timberland Production. Adoption of the Downtown Specific Plan will not by itself result in impacts to forest lands within the City limits. Therefore, impacts to forest land or timberland from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**d) (Loss of Forest Land) Same Impact as 2003 General Plan Update EIR.** The area within the Downtown Specific Plan does not contain any stands of trees that would be considered forest lands. Therefore, implementation of the Downtown Specific Plan would not convert forest land to non-forest use, and no impacts would occur. Adoption of the Downtown Specific Plan will not by itself result in impacts to forest lands within the City limits. Therefore, impacts to forest land from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**E) (Changes to Farmland or Forest Land) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan area is surrounded by land designated as “Urban and Built-Up Land” and “Other Land.” Land designated as “Unique Farmland” is located approximately 1.4 miles east of the Downtown Specific Plan area. Impacts to agricultural resources from future growth have been previously identified in the General Plan EIR. No lands in the General Plan area designated for agriculture, forestry or timberland will be redesignated or otherwise affected by implementation of the Downtown Specific Plan. Therefore, impacts from the conversion of farmland or forest land from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Bay Area Air Quality Management District Bay Area 2010 Clean Air Plan; Bay Area Air Quality Management District, CEQA Guidelines, May 2010; Bay Area Air Quality Management District, Contra Costa County Air Quality, <http://www.baaqmd.gov/in-your-community/contra-costa-county>, Accessed December 21, 2016; City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

#### **Air Quality Setting:**

The City of Antioch is located within the San Francisco Bay Area Air Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD). Air quality within the Bay Area Air Basin is affected by natural geographical and meteorological conditions as well as human activities such as construction and development, operation of vehicles, industry and manufacturing, and other anthropogenic emission sources. The Federal Clean Air Act and the California Clean Air Act establish national and state ambient air quality standards. The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin including the City of Antioch.



The BAAQMD operates several air quality monitoring stations throughout the Basin. The closest station to the City of Antioch is located in Concord, approximately 11 miles southwest. The Concord station records pollutant concentration levels for carbon monoxide (CO), Nitrogen Dioxide (NO<sub>2</sub>), Ozone (O<sub>3</sub>), and Particulate Matter (PM<sub>2.5</sub>).

The Bay Area Air Basin is designated as non-attainment for both the one-hour and eight-hour state ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The Bay Area Air Basin is also in non-attainment for the PM<sub>10</sub> and PM<sub>2.5</sub> state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m<sup>3</sup> for PM<sub>10</sub> and less than 12 µg/m<sup>3</sup> for PM<sub>2.5</sub>. In addition, the Basin is designated as non-attainment for the national 24-hour fine particulate matter (PM<sub>2.5</sub>) standard and will be required to prepare a State Implementation Plan (SIP) for PM<sub>2.5</sub>. All other national ambient air quality standards within the Bay Area Air Basin are in attainment.

The BAAQMD adopted the Bay Area 2010 Clean Air Plan (CAP) in September 2010 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The 2010 CAP serves to update the 2005 Ozone Strategy and provides control strategies to address air quality pollutants including ozone (O<sub>3</sub>), Particulate Matter (PM), toxic air contaminants (TACs), and greenhouse gases. A total of 55 control strategies have been developed as part of the CAP for land use, energy and climate, stationary sources, transportation, and mobile sources. Control strategies are designed to: reduce emissions of ozone precursors, PM, air toxics, and greenhouse gases; work towards attainment of state ozone standards; reduce transport of ozone to neighboring basins; and to protect public health and the climate. Measures to implement control strategies include the use of clean and efficient vehicles, Green Construction Fleets, enhanced bicycle and pedestrian access, energy efficiency, and others.

### **Air Quality Impact Discussion:**

- a) **(Conflict With Applicable Air Quality Plan) Same Impact as 2003 General Plan Update EIR.** The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general a project is considered consistent if a) the project supports the primary goals of the CAP, b) includes control measures and c) does not interfere with implementation of the CAP measures. The Bay Area 2010 CAP was based on land use and growth projections consistent with those used in the City of Antioch 2003 General Plan. The City's General Plan is considered to be consistent with the CAP since it supports the primary goals, includes control measures, and does not conflict with or disrupt implementation of control measures. The proposed Downtown Specific Plan is consistent with the CAP since it would provide a mix of uses in close proximity to public transit. The Downtown Specific Plan encourages infill development that concentrates populations near employment opportunities, thereby reducing vehicle miles traveled, and increasing opportunities for efficiencies, which is realized at higher densities.

With regard to indirect changes resulting from future development within the Downtown Specific Plan, it is speculative and not reasonably foreseeable to determine whether a conflict with a qualified Air Quality Plan would arise. However, all future development will be subject to applicable General Plan policies related to air quality and infill development including energy efficiency, best management practices for construction and the incorporation of transit, pedestrian and bicycle facilities. New development will be required to comply with the California Building Code and CalGreen, which will result in more energy efficient buildings relative to the existing condition. In addition, new development will have the opportunity to exceed Title 24 and incorporate additional energy efficiency measures such as onsite solar, electric vehicle charging stations, cool roofs, and indoor and outdoor water conservation including gray water systems, smart irrigation and low flow appliances, faucets and fixtures. Furthermore, due to the lower buildout potential of the Specific Plan overall air quality emissions are expected to be lower than those analyzed for the General Plan EIR, since cars are more energy efficient, fuels burn cleaner, and there is a greater mix of hybrids, PZEVs and electric vehicles.

The project evaluated herein is limited to the proposed Downtown Specific Plan and does not involve an application for development that would result in any physical development at this time. In the future, when the City receives a development application it will be reviewed for consistency with the Clean Air Plan and applicable General Plan policies and programs. As warranted, site specific CEQA analysis including quantification of Air Quality emissions generated by a future development project would be required as part of the development review process. Therefore, impacts related to the conflict or obstruction of the applicable air quality from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**b-c) (Violate Air Quality Emission Standards) Same Impact as 2003 General Plan Update EIR.** Implementation of the Downtown Specific Plan will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed as part of the proposed Downtown Specific Plan that would result in the generation of air quality emissions. Accordingly, implementation of the Downtown Specific Plan would not violate any air quality standard or contribute to any existing or projected air quality violation. For the same reasons, implementation of the Downtown Specific Plan would not directly result in any emission contribution towards a cumulatively considerable net increase of any criteria pollutant for which the project region is in “non-attainment” under an applicable federal or state ambient air quality standard.

With regard to indirect changes resulting from future development, it is speculative and not reasonably foreseeable to determine whether air quality standards would be violated. When the City receives a development application within the Downtown Specific Plan at a future date, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including emission sources from construction and at operation, would be analyzed.

BAAQMD does not recommend any significance criteria for construction emissions. Rather, the BAAQMD bases the determination of significance on a consideration of the control measures to be implemented (e.g. limit idling time, cover haul trucks, water during active ground disturbance, locate equipment as far as possible from sensitive receptors, etc.). If all appropriate emissions control measures recommended by the BAAQMD CEQA Guidelines are implemented for a project, then construction emissions would not be considered significant. In accordance with the General Plan Policy 10.5.2, future development will be required to incorporate best management practices to control for emissions during construction. Individual projects within the Downtown Specific Plan area will be required to quantify construction and operational emissions and develop mitigation measures in accordance with Policy 10.5.2.

As the proposed Downtown Specific Plan does not involve any physical development, it is speculative to determine any air quality violations or a net increase in criteria pollutants at this time. In general, overall air quality emissions are expected to be reduced under the proposed Downtown Specific Plan relative to what was analyzed in the General Plan EIR because the development intensity is less, energy efficiency has increased and vehicle emissions have been decreased.

Adherence to General Plan Policies will ensure that all future development undergoes project specific analysis for any air quality violation and develop appropriate mitigation measures to reduce impacts, as warranted. Therefore, impacts related to air quality from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**d-e) (Expose Sensitive Receptors and Objectionable Odors) Same Impact as 2003 General Plan Update EIR.** Sensitive receptors include children, senior citizens, acutely or chronically ill people and/or facilities where these more sensitive population groups reside or spend time (i.e., schools, retirement homes, hospitals). There are no physical improvements proposed as part of the proposed Downtown Specific Plan that would result in the exposure of sensitive receptors to substantial pollutant concentrations or objectionable odors.

With regard to indirect changes resulting from future development that would be permitted by the proposed Downtown Specific Plan, it is speculative and not reasonably foreseeable to determine whether new emission sources would have an adverse effect on sensitive receptors. When and if the City were to be in receipt of a development application within the Downtown Specific Plan at a future date, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics would be analyzed.

The Downtown Specific Plan area is located near SR 4, a linear pollutant source emitter, and potentially a source of odor from diesel exhaust. The Burlington Northern Santa Fe Railway (BNSF) rail line is located along the northern edge of Antioch and the Union Pacific Railroad (UP) rail line parallels SR 4 about one mile south of the BNSF tracks. The BNSF rail line is used by trains for passenger and freight service, while the UP rail line is used only for freight service. All passenger and freight trains using these rail lines use diesel-powered locomotives and emit diesel exhaust from the engines. The Downtown Specific Plan area is also located near Dow Chemical Company, the Delta Diablo wastewater treatment plant, and other industrial uses. These linear source emitter and industrial uses are currently located within the Downtown Specific Plan area. As these facilities are part of the existing baseline condition, are presently operational and were envisioned as part of the General Plan, there would be no change in exposure level to existing residents due to Specific Plan implementation.

Introducing new industries having the potential for emitting toxic air contaminants in this area could result in an increased potential exposure to Toxic Air Contaminants or objectionable odors on existing sensitive receptors, which could be considered a potentially significant impact. However, in accordance with General Plan Policy 10.5.2, future development within the Downtown Specific Plan will be required to provide physical separations between proposed new industries having the potential for emitting toxic air contaminants and existing and proposed sensitive receptors (e.g., residential areas, schools, and hospitals). Future development will also be required to comply with the implementation measures of the Downtown Specific Plan, including Policies 5.2.2 and 5.2.3, which require an air quality risk analysis for proposed development within 200 feet of the BNSF railroad line and the preparation of a truck loading plan for new large commercial projects to minimize truck idling and reduce diesel particulate emissions.

Individual projects within the Downtown Specific Plan area will be required to undergo site specific review, including a Health Risk Analysis, as warranted, to assess exposure levels and develop appropriate mitigation based on the specifics of each development project. Therefore, impacts related to the exposure of sensitive receptors to substantial pollutant concentrations, or the creation of objectionable odors from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**IV. BIOLOGICAL RESOURCES**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**Biological Resources Setting:**

The majority of land within the City of Antioch is considered “urban developed,” and contains residential, commercial, industrial, and City parks uses. Urban developed areas do not provide habitat for native plants. Wildlife species that are familiar with humans and tolerant of the disturbance associated with urban and developed areas may use urban areas for foraging, roosting, and nesting. Many of the wildlife species found in urban areas are non-native species. Native wildlife such as Pacific treefrogs, western fence lizards, alligator lizards, mallards, burrowing owls, barn swallows, Brewer’s blackbirds, California scrub jays, and myotis bats may also find suitable foraging and breeding habitat in urban areas.

Nineteen special-status plant species have the potential to occur in the City of Antioch. Of these 19 special-status species, 5 are federally listed as endangered, and 2 are listed as both federally and State endangered. Thirty-nine special-status animal species have the potential to occur in the City. Of these 39 special-status species, 6 are federally listed as endangered, and 3 are listed as both federally and State endangered.

As shown in **Figure 7: Habitat Map**, the area contained within the Downtown Specific Plan is designated as Developed Land, Grassland, Brackish Marsh, and Wetlands (Riparian) according to the General Plan. The Downtown Specific Plan area is directly adjacent to three biologically sensitive areas: (1) San Joaquin River; (2) Antioch Dunes National Wildlife Refuge; and (3) Dow Wetland Preserve. These biological resources support a diversity of plant, animal and bird species surrounding the downtown area.

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Dow Wetland  
Preserve

Antioch Dunes  
National Wildlife Refuge

**Habitat Type**

- Non-Native Grassland
- Open Water
- Riparian
- Ruderal Undeveloped
- Seasonal Wetland
- Tidal Wetland
- Developed Areas
- Downtown Specific Plan
- Creeks



**Habitat Map**  
**Downtown Specific Plan**  
**Antioch, California**

Source: City of Antioch

**Figure 7**

**D71**



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**Biological Resources Impact Discussion:**

**a-c) (Adverse Effects to Sensitive Species, Habitats, Waters) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature and dominated by hardscape areas, buildings, and roads. Non-native grassland and ruderal habitat are located on a few undeveloped parcels throughout the Downtown area, and brackish marsh is located adjacent to the San Joaquin River. Wetlands are located within the western portion of the Downtown Specific Plan area. The wetlands between West 4<sup>th</sup> Street and West 10<sup>th</sup> Street will be designated as Open Space. The wetlands extending north from West 4<sup>th</sup> Street to the railroad tracks will be designated as Opportunity Site B. Future development within Opportunity Site B may be comprised of a mixed use village containing a variety of residential, commercial and office uses. Impacts to this wetland are speculative and will be determined at the time that a development application is received for this site.

The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. As such, there are no physical improvements proposed as part of the proposed Downtown Specific Plan that would result in impacts to biological resources.

It is speculative and not reasonably foreseeable whether future development within the Downtown Specific Plan would have an adverse effect on biological resources. When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including presence or absence of biological resources, would be analyzed. Biological and wetland assessments would be required as part of environmental review of future development. Furthermore, any future infill development facilitated by the Downtown Specific Plan would be subject to the General Plan policies and programs that protect biological resources including Policy 10.4.2, which requires the preservation of wetlands, riparian resources, and other sensitive areas that provide habitat for State and federally protected species. Therefore, impacts related to riparian habitats, wetlands and other sensitive natural communities from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**d) (Adverse Effect to Wildlife Movement) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature and dominated by hardscape areas, buildings, and roads. Future development within the Downtown Specific Plan would consist of infill development to primarily replace existing buildings with new buildings. Future projects will be subject to environmental

review under CEQA unless found exempt, where wildlife movement corridors would be analyzed. Future projects will also adhere to all applicable General Plan policies and programs related to the protection of wildlife movement corridors. For example, General Plan Policy 10.4.2 calls for the preservation of existing wetlands and riparian resources along the San Joaquin River and other natural streams within the City of Antioch. General Plan policy 10.3.2 requires that proposed development projects containing significant natural resources (e.g. sensitive habitats, habitat linkages, steep slopes, cultural resources, wildland fire hazards, etc.) prepare Resource Management Plans to provide a long-term plan for conservation and management of natural communities. Therefore, impacts related to wildlife movement corridors from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**e) (Conflict with Local Ordinances) Same Impact as 2003 General Plan Update EIR.**

The majority of the Downtown Specific Plan area is built-up and urban in nature and dominated by ornamental trees. The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. As such, there are no physical improvements proposed as part of the proposed Downtown Specific Plan that would result in impacts to protected trees.

With regard to future development within the Downtown Specific Plan, it is speculative and not reasonably foreseeable to determine whether such development would conflict with the City's Tree Protection Ordinance. Future development applications will be subject to the City's Tree Protection Ordinance and, if tree removal is proposed or new tree species are proposed to be introduced, project level review will analyze potential impacts and develop conditions in order to ensure consistency with the ordinance. Therefore, impacts related to a conflict with the City's Tree Protection Ordinance from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**f) (Conflicts with Habitat Conservation Plans) Same Impact as 2003 General Plan Update EIR.**

The City of Antioch is not within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). As the proposed Downtown Specific Plan would not result in any physical change to the environment, there would be no impact due to a conflict with applicable policies and programs. Future development within the Downtown Specific Plan would be subject to General Plan policies and programs that relate to the protection of biological resources. Therefore, impacts to biological resources within a Habitat Conservation Plan from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**V.CULTURAL RESOURCES**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**Cultural Resources Setting:**

The City of Antioch was within the territory of the Bay Miwok when the Spanish arrived and began to occupy the San Francisco Bay lands in the late 1700s. Prehistoric cultural resources in the San Francisco Bay region tend to be located near sources of fresh water, along the bay shore, and in the hills of Contra Costa County. A records search for the 2003 General Plan EIR indicated that eight prehistoric archaeological sites have been recorded within the Antioch area. Therefore, it is likely that additional unidentified prehistoric cultural resources exist within the City. The rapid urbanization of the study area during the late 20<sup>th</sup> century may have resulted in modern development above unknown buried cultural resources.

The City of Antioch is home to a variety of historical resources, ranging from landmark commercial buildings, to Victorian, Craftsman, and Modern-style homes, to churches, schools, and civic buildings. Antioch also contains historical archaeological resources associated with homes, farms, ranch sites, and industrial activities. According to the 2003 General Plan EIR, 20 historical archaeological sites are recorded within the City. Within the Antioch waterfront, numerous shipwrecks have been identified on topographic maps and one submerged vessel is listed with the California State Lands Commission.

Fifty-six of Antioch's historical buildings and four monuments and vanished sites are listed on national, state, and local registers of historic properties and landmarks. Vanished sites possess cultural or archaeological value regardless of the value of any structures that currently exist at the locations (e.g., shipwrecks, campsites, or rock shelters). 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. Approximately 32 historical resources are located within the Downtown Specific Plan area; these resources have been listed by the Antioch Historical Society. The Antioch Historical Society maintains a separate listing of designated City landmarks, which may overlap with those included in the HPD.

The City of Antioch contains the following geological formations: Pliocene Wolfskill, upper Miocene Neroly and San Pablo Group, middle Eocene Domengine and Markley, Paleocene Martinez, Jurassic to early Tertiary Franciscan Complex, and Great Valley Sequence. The formations listed above all contain marine and non-marine vertebrate and invertebrate fossils that represent a time period from Pliocene to Jurassic, spanning approximately 203 million years. Some of the fossils that may be contained in these formations are marine and non-marine clams, marine mammals, mammoths, primitive horses, and bison.

Numerous fossils have been collected from within the City Antioch and include mammoths, primitive horses, bison, rats, beaver-type creatures, and sloths. At least eight fossil localities occur within and immediately adjacent to the City of Antioch and another five are within a one-mile radius of the City.

### **Cultural Resources Impact Discussion:**

- a) **(Historic Resources) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan area contains a variety of historical resources, including historical structures, historical archaeological deposits, shipwrecks, and one submerged vessel. The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed at this time as part of the proposed Downtown Specific Plan that would result in impacts to historical resources.

It is speculative and not reasonably foreseeable whether future development within the Downtown Specific Plan would have an adverse effect on historical resources. When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including impacts to historical resources, would be analyzed.

Furthermore, any future development facilitated by the Downtown Specific Plan would be subject to Design Review and the General Plan policies and programs that protect historical resources including General Plan Policy 10.7.2, which requires the preservation of historic structures by ensuring that alterations to historic buildings and their immediate settings are compatible with the character of the structure and the surrounding neighborhood. Additionally, General Plan Policy 10.9.2 requires surveys for projects having the potential to impact historical resources. If significant resources are found to be present, mitigation will be provided in accordance with applicable CEQA guidelines and provisions of the California Public Resources Code. Therefore, impacts related to historical resources from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**b-d) (Archeological and Paleontological Resources and Discovery of Human Remains)**

**Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature and dominated by hardscape areas, buildings, and roads. Future development within the Downtown Specific Plan area would consist of infill development to primarily replace existing buildings with new buildings. Future projects will be subject to environmental review under CEQA where impacts to archaeological and paleontological resources and human remains would be analyzed. Future projects will also adhere to all applicable General Plan policies and programs related to the protection of archaeological and paleontological resources. For example, General Plan Policy 10.9.2 requires surveys for projects having the potential to impact archaeological or paleontological resources. If significant resources are found to be present, mitigation will be provided in accordance with applicable CEQA guidelines and provisions of the California Public Resources Code.

Further, in accordance with AB 52 (PRC Section 21084.2) lead agencies are required to consider Tribal Cultural Resources (TCR) including a site feature, place, cultural landscape, sacred place or object, of cultural value to the tribe and is listed on the California Register of Historic Resources (CRHR) or a local register, or the Lead agency, at its discretion, chooses to treat resources as such. AB 52 mandates that a lead agency initiate consultation with a tribe with traditional and/or cultural affiliations in the geographic area where a subject project is located if a project may cause a substantial adverse change in the significance of a tribal cultural resource.

Should the tribe respond requesting formal consultation, the lead agency must work with the tribe or representative thereof to determine the level of environmental review warranted, identify impacts, and recommend avoidance or mitigation measures to reduce any potential impacts. Although no physical development is proposed at this time, the project has been routed to local tribes under AB 52. In

addition, when and if the City were to be in receipt of a development application, the City would consult with local tribes in accordance with AB 52.

As no physical development is proposed at this time, and future development applications would be subject to environmental review under CEQA and consultations per AB 52, impacts related to archaeological and paleontological resources and human remains from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**VI.GEOLOGY AND SOILS**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong Seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003; California Geological Survey, Earthquake Fault Zone Maps, <http://maps.conservation.ca.gov/cgs/informationwarehouse/>, accessed December 30, 2016.



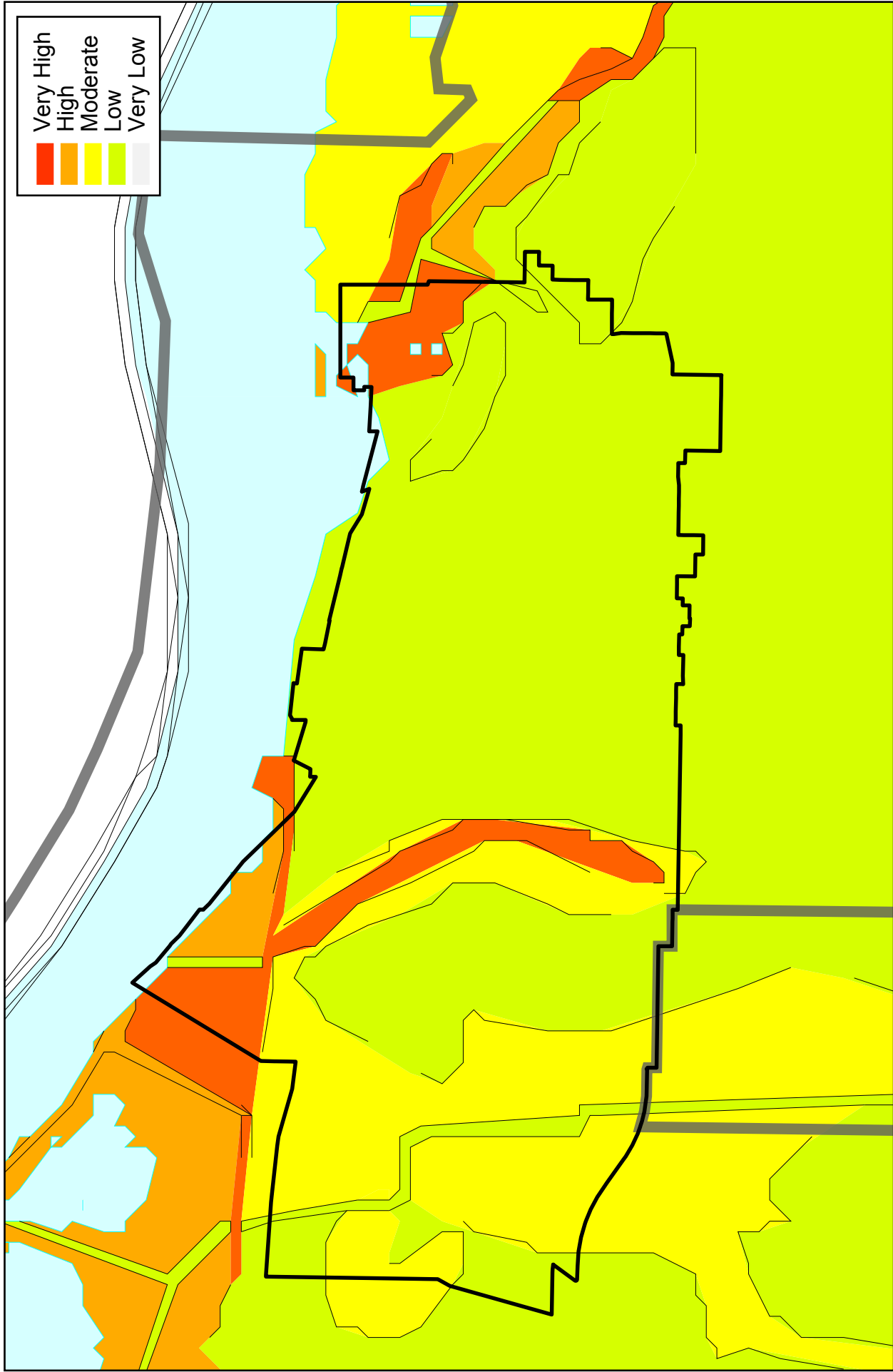
### **Geology and Soils Setting:**

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. Major earthquakes have occurred in the vicinity of Antioch in the past, and can be expected to occur again in the near-future. Although no known active faults are located within the City of Antioch, several major faults are located within a few miles of the City. Historically active faults (exhibiting evidence of movement in the last 200 years) in Contra Costa County, with their distances from the City of Antioch, include: Hayward (25 miles), Calaveras (20 miles), Concord-Green Valley (10 miles), and Marsh Creek-Greenville (4 miles). The largest regional fault, the San Andreas, is located approximately 45 miles west of Antioch.

As no known active faults have been mapped within the City of Antioch, the potential for structures to be adversely affected by fault rupture is considered to be very low. The California Geological Survey has not established any Earthquake Fault Zones regulated under the Alquist-Priolo Act in the City.

The Downtown Specific Plan area contains generally level terrain and wetlands adjacent to the San Joaquin River. The downtown area is underlain mostly by Quaternary alluvium, including alluvial fan and terrace deposits that consist of clay, silt, sand, and gravel. As shown in **Figure 8: Liquefaction Susceptibility**, the potential for liquefaction within the Downtown Specific Plan area ranges from low to very high. The majority of the downtown area is underlain by Rincon clay loam, which has a low potential for liquefaction. The area directly adjacent to the San Joaquin River has a high to very high potential for liquefaction.

The majority of land within the Downtown Specific Plan area is considered very stable with regards to slope stability and is not prone to landslides. The remaining areas within the Downtown Specific Plan are considered stable or generally stable, and are also not prone to landslides.



**D81**

**Liquefaction Susceptibility**

**Downtown Specific Plan  
 Antioch, California**

Source: USGS, 2000

**Figure 8**

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### **Geology and Soils Impact Discussion:**

- a) **(Faults, Ground-Shaking and Ground Failure, and Landslides) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan area mostly contains level terrain that has a low potential for liquefaction and is not prone to landslides. The wetlands adjacent to the San Joaquin River have a high to very high potential for liquefaction. Although no active or potentially active faults lie under the Downtown Specific Plan area, the proximity to the San Andreas Fault Zone, Hayward Fault Zone, and other active faults may lead to strong ground-shaking experienced in the Downtown area in a seismic event.

Future development within the Downtown Specific Plan area would consist of infill development to primarily replace existing buildings with new buildings. Future development will be subject to the latest adopted edition of the California Building Standards Code, which includes structural design requirements intended to mitigate the effects of strong ground shaking and seismic related ground failure. Conformance with these design standards will be enforced through building plan review and approval by the City of Antioch Building Division prior to the issuance of building permits for any structure or facility.

Unless exempt from CEQA, future projects will also be subject to environmental review under CEQA where potential environmental impacts associated with seismic ground shaking and ground failure (e.g., liquefaction, landslides, lateral spreading, settlement, subsidence) would be analyzed. Future projects will also adhere to all applicable General Plan policies and programs related to geologic and seismic hazards. For example, General Plan Policy 11.3.2 requires geologic and soils reports to be prepared for proposed development sites, and incorporation of the findings and recommendations of these studies into project development requirements. As determined by the City of Antioch Building Division, a site-specific assessment will be prepared to ascertain potential ground shaking impacts on new development. Therefore, impacts related to geologic and seismic hazards from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- b) **(Erosion) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed at this time as part of the proposed Downtown Specific Plan that would result in substantial soil erosion or the loss of topsoil.

Future development within the Downtown Specific Plan would consist of infill development to primarily replace existing buildings with new buildings. However, some of the future development may involve ground disturbing activities that have the potential to cause soil erosion. Future projects will be subject to environmental review under CEQA, unless exempt, where potential soil erosion impacts would be analyzed, and mitigation required, such as the preparation of a Storm Water Pollution Prevention Plan during construction. Future projects will also adhere to all applicable General Plan policies and programs related to soil erosion and the loss of topsoil. For example, General Plan Policy 10.6.2 requires the implementation of Best Management Practices to minimize erosion and sedimentation resulting from new development. Therefore, impacts related to soil erosion and the loss of topsoil from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- c-d) (Unstable Geologic Unit and Expansive Soils) Same Impact as 2003 General Plan Update EIR.** Geologic impacts resulting from the anticipated growth and development of the City were addressed in the 2003 General Plan Update EIR. Future development within the Downtown Specific Plan area will be subject to environmental review under CEQA, unless exempt and compliance with all applicable General Plan policies related to landslides, lateral spreading, subsidence, liquefaction, collapse, expansive soils and other soil stability concerns. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- e) (Septic Tanks) Same Impact as 2003 General Plan Update EIR.** Future development within the Downtown Specific Plan area will be served by the Delta Diablo Sanitation District, which provides wastewater/sewer service to all properties within the City of Antioch. All future development will connect to the existing wastewater system and no septic or alternative wastewater disposal systems would be constructed. Development potential under buildout of the Downtown Specific Plan is projected to decrease as compared to development for the same areas under the 2003 General Plan Update EIR. Therefore, future development will not increase demands or necessitate additional wastewater conveyance or treatment capacity beyond what has already been anticipated. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**VII.GREENHOUSE GAS EMISSIONS**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003; Antioch Community Climate Action Plan, May 24, 2011.

**Greenhouse Gas Emissions Setting:**

Greenhouse gases (GHGs) trap heat in the atmosphere which results in elevated surface temperatures of the Earth. This effect contributes to changes in climate conditions, referred to as climate change or global warming. GHGs are generated both from natural geological and biological processes and through human activities including the combustion of fossil fuels, industry, and agriculture. Other than water vapor, the GHGs contributing to global climate change include carbon dioxide (CO<sub>2</sub>), nitrous oxide (N<sub>2</sub>O), methane (CH<sub>3</sub>), chlorofluorocarbons, hydrofluorocarbons, and perfluorocarbons. In the United States, carbon dioxide emissions account for about 85 percent of the GHG emissions generated.

The California legislature passed Assembly Bill 32 in 2006, which requires that statewide GHG emissions be reduced to 1990 levels by 2020. In addition, Senate Bill 375 was adopted in 2008 and seeks to curb GHGs by reducing urban sprawl. In June 2010, the Bay Area Air Quality Management District (BAAQMD) adopted revised CEQA Guidelines, which included thresholds of significance for greenhouse gas emissions. The Guidelines were subsequently updated in May 2011. The guidelines identified 1,100 metric tons (MT) of Carbon Dioxide equivalent per year (CO<sub>2</sub>e/yr) or 4.6 MT/year per service population (residents/employees) as a numeric emissions level, below which a project’s contribution to global climate change would be considered less than significant.

The City of Antioch’s baseline GHG emissions inventory was completed for the year 2005. On June 23, 2009, City Council unanimously approved Resolution 2009/57 adopting GHG reduction targets to reduce overall carbon emissions by 25% by 2020 and 80% by 2050. The City adopted a Community Climate Action Plan (CCAP) on May 24, 2011. The CCAP organizes GHG emissions reductions strategies under three broad areas: Land Use and Transportation; Green Building and Energy; and Education and Behavior Change. The CCAP is a road map to guide potential GHG reduction strategies that seek to accomplish

the community's goals over the next 40 years. The CCAP includes strategies focused on green building, renewable energy, transportation and land use, education, and waste management. The City recently completed its first re-inventory of GHG emissions for 2010 and 2015 (approved by the City Council in September 2016).

**Greenhouse Gas Emissions Impact Discussion:**

**a-b) (Significant GHG Emissions and Conflict with GHG Plan) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed at this time that would result in additional GHG emissions above existing conditions. As a largely built out urban area, the Downtown Specific Plan area is currently generating GHG emissions as a result of energy expenditures from heating, lighting and water treatment, as well as fuel combustion from natural gas and the operation of vehicles. As such, the current GHG emission levels are captured in the community emission inventory that was conducted as part of the City's Climate Action Plan in 2010.

Development potential under buildout of the Downtown Specific Plan is projected to decrease as compared to development for the same areas under the 2003 General Plan Update EIR. Future development within the Downtown Specific Plan area will be subject to subsequent environmental review, unless exempt, including a review for compliance with BAAQMD significance criteria for GHG emissions, consistency with the CCAP, and compliance with all applicable State Regulations. Future projects will also adhere to all applicable General Plan policies and programs related to air quality and infill development including energy efficiency, best management practices for construction, and the incorporation of transit, pedestrian and bicycle facilities. New development will be required to comply with the California Building Code and CalGreen, which will result in more energy efficient buildings relative to the existing condition. In addition, new development will have the opportunity to exceed Title 24 and incorporate additional energy efficiency measures such as onsite solar, electric vehicle charging stations, cool roofs, and indoor and outdoor water conservation including gray water systems, smart irrigation and low flow appliances, faucets and fixtures. Furthermore, due to the lower buildout potential of the Specific Plan overall air quality emissions are expected to be lower than those analyzed for the General Plan EIR, since cars are more energy efficient, fuels burn cleaner, and there is a greater mix of hybrids, PZEVs and electric vehicles. Therefore, impacts related to greenhouse gas emissions from implementation of the Downtown Specific Plan will not result in any new significant impacts. The Downtown Specific Plan is consistent with the CCAP and includes principals of conservation and sustainability. Implementation of the Downtown Specific Plan would result in less than significant impacts due to GHG emissions.

**VIII.HAZARDS/HAZARDOUS MATERIALS**

Would the project:	“New” Potentially Significant Impact	“New” Less Than Significant with Mitigation Incorporated	“New” Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003; California Department of Toxic Substances Control, EnviroStor Database,



accessed December 27, 2016; Regional Water Quality Control Board, GeoTracker Database, accessed December 27, 2016.

### **Hazards and Hazardous Materials Setting:**

The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: “a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed.” Hazardous materials are generally classified based on the presence of one or more of the following four properties: toxicity; ignitability; corrosivity; and reactivity.

Regulations governing the use, management, handling, transportation and disposal of hazardous materials and waste are administered by federal, state and local governmental agencies. Federal regulations governing hazardous materials and waste include the Resource Conservation and Recovery Act of 1976 (RCRA); the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA); and the Superfund Amendments and Re-authorization Act of 1986 (SARA).

In California the Secretary for Environmental Protection established the Unified Hazardous Materials and Hazardous Waste Management Program, also known as “Unified.” The Unified program is intended to consolidate and ensure consistency in the administration of requirements, permits and inspections for six programs, including the Underground Storage Tank (UST) program. The six programs established by the Unified Program are administered and implemented locally through “Certified Unified Program Agencies” (CUPA).

Within the City of Antioch, the Delta Diablo Sanitation District (DDSD) disposes of hazardous materials. The DDSD operates the Delta Household Hazardous Waste Collection Facility. This facility collects hazardous substances and pollutants such as used oil and filters, anti-freeze, latex and oil based paints, household batteries, fluorescent and high intensity lamps, cosmetics, pesticides, pool chemicals, and household cleaners for safe disposal at this facility. Not all pollutants can be removed by the DDSD treatment process. To ensure that certain pollutants do not enter the Delta, DDSD has established a Pretreatment Program, which consists of public education and regulation of certain businesses and industries. The Pretreatment Department works closely with commercial and industrial users to ensure that hazardous substances such as solvents, pesticides, metals, grease, petroleum, oil, and paints are not discharged into the sewer system.

Pursuant to State law, Antioch has adopted by reference Contra Costa County’s Hazardous Waste Management Plan. This Plan establishes a comprehensive approach to management

of hazardous wastes in the County, including siting criteria for new waste management facilities, educational and enforcement efforts to minimize and control the hazardous waste stream in the County, and policies to maintain a unified database on businesses generating hazardous wastes.

The DTSC has identified two sites within the City of Antioch where surface and/or sub-surface contamination has occurred due to the release of hazardous materials or wastes. The GBF/Pittsburg Dumps, located at the intersection of Somersville Road and James Donlon Boulevard, are over two miles from the Downtown Specific Plan area. The former Hickmott Cannery site at the intersection of 6<sup>th</sup> and "A" Streets is located within the eastern portion of the Downtown Specific Plan area.

Although incidents can happen almost anywhere, certain areas within the Downtown Specific Plan area are at higher risk for inadvertent release of hazardous materials, including locations near industrial facilities that use, store, or dispose of these materials and locations along the freight railways.

A review of available records, databases (EnviroStor and GeoTracker) and reports indicate that the Fulton Shipyard is located within the Downtown Specific Plan area. Fulton Shipyard operated a shipyard between 1918 and 1999 and has been an active cleanup site since 2005. The Downtown Specific Plan area also contains two leaking underground storage (LUST) cleanup sites: Gas for Less at 924 West 10<sup>th</sup> Street and the Silvera Property at 900 A Street.

### **Hazards and Hazardous Materials Impact Discussion:**

**a-b) (Routine Transport, Upset and Accident Involving Release) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature and contains a mix of single-family and multi-family residential, commercial, civic, waterfront, industrial and open space uses. Future development within the Downtown Specific Plan would consist of infill development to primarily replace existing buildings with new buildings of similar scale and mass. The development potential under buildout of the Downtown Specific Plan is projected to decrease relative to what was anticipated for the same area under the 2003 General Plan Update EIR. Therefore, implementation of the Downtown Specific Plan is not expected to result in a substantial change in the use, storage, or transportation of hazardous materials relative to what was analyzed in the General Plan EIR.

Nonetheless, future development may involve demolition, site preparation, construction activities and material delivery, which would result in the temporary presence of potentially hazardous materials including, but not limited to, fuels and lubricants, paints, solvents, insulation, and electrical wiring. However, all future projects would be subject to existing federal, state and local safety regulations

governing the transportation, use, handling, storage and disposal of potentially hazardous materials, including the City's Grading and Drainage Ordinance and Storm Water Pollution Prevention Plan.

New commercial and industrial uses within the Downtown Specific Plan may use potentially hazardous materials on both a temporary and permanent basis. However, all future development will adhere to best management practices and compliance with all applicable regulations, including General Plan Policy 11.7.2, which requires use permits for all operations handling hazardous materials. Future projects would also comply with BAAQMD Regulation 11, Rule 2 which establishes requirements for the identification, reporting, handling, and disposal of Recognized asbestos containing materials (RACM).

When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including an assessment of hazardous materials and waste would be evaluated. Furthermore, all future development within the Downtown Specific Plan area will be subject to the local, state and federal regulations that govern the use, storage and transport of hazardous materials. Therefore, impacts related to hazardous materials from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- c) **(Emit or Handle Hazardous Materials Within ¼ Mile of School) Same Impact as 2003 General Plan Update EIR.** The nearest school is Most Holy Rosary Catholic Church, located approximately 675 feet southeast of the Downtown Specific Plan area. Fremont Elementary School is located approximately 975 feet south of the Downtown Specific Plan area. Antioch Middle School, Kimball Elementary School, Bridges School, Antioch High School, and Live Oak High School are also located within ¼ mile of the Downtown area. Adherence to existing federal, state and local regulations, including BAAQMD Regulation 11, Rule 2, will ensure that any and all hazardous materials are properly transported, stored and disposed of. Additionally, all future uses proposed within the Downtown Specific Plan area will be evaluated for the potential to emit hazardous materials, and in accordance with Section 17213 of the California State Education Code, no such uses will be permitted within ¼ mile of a school. Therefore, potential impacts to nearby schools from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- d) **(Existing Hazardous Material Sites) Same Impact as 2003 General Plan Update EIR.** The State of California Hazardous Waste and Substances Site List (also known as the "Cortese List") discloses information related to the location of hazardous waste sites. The list is updated annually by the California Environmental Protection Agency

(CAL-EPA). A review of available records, databases (EnviroStor and GeoTracker) and reports indicate that the Fulton Shipyard is located within the Downtown Specific Plan area. Fulton Shipyard operated a shipyard between 1918 and 1999 and has been an active cleanup site since 2005. The Downtown Specific Plan area also contains two leaking underground storage (LUST) cleanup sites: Gas for Less at 924 West 10<sup>th</sup> Street and the Silvera Property at 900 A Street.

When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including an assessment of hazardous waste sites would be evaluated. Furthermore, all future development within the Downtown Specific Plan area will be subject to the local, state and federal regulations that govern hazardous waste sites. Therefore, impacts related to hazardous waste sites from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**e-f) (Public and Private Airport Land Use Plans) Same Impact as 2003 General Plan Update EIR.** The nearest airport to the project site is Funny Farm Airport, located approximately 10 miles to the southeast of the Downtown Specific Plan area. Other airports in the vicinity of the downtown area include Las Serpientes Airport (12 miles southeast) and Byron Municipal Airport (16 miles southeast). The distance of the Downtown Specific Plan area from these local airports precludes the possibility of exposing persons residing or working in the project vicinity to aviation safety hazards. Therefore, impacts from implementation of the Downtown Specific Plan will not be any different than those identified in the 2003 General Plan Update EIR.

**g) (Impair Emergency Response Plan) Same Impact as 2003 General Plan Update EIR.** Future development within the Downtown Specific Plan would consist of infill development to primarily replace existing buildings with new buildings of similar scale and mass. Additionally, the development potential under buildout of the Downtown Specific Plan is projected to decrease as compared to development for the same areas under the 2003 General Plan Update EIR. Therefore, implementation of the Downtown Specific Plan is not expected to result in new impacts on the emergency response plan or emergency evacuation plan for the City as compared to the 2003 General Plan Update EIR.

Future projects will be subject to environmental review under CEQA where potential impacts on the emergency response plan or emergency evacuation plan would be analyzed. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**h) (Wildland Fire Hazards) Same Impact as 2003 General Plan Update EIR.** Fire risk potential is dependent upon several factors including the amount of fuel loads, slope,

climactic conditions, and siting of buildings in proximity to fuel loads. The Downtown Specific Plan area is built-up and urban in nature, surrounded by urban development, and is not located in an area with elevated susceptibility to wildland fire. Therefore, impacts related to wildland fire hazards from implementation of the Downtown Specific Plan will not be any different than those identified in the 2003 General Plan Update EIR.

**IX. HYDROLOGY AND WATER QUALITY**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

j) Inundation by seiche, tsunami, or mudflow?

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Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**Hydrology and Water Quality Setting:**

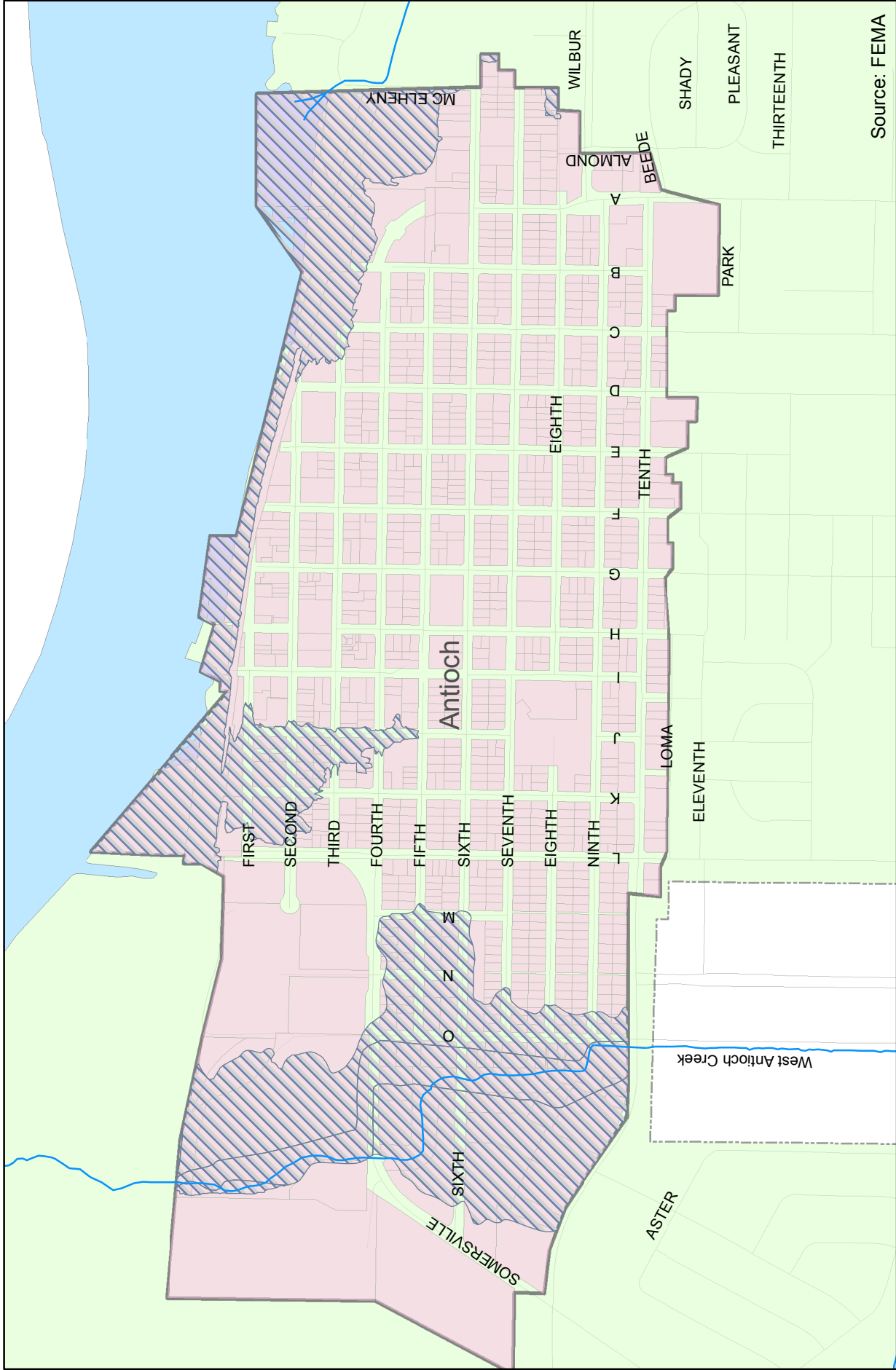
The principal waterways within the City of Antioch include the San Joaquin River, East Antioch Creek, West Antioch Creek, Markley Creek, Sand Creek, Marsh Creek, and Deer Creek. Parts of the City’s naturally occurring floodplains are paved, and stretches of creek channels have been covered by culverts.

Most flooding within the City of Antioch is caused by heavy rainfall, high tides, and subsequent runoff volumes that cannot be adequately conveyed by the existing storm drainage system and surface water. As shown on **Figure 9: Flood Hazards**, approximately ¼ of the surface area contained within the Downtown Specific Plan is located within the 100-year and 500-year flood hazard zones as mapped by the Federal Emergency Management Agency (FEMA), and are defined by FEMA as “flood prone.” The remainder of land within the Downtown Specific Plan area is defined by FEMA as being subject to minimal flooding. Areas subject to flooding are mainly found adjacent to the San Joaquin River and tributary creeks.

The State Water Resources Control Board (SWRCB) oversees the implementation of the National Pollution Discharge Elimination System program (NPDES) and develops permitting requirements to regulate pollutant discharges, including those resulting from construction activities. The SWRCB works together with Regional Water Quality Control Boards (RWQCB) to implement water quality protection objectives. The City of Antioch is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board.

Section 402 of the Clean Water Act regulates the discharge of pollutants to waters of the U.S. The NPDES Construction General Permit, 2009-0009-DWQ and as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ, applies to grading, grubbing, and other ground disturbance activities. Construction activities on more than one acre are subject to NPDES permitting requirements including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies stormwater collection and discharge points, drainage patterns across the site, and best management practices that dischargers will use to protect stormwater runoff during construction and at operation.

The City’s Municipal Stormwater Ordinance is contained in Title 6, Chapter 9 of the Municipal Code. The Ordinance stipulates stormwater prevention protection measures for stormwater discharges that are not regulated under the NPDES permit.



Source: FEMA

-  100 Year Flood Zone
-  Downtown Area
-  City of Antioch

**Flood Hazards**  
**Downtown Specific Plan**  
**Antioch, California**



Source: Contra Costa County

**Figure 9**



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**Hydrology and Water Quality Impact Discussion:**

**a, f) (Violations of Water Quality Standards) Same Impact as 2003 General Plan Update EIR.**

The San Joaquin River, which is a part of the Sacramento-San Joaquin Delta is located adjacent to the Downtown Specific Plan area. Existing water quality is dependent on the quality of stormwater runoff that contains urban pollutants generated by residential, commercial, and industrial land use. These pollutants typically include sediment, oil and grease, heavy metals, pesticides, treatment plant discharges, and debris. Future development may involve ground disturbing activities that have the potential to impact water quality if not properly controlled. Future projects will be subject to environmental review under CEQA, unless exempt, where potential water quality impacts would be analyzed, and mitigation will be required, such as the preparation of a Storm Water Pollution Prevention Plan during construction. Future projects will also adhere to all applicable General Plan policies and programs related to water quality. For example, General Plan Policy 10.6.2 requires the implementation of best management practices to minimize erosion and sedimentation resulting from new development. Any future development within the Downtown Specific Plan would be subject to the provisions of the NPDES General Permit for MS4s (issued in February 2013 by Order 2013-0001-DWQ), which may require the preparation of a Stormwater Control plan and adherence to low impact development requirements. Any future development would further be subject to Title 6, Chapter 9 of the City's Municipal Code Ordinance, which regulates water quality impacts generated by parking lots and similar structures and includes requirements for the implementation of best management practices for new development and redevelopment. Therefore, impacts related to water quality from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**b) (Groundwater Supply and Recharge) Same Impact as 2003 General Plan Update EIR.**

Future development within the Downtown Specific Plan would consist of infill development to primarily replace existing buildings with new buildings and would be served with potable water provided by the City of Antioch. No groundwater wells would be drilled within the Downtown area to serve future development. Given that the site is already substantially developed and using municipal water, anticipated changes to future water use and changes in the amount of impervious surfaces are expected to be negligible. The Downtown Specific Plan area is not located in an identified groundwater recharge area. Therefore, impacts related to groundwater supply and recharge from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**c-e) (Drainage Pattern, Runoff and Storm Drain Capacity) Same Impact as 2003 General Plan Update EIR.**

The majority of the Downtown Specific Plan area is built-

up and urban in nature containing impervious surfaces such as parking areas, sidewalks, driveway and buildings. At present, stormwater flows are directed to the street and then into the existing storm drain system. There are no physical improvements proposed as part of the Downtown Specific Plan that would result in an alteration to existing drainage conditions.

When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including alterations to existing drainage conditions would be evaluated. Drainage facilities would also be reviewed for adequate capacity to manage stormwater flows. Should any deficiencies be identified, future development proposals would be conditioned or require mitigation in order to bring stormwater drainage systems up to acceptable standards. Additionally, future development would be subject to Municipal Code Title 6, Chapter 9, which requires the retention of stormwater runoff. Given that the Downtown Specific Plan area is already developed with hardscape, changes to the existing drainage pattern would be minimal and not expected to generate siltation, erosion, or cause flooding. Therefore, impacts related to alterations to existing drainage conditions or storm drain capacity from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**g-h) (Flood Hazards) Same Impact as 2003 General Plan Update EIR.** Approximately  $\frac{1}{4}$  of the surface area contained within the Downtown Specific Plan is located within the 100-year and 500-year flood hazard zones as mapped by the Federal Emergency Management Agency (FEMA), and are defined by FEMA as “flood prone.” The remainder of land within the Downtown Specific Plan area is defined by FEMA as being subject to minimal flooding. Areas subject to flooding are mainly found adjacent to the San Joaquin River and tributary creeks.

Given the site’s proximity to the San Joaquin River and its tributaries, future development within the Downtown Specific Plan could potentially expose people and/or structures to hazards generated by sea level rise (including inundation and increased flooding). To address this potential hazard, any future development located within the Downtown Specific Plan area will be required to comply with General Plan Policy 11.4.2, which prohibits all development within the 100-year floodplain, unless mitigation measures consistent with the National Flood Insurance Program are provided. General Plan Policy 11.4.2 also requires new development to prepare drainage studies to assess storm runoff impacts on the local and regional storm drain and flood control system and implement mitigation measures commensurate to the identified hazards. Therefore, impacts related to flooding from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

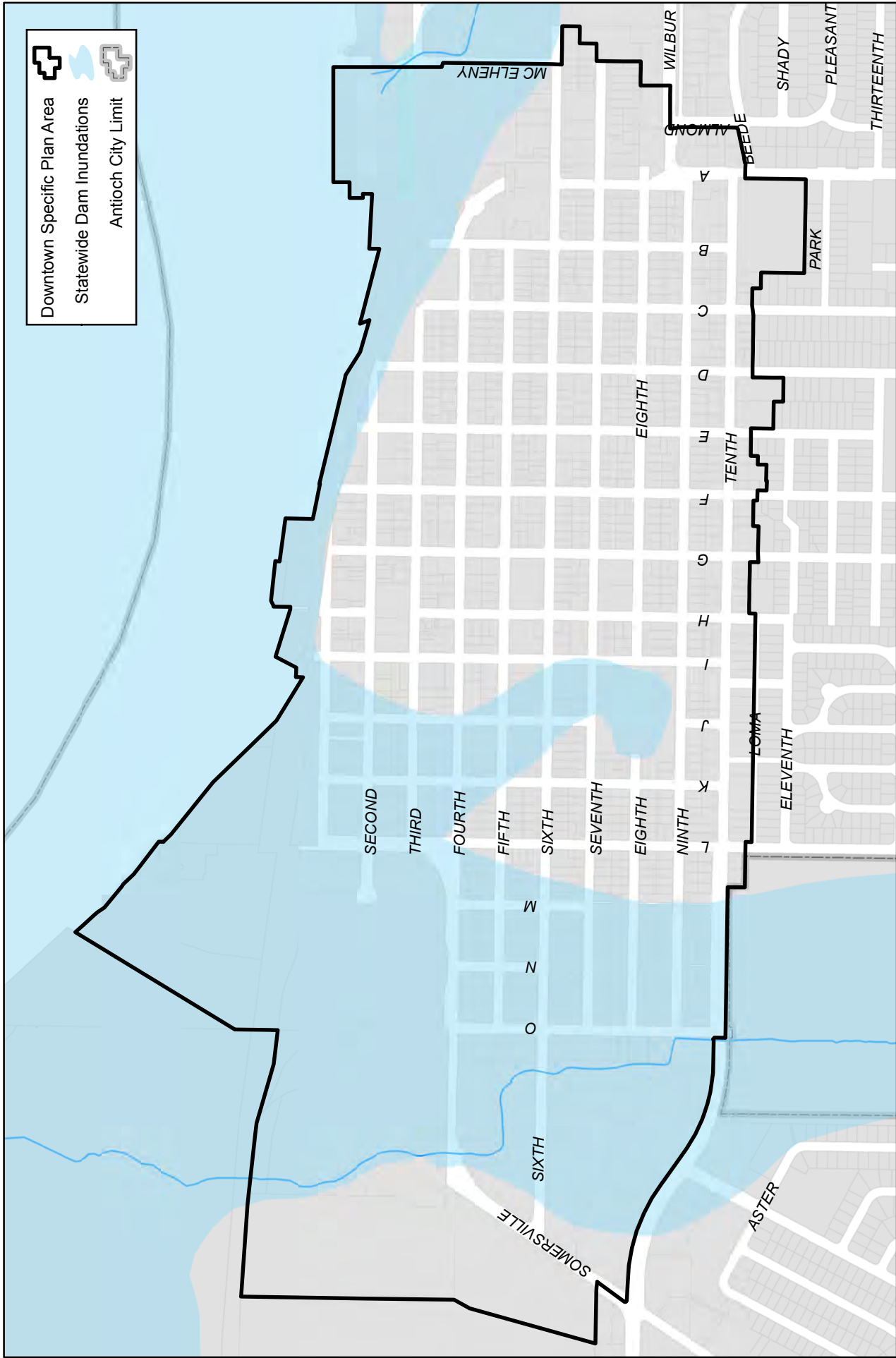
- i) **(Levee or Dam Failure) Same Impact as 2003 General Plan Update EIR.** The City of Antioch is located below the Contra Loma Reservoir. The Bureau of Reclamation Division of Dam Safety conducted a safety analysis of the Contra Loma Reservoir in 1983 and determined that “safe performance of the dam can be expected under all anticipated loading conditions, including the MCE (maximum credible earthquake) and PMF (probable maximum flood) events.” The overall safety classification of the dam is registered as satisfactory. In the unlikely event of dam failure, the estimated inundation area would essentially follow the West Antioch Creek drainage from the dam to the San Joaquin River; it would extend to a 1/2-mile-wide area south of SR 4, and a more than ½-mile wide area at West 10th Street. The anticipated maximum depth would be 19 feet directly south of the dam to 7 feet at West 10th Street to 11 feet at the San Joaquin River (see **Figure 10: Dam Inundation Map**).

Given the site’s location within a dam failure inundation zone, future development within the Downtown Specific Plan area could potentially expose people and/or structures to hazards generated by dam failure. When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential hazards from dam failure would be evaluated. Therefore, impacts related to dam failure from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- j) **(Seiche, Tsunami, Mudflow) Same Impact as 2003 General Plan Update EIR.** The City of Antioch is located over 50 miles from the Pacific Coast and is surrounded by moderate hillsides to the south. Due to this geographic location, it is unlikely that development within the City would expose people or property to flooding associated with seiches or tsunamis. However, low-lying portions of the City are located adjacent to the San Joaquin River where tsunami inundation is a possibility. While projected wave height and tsunami run-up is expected to be small in the interior portions of the San Francisco Bay and the Delta, some coastal inundation and damage could occur if a tsunami coincided with very high tides or an extreme storm.

Given the Downtown Specific Plan’s location near the San Joaquin River, future development could expose people or property to flooding associated with seiches or tsunamis. However, future development would be subject to its own project-level environmental review under CEQA, unless exempt, where impacts related to inundation by seiche, tsunami, or mudflow would be evaluated. Therefore, impacts related to these hazards from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

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**D101**

**Dam Inundation Areas**

Downtown Specific Plan  
Antioch, California

Source: Contra Costa County, City of Antioch

**Figure 10**

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**X.LAND USE AND PLANNING**

Would the project:	“New” Potentially Significant Impact	“New” Less Than Significant with Mitigation Incorporated	“New” Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**Land Use and Planning Setting:**

The project is located within an urbanized area of the City of Antioch. As shown in **Figure 2: Existing General Plan Land Use**, the current land use designations for the areas to be included in the Downtown Specific Plan are Rivertown/Urban Waterfront, Somersville Road Corridor, Open Space, and High Density Residential. As shown in **Figure 3: Existing Zoning Designation**, the current zoning designations in the Downtown Specific Plan area are: Open Space/Public Use (OS), Rivertown Retail (RTC), Planned Development (P-D), Single-Family Medium/Low Density Residential (R-6), Medium Density Residential (R-10), Medium/High and High Density Residential (R-20), Urban Waterfront (WF), Light and Heavy Industrial (M-1 and M-2), Rivertown Low/Medium Density Residential (RTR-10), Rivertown High Density Residential (RTR-20), Convenience Commercial (C-1), Neighborhood/Community Commercial (C-2), Mixed Commercial/Residential (MCR), Professional Office (C-O), Planned Development (PD), and Planned Business Center (PBC).

The proposed Downtown Specific Plan would result in a General Plan Amendment to change the land use designations to Specific Plan – Downtown (SP-D), as shown in **Figure 4: Proposed General Plan Land Use**, and the zoning to Downtown Specific Plan – Planned Development (DSP-PD), as shown in **Figure 6: Proposed Zoning Amendment**.

**Land Use and Planning Impact Discussion:**



- a) **(Divide An Established Community) Same Impact as 2003 General Plan Update EIR.** The area contained within the Downtown Specific Plan was previously analyzed in the 2003 General Plan Update EIR that was certified in November 2003. 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; and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and do not involve any physical changes to the environment that have the potential to divide an established community (e.g., roadways).

With regard to potential indirect impacts, the Downtown Specific Plan area is already developed with roadways and is coterminous with existing urban development. Adoption of the Downtown Specific Plan will not by itself result in impacts due to the division of an established community. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where the potential to divide an established community would be evaluated. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- b) **(Land Use Plan, Policy, Regulation Conflict) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan will require a General Plan Amendment to formalize the new land use designations. The new General Plan land use designation will be changed from Rivertown/Urban Waterfront, Somersville Road Corridor, Open Space, and High Density Residential to Specific Plan – Downtown (SP-D). The City's General Plan Land Use map (last dated August 2009) will be updated to reflect the SP-D Land Use for the Downtown Specific Plan area concurrently with adoption of the Downtown Specific Plan.

The zoning designation for the Downtown Specific Plan area would be Downtown Specific Plan – Planned Development (DSP-PD). As a result, implementation of the Downtown Specific Plan will require a Zoning Ordinance and Map Amendment. The City's Zoning Map (last dated June 2008) and Zoning Ordinance will be amended to reflect the DSP-PD zoning district for the Downtown Specific Plan area concurrently with adoption of the Downtown Specific Plan.

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; and a lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in the potential future buildout of residential and commercial uses and do not involve

any physical changes to the environment that have the potential to conflict with land use, zoning, or other regulations adopted for the purpose of avoiding or mitigating an environmental effect. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where the potential to conflict with land use, zoning, or other regulations would be evaluated. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- c) (Habitat Conservation Plan) Same Impact as 2003 General Plan Update EIR.** The City of Antioch is not within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). As the proposed Downtown Specific Plan would not result in any physical change to the environment, there would be no impact due to a conflict with applicable policies and programs. Future development within the Downtown Specific Plan area would be subject to General Plan policies and programs that relate to the protection of biological resources. Therefore, impacts to biological resources within a Habitat Conservation Plan from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**XI.MINERAL RESOURCES**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**Mineral Resources Setting:**

The California State Department of Conservation, Division of Mines and Geology identifies sites with mineral resource potential. The City of Antioch was not identified as having significant mineral resource deposits.

**Mineral Resources Impact Discussion:**

**a- b) (Mineral Resources or Resource Plans) Same Impact as 2003 General Plan Update EIR.** None of the areas identified in the 2003 General Plan Update EIR as available for new development contain known mineral resources that would be of value to the region and residents of the State. The Downtown Specific Plan area is a fully developed urban environment and the proposed changes in land use and zoning would not result in the loss of resources nor an important mineral resource recovery site. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts to mineral resources would be evaluated. Therefore impacts related to mineral resources from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**XII.NOISE**

Would the project result in:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**Noise Setting:**

Land uses in the Specific Plan area include mixed commercial/office/retail, medium and high density residential, open space/park, marina, public, and industrial. Transportation noise is the single dominant noise source in the City of Antioch. The BNSF Railroad extends in an east-west direction through the Downtown Specific Plan area and runs along the

waterfront. The UP rail line extends in an east-west direction through the central portion of Antioch just north of SR 4. Freeways that contribute to the ambient noise environment in Antioch include SR 4 and SR 160. Other noise sources include routine activities of daily life and equipment noise that are part of the non-transportation noise sources.

An outdoor noise monitoring survey was conducted for the Existing Conditions: Opportunities & Constraints Report in 2014 to quantify existing noise throughout the Downtown. (See Appendix B of the Downtown Specific Plan).

The 2003 General Plan Update EIR provides an assessment of existing and long-term noise impacts associated with traffic/transportation, commercial, light industrial, and other noise generating sources. The General Plan Noise Element establishes guidelines regarding noise compatibility of various land uses with a range of environmental noise levels in terms of dBA Community Noise Equivalent Level (CNEL). Title 5, Chapter 17 of the City's Municipal Code contains the Noise Ordinance, which regulates noise levels within City limits.

### **Noise Impact Discussion:**

**a-d) (Noise Standards, Groundbourne Vibration and Noise, and Increase Ambient Noise Levels) Same Impact as 2003 General Plan Update EIR.** Future development within the Downtown Specific Plan would consist of infill development. The development potential under buildout of the Downtown Specific Plan is projected to decrease as compared to development for the same areas under the 2003 General Plan Update EIR. Nonetheless, future development may involve construction activities or changes in the existing ambient noise environment in a manner that could affect the exposure of persons to or generate noise levels in excess of standards established in the General Plan, or generate excessive groundborne vibration or groundborne noise levels.

Future development applications received by the City would be subject to project-level environmental review under CEQA, unless found exempt, including site specific acoustical analyses. In accordance with General Plan Policy 11.6.2, a noise analysis will be required to assess noise exposure and recommend mitigation measures for noise attenuation. New development would also comply with General Plan Policy 11.6.2, which requires proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan.

In accordance with General Plan Policy 11.6.2, future development within the Downtown Specific Plan will be required to provide increased building setbacks between noise sources and existing and proposed sensitive receptors (e.g., residential areas, schools, and hospitals). Future development will also be required to comply with the implementation measures of the Downtown Specific Plan, including EQ-1, which requires 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.

As no physical development is proposed at this time, and future development applications would be subject to environmental review under CEQA, unless found exempt, and General Plan policies, impacts due to excessive noise or vibration from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**e-f) (Airport Noise) Same Impact as 2003 General Plan Update EIR.** The nearest airport to the project site is the small, private Funny Farm Airport, located approximately 10 miles to the southeast of the Downtown Specific Plan area. Other airports in the vicinity of the downtown area include Las Serpientes Airport (12 miles southeast) and Byron Municipal Airport (16 miles southeast). The distance of the Downtown Specific Plan area from these local airports precludes the possibility of exposing persons residing or working in the project vicinity to excessive noise levels. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**XIII. POPULATION AND HOUSING:**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003; California Department of Finance; City of Antioch Housing Element, August 2015.

**Population and Housing Setting:**

As of January 1, 2016 the City of Antioch had an estimated population of 112,968 and a total of 35,822 households (CA Department of Finance, E-5 Tables). The 2003 General Plan Update EIR projects a build-out of approximately 146,785 people, 50,615 households, and 75,255 jobs by 2030. The General Plan Housing Element, using the Association of Bay Area Government's (ABAG) population projections for the City, anticipates up to 124,600 people by 2040, which would be an increase in 17 percent from 2014.

**Population and Housing Impacts Discussion:**

**a) (Substantial Growth) Same Impact as 2003 General Plan Update EIR.** 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 environment; and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses relative to what was anticipated in the General Plan and do not involve the extension of any feature (e.g., roadway, utility) with the potential to induce growth. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject

to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to population growth would be evaluated. Therefore impacts related to population growth from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**b-c) (Housing or Person Displacement) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed as part of the proposed Downtown Specific Plan that would result in the displacement of any people or existing housing, necessitating the construction of replacement housing elsewhere.

Future development applications received by the City would be subject to project-level environmental review under CEQA, including population and housing analyses. Future projects will also adhere to all applicable General Plan policies and programs related to the displacement of people or housing. Therefore impacts related to the displacement of people or housing from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.



**XIV.PUBLIC SERVICES:**

Would the Project:	“New” Potentially Significant Impact	“New” Less Than Significant with Mitigation Incorporated	“New” Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**Public Services Setting:**

The Contra Costa County Fire Protection District provides fire and emergency services to residents of the City of Antioch. These services include firefighting and rescue; fire prevention and training; and emergency medical care. The Downtown Specific Plan area is served by Fire Station 81 located at 315 West 10th Street, which is located within Downtown Antioch.

The primary public safety provider for the City of Antioch is the Antioch Police Department, located at 300 L Street, which is within the Downtown Specific Plan area. Police Department services include protection of life and property, prevention of crime, arrest of criminal offenders, and improvement of quality of life in the City of Antioch.

The Downtown Specific Plan area is currently well served by existing public schools within the Antioch Unified School District and by a number of private schools.

Other public facilities within the Downtown Specific Plan area include City Hall, Waldie Plaza, the Riverwalk Promenade, Prosserville Park, Williamson Ranch Park, Antioch City

Park, Animal Services, City Corporation Yard, 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.

For details on the City's parks and recreational amenities, please see the discussion below under Section 15.

**Public Services Impacts Discussion:**

**a-e) (Fire/Police Protection, Schools, Parks, and Other Public Facilities) Same Impact as 2003 General Plan Update EIR.** 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; and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and are not anticipated to affect: 1) fire or police protection, or result in the need for new Fire or Police Department facilities; 2) schools or result in the need for new school facilities; or 3) other public facilities or result in the need for new public facilities.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to fire protection, police protection, schools, and other public facilities would be analyzed. Future projects will be required to adhere to all applicable General Plan policies and programs related to public services. For example, General Plan Policy 8.11.2 requires that development requests be referred to the Police Department for review and comment. General Plan Policy 8.10.2 requires that development requests be referred to the Fire Department for review and comment. General Plan Policy 8.8.2 requires new development to pay developer impact fees, which contribute to the payment of costs associated with new or expanded school facilities. Therefore impacts related to public services from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**XV.RECREATION**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**Recreation Setting:**

City residents have access to a variety of local parks, recreational facilities, regional parks, and open space areas. The City of Antioch oversees the local parks and recreational facilities, while the regional facilities are overseen by the East Bay Regional Park District.

The City owns and administers 28 parks, varying in size and amenities from the ½-acre Deerfield Park to the 99-acre Prewett Family Water Park. Over 400 acres of parks and open space areas are located within the City, 200 acres of which are developed. The remaining 200 acres consist of acreage awaiting parkland development or are areas managed exclusively as open space.

There are a number of parks and recreational facilities within the Downtown Specific Plan area. The Antioch Municipal Marina is located at the terminus of L Street. Facilities at the Marina consist of a fishing pier, municipal boat ramp, and marina clubhouse. The Marina is located adjacent to and shares some facilities with the Antioch Regional Shoreline. Also located along the San Joaquin River is the Riverwalk Promenade, a trail facility between Barbara Price Marina Park and G Street. Existing parks and recreational facilities within the downtown area include: Waldie Plaza, Prosserville Park, Williamson Ranch Park, and the Antioch City Park.

**Recreation Impacts Discussion:**

**a-b) (Deterioration of Parks and Recreational Facilities) Same Impact as 2003 General Plan Update EIR.** 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, and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and are not anticipated to affect parks or recreational facilities, or result in the need for new parks or recreational facilities.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to parks and recreational facilities would be analyzed. Future projects will also adhere to all applicable General Plan policies and programs related to parks and recreational facilities. For example, General Plan Policy 8.9.2 calls for the development of a shoreline park along the San Joaquin River consisting of recreational trails, viewing areas, and natural habitat protection. General Plan Policy 8.9.2 also calls for the preservation of significant natural features and development of landscaped parkways and trail systems in new developments. Therefore impacts related to parks and recreational facilities from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**XVI.TRANSPORTATION AND CIRCULATION**

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

### **Transportation and Circulation Setting:**

SR 4 and SR 160 provide direct access to the City of Antioch. SR 4 runs east-west, connecting Antioch with Oakley, Brentwood, Pittsburg, I-680, Martinez, Pinole, and I-80. On- and off-ramps between SR 4 and Antioch's local street network occur at East Eighteenth Street, Hillcrest Avenue, "A" Street/Lone Tree Way, "G" Street, "L" Street/Contra Loma Boulevard, and Somersville Road. SR 160 begins at its SR 4 junction, and continues north over the San Joaquin River via the Antioch Bridge to Rio Vista and Sacramento. Access to and from SR 160 and Antioch's local street network occurs at Wilbur Avenue south of the Antioch Bridge.

BNSF and UP both have rail lines running through Antioch. The BNSF tracks run along the southern bank of the San Joaquin River, and the UP tracks run adjacent to SR 4. Amtrak offers passenger rail service to Antioch on the BNSF, which services the Oakland-Bakersfield corridor. The train station is located at the foot of "I" Street, and is also served by Tri-Delta Transit. Tri-Delta Transit provides transit service to Antioch as well as to Shore Acres, Bay Point, Pittsburg, Oakley, and Brentwood.

Existing and proposed bikeway facilities in Antioch are distributed throughout the City. Pedestrian access is available through the developed areas of Antioch and includes sidewalks, wheelchair ramps, and crosswalks.

The Contra Costa Transportation Authority has prepared a 2015 Congestion Management Plan to outline strategies for managing the performance of regional transportation within Contra Costa County.

### **Transportation and Circulation Impacts Discussion:**

**a-b) (Conflicts with Plans, Policies, Ordinances, or Congestion Programs) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed as part of the Downtown Specific Plan that would result in a conflict with an applicable plan (including a congestion management plan), ordinance or policy related to transportation and circulation. Goal 1.2.5 of the Downtown Specific Plan calls for an enhanced multi-modal transportation system that provides access for motor vehicles, pedestrians, cyclists, and public transit opportunities. Policies 1.2.5.1 through 1.2.5.6 provide specific guidelines for the Downtown area in order to realize this goal.

With regard to indirect changes resulting from future development within the Downtown Specific Plan, it is speculative and not reasonably foreseeable to determine

whether a conflict with transportation and circulation plans, ordinances, and policies would arise. When and if the City were to be in receipt of a development application within the Downtown Specific Plan at a future date, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including traffic impacts and conflicts with existing traffic plans, would be analyzed.

Future projects will also adhere to all applicable General Plan and Specific Plan policies and programs related to transportation and circulation. For example, General Plan Policy 7.3.2 requires traffic impact studies for all new developments that propose to increase the approved density or intensity of development or are projected to generate 50 peak hour trips or more at any intersection of Circulation Element roadways. Specific Plan policies 1.2.5.6 directs that the existing pedestrian and bicycle network be enhanced to provide connectivity. The Specific Plan is consistent with the intent of the General Plan to improve the circulation system and further encourages the development of a multi-modal network to realize transportation opportunities for all modes of transit. Therefore, impacts related to the conflict of plans, ordinances or policies related to transportation and circulation from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**c) (Air Traffic Patterns) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan area is not within the influence area of any airport. The nearest airport is located approximately 10 miles from the Downtown area. Future development within the Downtown Specific Plan is not expected to alter current air traffic patterns. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts to air traffic patterns would be evaluated. Therefore impacts related to air traffic patterns from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**d) (Design Feature Hazard) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature. Future development within the Downtown Specific Plan area would consist of infill development to primarily replace existing buildings with new buildings of similar intensity. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, including a review of potential design hazards. Therefore, impacts related to design hazards from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- e) **(Emergency Access) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan area is currently accessible to emergency vehicles and is subject to the City's Disaster Response Chapter of the General Plan and the Emergency Plan. Future development within the Downtown Specific Plan area would consist of infill development and to replace existing buildings with new buildings of similar intensity. The development potential under buildout of the Downtown Specific Plan is projected to decrease as compared to development for the same areas under the 2003 General Plan Update EIR. The Specific Plan identifies Emergency Services and objectives for their implementation within the Plan Area. Implementation of the Downtown Specific Plan is not expected to introduce any physical changes that could obstruct or inhibit emergency access. Future projects will be subject to environmental review under CEQA, unless found exempt, where potential impacts on emergency access would be analyzed and mitigated as warranted. Future projects would also require consultation with the Fire District and Police and Public Works Departments to ensure that adequate emergency access is provided for all new projects. Therefore, impacts to emergency access from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- f) **(Transit, Bicycle, Pedestrian Facilities) Same Impact as 2003 General Plan Update EIR.** 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, and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes are not anticipated to affect any policies related to alternative modes of transportation, nor are they anticipated to result in any physical changes that would impact alternative transportation facilities. Rather, the Specific Plan sets forth Goal 1.2.5, which specifically aims to enhance the multi-modal network, thereby providing safe and accessible access for all modes of transit.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to alternative modes of transportation would be analyzed. All future development will be reviewed to ensure that adequate transit, bicycle and pedestrian facilities are provided onsite and in the project vicinity in order to promote walkability and non-motor vehicle transit in accordance with General Plan Policy 7.3.2. Therefore impacts related to alternative modes of transportation from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.



**XVII.UTILITIES AND SERVICE SYSTEMS**

Would the project:	“New” Potentially Significant Impact	“New” Less Than Significant with Mitigation Incorporated	“New” Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003; CalRecycle, Keller Canyon Landfill, <http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail/>, accessed December 29, 2016; City of Antioch Urban Water Management plan, prepared May, 2016.

### **Utilities and Service Systems Setting:**

The City of Antioch is served by existing utilities and service systems. Antioch's Sanitary Sewer system consists of gravity sewer systems, manholes, cleanouts and other access structures. In addition to the City owned and operated wastewater systems, there are several other sewer conveyance facilities that are owned and operated by Delta Diablo Sanitation District (DDSD). The Downtown area includes several gravity lines flowing northerly towards the San Joaquin River, and then flowing easterly towards the Antioch Pump Station. This area also includes two force mains flowing westerly from the Antioch Pump Station to the Waste Water Treatment Plant located west of Antioch, which is owned and operated by DDSD.

The City of Antioch has water rights to divert water directly from the San Joaquin River. Water is supplied to the Downtown Specific Plan area via the San Joaquin River through an inlet at the Roger's Point boat ramp. The water is then transferred to the water treatment plant where safe potable water is then delivered to residential, industrial, commercial, and irrigation users.

Stormwater collection in the City is overseen by the Contra Costa County Flood Control and Water Conservation District (Flood Control District). The City has over 110 miles of trunk lines to collect stormwater. These trunk lines are independent from the wastewater collection system and discharge to channels owned and maintained by both the City of Antioch and the Flood Control District.

Republic Services provides solid waste collection, disposal, recycling, and yard waste services to the City. Solid waste and recyclables from the City are taken to the Contra Costa Transfer and Recovery Station located in Martinez. Recyclables are separated out and stored at the Transfer and Recovery Station before shipment to recycling markets. Solid waste is transferred from the Transfer and Recovery Station to the Keller Canyon Landfill in Pittsburg. This landfill is permitted to receive 3,500 tons per day and at last estimate had 63,408,410 cubic yards of capacity remaining, which was estimated on November 16, 2004.

### **Utilities and Service Systems Impacts Discussion:**

**a,e) (Exceed Wastewater Treatment Requirements or Wastewater Treatment Capacity) Same Impact as 2003 General Plan Update EIR.** DDSD provides wastewater treatment to the City of Antioch. The wastewater treatment plant has a treatment capacity of 16.5 million gallons per day and is in compliance with all applicable water quality permits. 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 upgrades to existing utilities and infrastructure; and lower density residential and commercial intensity than is now permitted by the existing General Plan and Zoning regulations. These changes will

result in an overall decrease in residential and commercial uses and are not anticipated to affect the composition or quantity of the existing wastewater generated within the Downtown Specific Plan area.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to wastewater treatment standards and capacity would be analyzed. Future projects will also adhere to all applicable Specific Plan and General Plan policies and programs related to wastewater capacity. For example, General Plan Performance Standard 3.5.5.2 requires written verification from the DDSD that a proposed project will not cause the rated capacity of treatment facilities to be exceeded during normal or peak flows. Goal 1.2.7 of the Specific Plan calls for sustainable infrastructure including maintenance, upgrades and enhancement. Therefore impacts related to wastewater treatment standards and capacity from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- b) (New On-Site Water or Wastewater Treatment Facilities) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature. Existing water and wastewater facilities are able to meet current demand within the Downtown area. The project evaluated herein is limited to the adoption of a Downtown Specific Plan and does not involve an application for development that would result in any physical development.

Future development within the Downtown Specific Plan area would consist of infill development and replacement of existing buildings with new buildings of similar scale. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, including a review of the adequacy of existing facilities and the need for new onsite or offsite water and wastewater treatment facilities. New development will have the opportunity to exceed Title 24 and incorporate indoor and outdoor water conservation including gray water systems, smart irrigation and low flow appliances, faucets and fixtures. Therefore, impacts related to the new onsite water or wastewater treatment facilities from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- c) (Require New Stormwater Facilities) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature. At present, stormwater flows are directed to the street and then into the existing storm drain system. The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and

industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed at this time as part of the Downtown Specific Plan that would require the construction of new or expanded stormwater facilities.

When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including a review of the adequacy of existing stormwater facilities and the need for new or expanded stormwater facilities. Additionally, future development would be subject to Municipal Code Title 6, Chapter 9, which requires the retention of stormwater runoff. Given that the Downtown Specific Plan area is already developed with hardscape, changes to existing stormwater facilities are expected to be minimal. Nonetheless, future development will be reviewed and considered on a case by case basis to evaluate any project specific contributions to the stormwater system. Therefore, impacts related to the need for new stormwater facilities from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- d) (Sufficient Water Supplies) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature. Existing water supplies are sufficient to meet current demand within the Downtown area. 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, and lower density residential and commercial land use pattern, than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and are not anticipated to affect water demand within the Downtown Specific Plan area.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to water supply would be analyzed. Given that the Downtown Specific Plan area is already developed with a water supply system, changes to existing water facilities are expected to be minimal. Nonetheless, future development will be reviewed and considered on a case by case basis to evaluate any project specific potential impacts to the water system.

The City's long term water supply and management plan is detailed in the 2015 Urban Water Management Plan (UWMP). The UWMP sets forth water supply and demand projections through 2040 based on historic use, population trends and per capita usage. The Plan also identifies goals and objectives to realize water supply reliability,

demand management measures, and contingency measures during a water supply shortage. The Specific Plan population projections are below the range anticipated by the General Plan and are in line with ABAG population projections, which serve as the basis for the UWMP supply demand analysis. Therefore impacts related to water supply from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**f,g) (Landfill Capacity) Same Impact as 2003 General Plan Update EIR.** 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, and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and are not anticipated to affect landfill capacity.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to solid waste disposal and landfill capacity would be analyzed. All future development will be subject to applicable solid waste reduction laws as well as local policies and programs regarding waste reduction. For example, General Plan Policy 8.6.2 requires builders to incorporate interior and exterior storage areas for recyclables into new commercial, industrial, and public buildings. Therefore impacts related to landfill capacity from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE (CAL. PUB. RES. CODE §15065)**

A focused or full environmental impact report for a project may be required where the project has a significant effect on the environment in any of the following conditions:

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

**a) (Degrade the Environment) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature and dominated by hardscape areas, buildings, and roads. Non-native grassland and undeveloped ruderal habitat are located on a few patches throughout the Downtown area, and brackish marsh is located adjacent to the San Joaquin River. Wetlands are located within the western portion of the Downtown Specific Plan area. The Downtown area contains a variety of historical resources, including historical structures, historical archaeological deposits, shipwrecks, and one submerged vessel.

The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses.

Specific approaches to each of these areas are identified for use, reuse, and revitalization. As such, there are no physical improvements proposed as part of the proposed Downtown Specific Plan that would result in impacts to biological resources or eliminate important examples of the major periods of California history or prehistory.

Any future development would be subject to CEQA on an individual project basis, unless found exempt, and would be analyzed for potential impacts to the quality of the environment, habitat of fish and wildlife species or populations, plant or animal communities, rare or endangered plants or animals, or examples of major periods of California history/prehistory. And if necessary, a biological and/or cultural report would be prepared for future projects to analyze such effects. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- b) (Cumulatively Affect the Environment) Same Impact as 2003 General Plan Update EIR.** 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, and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in the potential buildout of residential and commercial uses and will not result in impacts that are cumulatively considerable.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential cumulative impacts would be analyzed. Therefore cumulative impacts from implementation of the Downtown Specific Plan will not be greater than those identified in the 2003 General Plan Update EIR.

- c) (Substantial Adverse Effect on Humans) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature. Future development within the Downtown Specific Plan area will consist of infill development to primarily replace existing buildings with new buildings of similar scale and mass, with a lower overall potential buildout than allowed by the 2003 General Plan. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, including any impacts to human beings. Future projects will also be required to adhere to all applicable Specific Plan and General Plan policies and programs related to direct and indirect environmental effects on human beings. Therefore, impacts on human beings from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

## **F. CONCLUSION**

As demonstrated herein, the proposed Downtown Specific Plan will not result in one or more significant effects not previously discussed in the 2003 General Plan Update EIR, nor does the Downtown Specific Plan create substantially more severe significant effects than previously examined. The Downtown Specific Plan provides for 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. Furthermore overall air emission levels have declined as cars are more fuel efficient and there's a greater mix of hybrids, PZEVs & electric vehicles. Due to the lower buildout potential of the DSP relative to the GP, and due to the overall reduction in air emissions, potential environmental impacts are expected to be lower than those analyzed in the GP EIR. Additionally, none of the conditions analyzed under the certified 2003 General Plan Update EIR have substantially changed.

Several policies and programs are presented in the Downtown Specific Plan that address the specific design, intensity and compatibility of future development and revitalization. In addition, policies and programs have been set forth that ensure development intensity and reuse minimize potential impacts to the established character and environment. Collectively, policies and programs in the Downtown Specific Plan are consistent with those set forth in the certified 2003 General Plan Update EIR.

## **G. REFERENCES**

1. Antioch Community Climate Action Plan, May 24, 2011
2. Bay Area Air Quality Management District, 2010 Clean Air Plan
3. Bay Area Air Quality Management District, CEQA Guidelines, May 2010
4. California Department of Toxic Substances Control, EnviroStor Database, December 2016
5. California Geological Survey, Earthquake Fault Zone Maps, <http://maps.conservation.ca.gov/cgs/informationwarehouse/>, accessed December 30, 2016.
6. CalRecycle, Keller Canyon Landfill, <http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail/>, accessed December 29, 2016
7. City of Antioch Downtown Specific Plan, 2017
8. City of Antioch General Plan Update EIR, July 2003
9. City of Antioch General Plan, November 2003
10. City of Antioch Housing Element, August 2015
11. City of Antioch Urban Water Management plan, prepared May, 2016
12. Regional Water Quality Control Board, GeoTracker Database, December 2016



## **H. PUBLIC REVIEW**

Pursuant to the CEQA Guidelines [§15164(c)], this addendum to the 2003 General Plan Update EIR does not need to be circulated for public review, and shall be included in, or attached to, the certified General Plan EIR. Although not required by statute, the City will make this General Plan EIR Addendum available for public review and comment. Hardcopies of the General Plan EIR Addendum will be available to the public at the Community Development Department and online at the following web address:  
<http://ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/>

Additionally, the Downtown Specific Plan and General Plan EIR Addendum will be considered by the Planning Commission and City Council and the public will be provided with an opportunity make any public comments during those hearings. Hearing dates and times will be noticed in accordance with the City's noticing procedures which includes a public notice in the paper at least 10 days prior to the hearing date.

The work upon which this publication is based was funded in whole or in part through a grant awarded by the California Strategic Growth Council.

Prepared By: Metropolitan Planning Group

Reviewed By: Mitch Oshinsky

# ATTACHMENT "E"



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November 28, 2017

VIA E-MAIL AND U.S. MAIL

Mayor Sean Wright and Members of the  
Antioch City Council  
City of Antioch  
City Hall  
200 H Street  
Antioch, CA 94509

**Re: Proposed Addenda to the 2003 General Plan EIR for the Citywide General Plan Land Use Element Update and for the Downtown Specific Plan; November 28, 2017 City Council Agenda Item Nos. 4 and 5**

Dear Mayor Wright and City Councilmembers:

On behalf of our client, West Coast Home Builders, Inc., we reviewed the proposed amendment to the Land Use Element of the General Plan and associated Initial Study/Addendum dated October 2017 to the 2003 General Plan EIR, as well as the proposed Downtown Specific Plan and associated Initial Study/Addendum dated February 14, 2017 to the 2003 General Plan EIR.

For the reasons set forth below, neither of the Addenda prepared for the proposed actions satisfy the requirements of the California Environmental Quality Act, Public Resources Code Section 21000, *et seq.*, which allows a lead agency to prepare an addendum to a previously certified EIR if some changes or additions are necessary but the changes do not substantially modify the analysis in the original report. An addendum is acceptable, rather than a subsequent EIR or supplemental EIR when there are only minor technical changes or additions which do not raise important new issues about the significant effects on the environment. Here, not only do the proposed General Plan Land Use Update and Downtown Specific Plans include significant land use changes that were not contemplated or studied in the 2003 General Plan EIR, any analysis contained in the 2003 General Plan EIR is clearly outdated and retains no informational value.

## **1. Substantial Changes to the Project and in the Circumstances Under Which the Project is Undertaken Will Require Major Revisions of the 2003 EIR**

Pursuant to CEQA Guidelines Section 15162(a), when an EIR has been certified for a project, the need for a subsequent EIR is triggered if substantial changes are proposed in the project, or substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR. Section 15162(a) provides authority for an addendum as a way of making minor corrections in an EIR.

a. Substantial Changes to the Project. The proposed Land Use Element Update and Downtown Specific Plan each make substantial changes to the 2003 General Plan. While the proposed Land Use Element Update no longer includes the previously proposed Sand Creek Focus Area policy update, it nonetheless includes several substantive amendments to the Land Use Element that require additional environmental review, including amendments to: (1) reflect the anticipated annexation of the 193-acre Tuscan Meadows property into the City of Pittsburg (2) reflect the East Bay Regional Parks District's recent acquisition and preservation of land that was previously approved for a 50-unit estate residential subdivision in 1993, (3) delete over eight pages of text relating to the Downtown Area and replace them with a reference to the proposed Downtown Specific Plan, which has yet to be adopted, and (4) make other changes and corrections, including the rezoning of a property from Light Industrial to High Density Residential.

The changes proposed in the Land Use Element Update and Downtown Specific Plan significantly alter the land use policies studied in the 2003 General Plan EIR. The General Plan Land Use Element currently in place, and that was studied in the 2003 General Plan EIR, sets forth the City's fundamental land use philosophy and directs development to the most suitable locations, while maintaining the economic, social, physical, environmental health and vitality of the community. (Land Use Element, p. 4-1.) Its primary concerns are the type, intensity, location, and character of land uses that will be permitted in the future and is intended to create and regulate compatible and functional interrelationships between the various land uses in the City. (*Id.*) The Land Use Element provides a blueprint for community development by designating lands for different types of uses, taking into account existing land uses, demand, desired future land uses, and infrastructure availability. (*Id.* at 4-3.)

The changes proposed in the Land Use Element Update significantly reduce the number of single family dwelling units (3,972 units) and multi-family dwelling units (3,035 units), as well as commercial/office square footage (5,544,565 square feet) and business park/industrial square footage (19,956,460 square feet). At the same time, the proposed changes rezone 15 acres from Light Industrial to High Density Residential Uses. Neither these changes, nor the changes proposed in the Downtown Specific Plan were studied in the 2003 EIR, they are substantial, and they require major revisions, including revisions that provide analyses of potential impacts.

The fact that the proposed changes may be considered updates based on City Council actions that have already taken place, or actions that took place outside of the City's boundaries, does not mean they are merely corrections or minor changes to the 2003 EIR, as suggested in the staff report. To the extent that they significantly alter anticipated future development in the City and significantly reduce the future buildout projections for the City as set forth in the General Plan and studied in the 2003 General Plan EIR, the impacts of those changes must be identified and analyzed.

b. Substantial Changes in the Circumstances. In addition to the changes to the project, substantial changes in the circumstances under which the project is being undertaken require major revisions to the 2003 EIR. To begin with, the 2003 General Plan EIR is simply too outdated to be relied upon. A decision to proceed under CEQA's subsequent review provisions must rest on a determination that the original environmental document retains some informational value. (*Friends of the College of San Mateo Gardens v. San Mateo County Community College District* (2016) 1 Cal.5th 937, 951.) In fact, substantial changes that have occurred even in the last two years evidence the need for updated and further environmental

analysis. As discussed in the Staff Report dated September 12, 2017 for the Planning Commission, "[m]any circumstances have changed since the initiation of the broader Land Use Element update in early 2015 and the Sand Creek Focus Area (SCFA) policy update in January 2016" including the City's development of a Habitat Conservation Plan and Natural Community Conservation Plan, and the proposed 1,337-unit "The Ranch" development project within the Sand Creek Focus Area. (PC Staff Report, pp. 1-2.) Although the Sand Creek Focus Area policy update is no longer part of the Land Use Element Update, the changed circumstances still warrant further environmental review.

The City's reliance on a separate addendum to the 2003 General Plan EIR for each of several project components of the Land Use Element Update (this has not been revised to reflect the recent elimination of the Sand Creek Focus Area policy update), including the Draft Downtown Specific Plan and the Sand Creek Focus Area, constitutes improper piecemeal review of the effects of a total project in violation of CEQA. These are essentially integral parts of the same project.

Without the benefit of an EIR, the public and the City's decision makers have no meaningful information regarding the potential impacts of the proposed Project, which will presumably include potential impacts in the areas of Aesthetics, Land Use and Planning, Population and Housing, Public Services, and Recreation. The conclusion in the staff report, that a new EIR would have been required only if the Downtown Specific Plan was reasonably expected to generate new or increased impacts that exceed those analyzed by the General Plan EIR for Rivertown in the General Plan is not supported by the information in the Addendum. Moreover, the proposed Downtown Specific Plan proposes more than a reduction in permitted residential density.

For the reasons set forth above, we respectfully request that the City undertake subsequent environmental review of the proposed Land Use Element Update and at a minimum, prepare a supplemental environmental impact report.

Very truly yours,



Kristina D. Lawson

KDL:rsc

cc: Louis Parsons



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Ken Warren, Associate Engineer *KW*

**APPROVED BY:** Lynne Filson, Assistant City Engineer II *LBF*

**SUBJECT:** Resolution Extending the Temporary Closure of Empire Mine Road between Mesa Ridge Drive and Deer Valley Road

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### **RECOMMENDED ACTION**

It is recommended that the City Council conduct a public hearing and approve the attached resolution (Attachment "A") extending the temporary closure of Empire Mine Road between Mesa Ridge Drive and Deer Valley Road for an additional period of eighteen (18) months as a continued measure to reduce criminal activity in the area.

### **STRATEGIC PURPOSE**

This action is essential to protect life and property (Long Term Goal A: Crime Reduction, Strategy A-2, in the Strategic Plan) by reducing the need for police services in the subject area which allows police resources to be deployed elsewhere; and to eradicate blight (Long Term Goal C: Strategy C-2, in the Strategic Plan) by removing public vehicular access from the subject area (with its past significant criminal, illegal, blighted, and nuisance activities and/or conditions).

### **FISCAL IMPACT**

The costs of the gates and signs for the Empire Mine Road closure were originally borne by the owners of the Golf Club at Roddy Ranch which are now maintained by the City of Antioch. No additional financial impacts are expected to come from this action.

### **DISCUSSION**

Empire Mine Road (Attachment "B") is located in the southern portion of the City in undeveloped Future Urban Area 1 (FUA1). The roadway is generally flat with the exception of a steep, winding portion that stretches approximately three quarters of a mile from the old Higgins Ranch driveway (Zeka property) up to Mesa Ridge Drive. This 3½-mile two-lane paved road with gravel shoulders, which extends from Mesa Ridge Drive in the Dallas Ranch Subdivision to Deer Valley Road, has for a long time been a source of consternation for adjacent land owners and the law enforcement community. Arson, vandalism, dumping, trespassing, discharging of firearms, parties involving the use of drugs and alcohol, and malicious activities leading to the death of livestock

prompted a concerted effort in 2005 by property owners (especially rancher Jack Roddy), the Antioch Police Department, and the County Sheriff to close the road. Fronting property owners include Ginocchio, Richfield Development Corporation, Shea Adult Communities, Zeka Group, The Golf Course at Roddy Ranch [GKK Roddy Ranch Owner, LP (Gramercy)], East Bay Regional Park District, and City open space adjacent to developed residential property.

When the request to close the road was originally made in 2005, the 3-mile portion of Empire Mine Road from ½ mile east of Deer Valley Road to Mesa Ridge Drive was within the City limits and the remaining ½ mile section from the east City limit line to Deer Valley Road was located in the County. Therefore, approval from both the City Council and Contra Costa County Board of Supervisors was required to temporarily close the road. With the annexation of the Roddy Ranch property in 2007, the City assumed jurisdiction over the entire road.

California Vehicle Code §21101.4 authorizes the temporary closure of roads due to criminal activity subject to certain conditions and by resolution of a local authority at public hearing. To date, the following actions have been taken:

- On September 13, 2005, the Antioch City Council adopted Resolution No. 2005/102 making findings and ordering the temporary closure of Empire Mine Road for a period of eighteen (18) months.
- On May 16, 2006, the Contra Costa County Board of Supervisors adopted Traffic Resolution No. 2006/4162 ordering the temporary closure of Empire Mine Road No. 6963 (the portion of Empire Mine Road 2,600 feet west of Deer Valley Road to Mesa Ridge Drive) for an initial period of 18 months as a measure to reduce criminal activity in the Antioch area.
- On April 10, 2007, the City Council adopted Resolution No. 2007/26 extending the temporary closure of the entire road for an additional period of eighteen months (1<sup>st</sup> extension).
- On September 9, 2008, the City Council adopted Resolution No. 2008/87 extending the temporary closure of the entire road for a 2<sup>nd</sup> additional period of eighteen months.
- On March 9, 2010, the City Council adopted Resolution No. 2010/19 extending the temporary closure of the entire road for a 3<sup>rd</sup> additional period of eighteen months.
- On September 13, 2011, the City Council adopted Resolution No. 2011/63 extending the temporary closure of the entire road for a 4<sup>th</sup> additional period of eighteen months.

- On March 12, 2013, the City Council adopted Resolution No. 2013/14 extending the temporary closure of Empire Mine Road for a 5<sup>th</sup> additional period of eighteen months.
- On September 9, 2014, the City Council adopted Resolution No. 2014/82 extending the temporary closure of Empire Mine Road for a 6<sup>th</sup> additional period of eighteen months.
- On March 8, 2016, the City Council adopted Resolution No. 2016/24 extending the temporary closure of Empire Mine Road for a 7<sup>th</sup> additional period of eighteen months.

Per California Vehicle Code §21101.4, the temporary closure order may be extended by the procedures specified in the Vehicle Code, which allows for eight (8) extensions of eighteen (18) months in addition to the original eighteen (18) month closure. One (1) additional 18-month closure extension may be approved with each time extension requiring a public hearing. Through an inadvertent omission, the current 18-month extension was allowed to expire on September 13, 2017 without being renewed. However, the Interim Assistant Antioch City Attorney has verified the efficacy of tonight's recommended action. Should Council approve tonight's extension, there will be zero (0) remaining extensions.

The owners of Roddy Ranch provided the funding for the original gate construction as approved by the City Engineer on Empire Mine Road at both Mesa Ridge Drive and Deer Valley Road as part of the temporary road closure. The gates and gate locks are of a type approved by the Chief of Police and the Contra Costa County Fire District. "Road Closed" signs have been installed on Deer Valley Road (northbound and southbound directions) adjacent to Empire Mine Road. The gates have signs affixed indicating that the road is closed to all through vehicular traffic with provisions for access by the residents on the Zeka Ranch property, City Public Works employees, emergency response personnel, as well as pedestrians and bicyclists. The gates and the adjacent areas are regularly monitored by the Public Works crews and Police Officers to determine if additional work is necessary to repair vandalized improvements or added measures to prevent vehicular access Per California Vehicle Code §21101.4 and Resolution No. 2014/82.

The attached resolution lists seven findings that must be made by the City Council at public hearing to extend the temporary closure of the road. A copy of Antioch Police Department Memo, "Empire Mine Road Closure Extension", dated November 14, 2017 recommends the extension of the closure for an additional 18-month period and is provided as Attachment "C". Captain Diane Aguinaga, Support Services Division, reports that there were thirty-two (32) calls for police service in 2016 and thirty-two (32) calls for police service thus far in 2017 involving Empire Mine Road, in spite of the existing temporary road closure, and that the isolated and rural nature of this area is still a big lure for illegal activity.

The adjacent property owners have been given notice of the public hearing in writing. Staff recommends that the Antioch City Council approve the resolution to extend the road closure an additional 18 months beyond the September 13, 2017 termination date.

It is important to note that at the termination of this 8<sup>th</sup> and final *temporary* road closure extension on March 13, 2019, Empire Mine Road will revert to its former state and be open to the public. The City Council may want to consider whether the road should be permanently closed before or after the March 13, 2019 deadline. Having the road open to public traffic will result in the very real potential for crime and vandalism to occur, which prompted the original temporary closure of the road. Closing the road permanently would leave at least one parcel without access from a public road, basically land locking the parcel(s). For this reason, the owner of Zeka Ranch has expressed their desire to see the road reopened. In order to permanently close Empire Mine Road, the City Council would have to determine that the road is "no longer needed for vehicular traffic". A finding that the closure is "in the interests of public safety" is only allowed by the California Vehicle Code 21101 when the population of the County in which the road is located exceeds 6 million, which our county does not. At Council's direction, Staff will agendize this item for the Council to consider in late 2018.

#### **ATTACHMENTS**

- A. Resolution
- B. Vicinity Map
- C. Antioch Police Department Memo, "Empire Mine Road Closure Extension", dated November 14, 2017



# ATTACHMENT "A"

## RESOLUTION NO. 2017/\*\*

### RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH MAKING FINDINGS AND ORDERING EXTENSION OF THE TEMPORARY CLOSURE OF EMPIRE MINE ROAD

**WHEREAS** property owners adjacent to Empire Mine Road requested that Empire Mine Road be temporarily closed due to serious and continual criminal activity; and

**WHEREAS** Vehicle Code §21101.4 authorizes the temporary closure of roads due to criminal activity, and provides criteria and procedures for such closure; and

**WHEREAS** on March 8, 2016 the Antioch City Council adopted Resolution No. 2016/24 making findings and ordering the extension of the temporary closure of Empire Mine Road for an additional period of eighteen (18) months; and

**WHEREAS** the temporary closure order may be extended for the periods and by the procedures specified in Vehicle Code §21101.4 or successor legislation; and

**WHEREAS** Vehicle Code §21101.4 provides that the closure may be extended for one (1) additional 18-month period if, prior to that extension, the local authority holds a public hearing and finds by resolution that all of the following conditions exist;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council makes the following findings:

1. A duly-noticed public hearing was conducted by the City Council on December 12, 2017, at which all interested persons were allowed to address the Council. Notice was mailed to all residents and owners, as shown on the last equalized assessment roll, of property adjacent to Empire Mine Road;

2. The Police Department recommends extending the closure of the road. Captain Diane Aguinaga Support Services Division has authored a memorandum dated November 14, 2017 on file with the Office of the City Attorney, which the City Council incorporates by reference. In summary, Captain Aguinaga reports the following:

a. A cooperative effort from all of the interested parties and a significant portion of the initial closure period was expended to install the gates on Empire Mine Road;

b. All of the qualifying closure criteria outlined in City Council Resolution No. 2016/24 still exists. There is less activity about Empire Mine Road on the internet, mainly due to the advertisement of the impending closure extension. This condition would drastically change if the road were reopened;

**RESOLUTION NO. 2017/\*\***

December 12, 2017

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c. Vehicle Code §21101.4 (b) provides for an extension of the temporary closure as long as the following conditions exist:

- (1) The extension of the temporary closure will assist in preventing the occurrence or reoccurrence of the serious and continual criminal activity which existed immediately prior to the authorization of the temporary closure.
- (2) The highway has not been designated as a through highway or arterial street.
- (3) Vehicular or pedestrian traffic on the highway contributes to the criminal activity.
- (4) The existing temporary closure has not substantially or adversely affected traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area of Empire Mine Road; and

d. The aforementioned conditions still exist. Anything less than an order for extending the temporary closure of Empire Mine Road for another eighteen month period as prescribed in California Vehicle Code §21101.4 (b) will have a detrimental effect on the quality of life and the safety of the community.

3. From the foregoing, the Council concludes that continuation of the temporary closure of Empire Mine Road will assist in preventing reoccurrence of the serious and continual activity found to exist when the immediately preceding temporary closure was authorized;

4. Empire Mine Road has not been designated as a through highway or arterial street;

5. Vehicular traffic on the road contributes to the criminal activity;

6. The immediately preceding closure has not substantially adversely affected the following:

a. traffic flow or traffic safety on adjacent streets or surrounding neighborhoods, because Empire Mine Road does not have any public cross streets along its length and is not necessary to travel to any other neighborhoods;

b. operation of emergency vehicles, because other routes provide better linkages to destinations of emergency vehicles. The gates used to close the road are equipped with lock types that can be removed by emergency responders if it is necessary for response along Empire Mine Road itself;

c. performance of municipal or public utility services, since no such services are provided along this roadway;

**RESOLUTION NO. 2017/\*\***

December 12, 2017

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d. delivery of freight by commercial carriers, as other routes provide better linkages to destinations of commercial freight carriers.

**BE IT FURTHER RESOLVED** that pursuant to Vehicle Code §21101.4, the Council hereby determines that the temporary closure of Empire Mine Road shall be extended for a period of eighteen months (**until March 13, 2019**) when, under the current Vehicle Code, will permanently expire;

**BE IT FURTHER RESOLVED** that the extended closure shall be physically accomplished by gates with access points for pedestrians and bicyclists on both ends of the roadway. Adjoining property owners/authorized residents (if any) shall have the right to travel on the closed roadway and shall be responsible for closing and securing the gates. Pedestrians and bicyclists shall have the right to travel on the closed roadway and shall be required to use access points provided. The City shall provide an adequate level of road maintenance for use by bicyclists and pedestrians.

**BE IT FURTHER RESOLVED** that this Resolution shall be effective immediately.

\* \* \* \* \*

I **HEREBY CERTIFY** that the foregoing Resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 12<sup>th</sup> day of December, 2017 by the following vote:

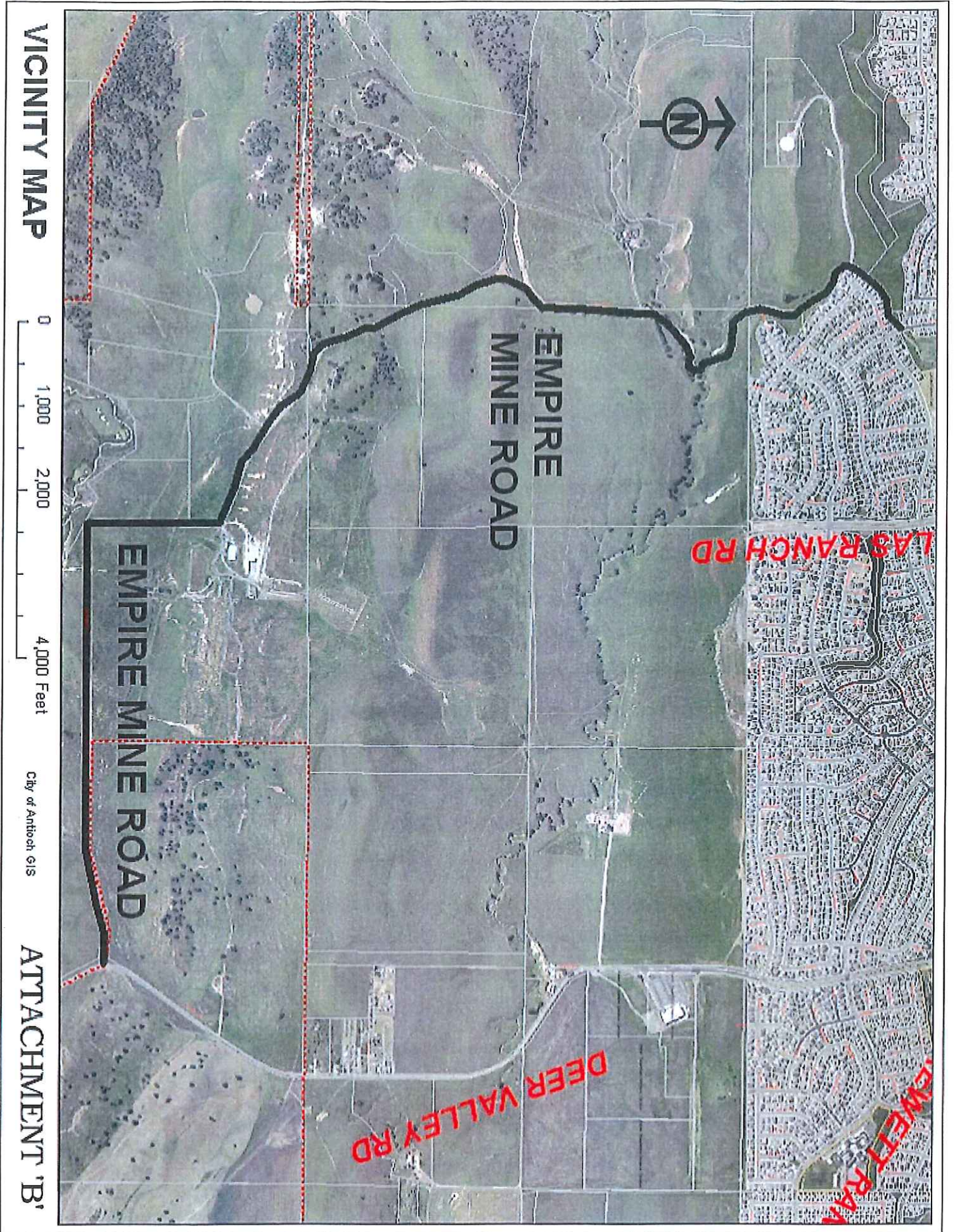
**AYES:**

**NOES:**

**ABSENT:**

---

**ARNE SIMONSEN, CMC**  
**CITY CLERK OF THE CITY OF ANTIOCH**



## ATTACHMENT "C"

### ANTIOCH POLICE DEPARTMENT INTER-OFFICE MEMORANDUM

TO: Ken Warren, Assistant Engineer

FROM: Diane Aguinaga, Captain, Support Services Division

DATE: November 14, 2017

SUBJECT: **Empire Mine Road Closure Extension**

On March 28, 2016, the City Council adopted Resolution No. 2016/24 extending the temporary closure of Empire Mine Road for a 7<sup>th</sup> additional period of eighteen months. This action was taken pursuant to California Vehicle Code Section 21101.4. A significant effort was undertaken by all interested parties to ensure this roadway was temporarily closed.

All of the qualifying closure criteria outlined in City Council Resolution No. 2016/24 still exists. In spite of the extension of this closure, the isolated and rural nature of this area is still a big lure for illegal activity. There were thirty two (32) calls for police service in 2016 and thirty two (32) calls for police service in 2017 so far, involving Empire Mine Road.

The vested interest shared by the City of Antioch, the Antioch Police Department, County Board of Supervisors, Sheriff's Department, Fire Department and adjacent property owners still exists. Opening Empire Mine Road at this time would dramatically increase the Police Department's public safety demands, and would put the health, safety and welfare of Antioch Citizens and adjacent property owners at risk.

Vehicle Code Section 21101.4 does provide for an extension of the temporary closure as long as the following conditions exist:

1. The extension of the temporary closure will assist in preventing the occurrence or reoccurrence of the serious and continual criminal activity which existed immediately prior to the authorization of the temporary closure.
2. The highway has not been designated as a through highway or arterial street.
3. Vehicular or pedestrian traffic on the highway contributes to the criminal activity.
4. The existing temporary closure has not substantially or adversely affected traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area of Empire Mine Road.

It is the Police Department's opinion that the aforementioned conditions still exist, and we recommend the order of temporary closure for Empire Mine Road be extended for another eighteen month period as prescribed in California Vehicle Code Section 21101.4 (b). To do any less has a detrimental affect on the quality of life and the safety of the community.



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Ken Warren, Associate Engineer *kw*

**APPROVED BY:** Lynne Filson, Assistant City Engineer II *LBF*

**SUBJECT:** Resolution Extending the Temporary Closure of McElheny Road between East 6<sup>th</sup> Street and Fulton Shipyard Road

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### **RECOMMENDED ACTION**

It is recommended that the City Council conduct a public hearing and approve the attached resolution (Attachment "A") extending the temporary closure of McElheny Road between East 6<sup>th</sup> Street and Fulton Shipyard Road for an additional period of eighteen (18) months as a measure to reduce criminal activity in the area.

### **STRATEGIC PURPOSE**

This action is essential to protect life and property (Long Term Goal A: Crime Reduction, Strategy A-2, in the Strategic Plan) by reducing the need for police services in the subject area which allows police resources to be deployed elsewhere; and to eradicate blight (Long Term Goal C: Strategy C-2, in the Strategic Plan) by removing public vehicular access from the subject area (with its past significant criminal, illegal, blighted, and nuisance activities and/or conditions).

### **FISCAL IMPACT**

The cost of gates and signs for the McElheny Road closure were paid for with storm drain funds. No additional financial impacts are expected to come from this action.

### **DISCUSSION**

McElheny Road (Attachment "B") is a 750-foot long, 30-foot wide, mostly unpaved road that crosses under the Burlington Northern Santa Fe (BNSF) railroad bridge between East 6<sup>th</sup> Street and Fulton Shipyard Road in the City of Antioch. The Public Works Department maintains water and sewer pipes that are located in the roadway alignment and periodically cleans adjacent open channels, but the road surface is not maintained.

Over the years the condition of McElheny Road had been a continuous source of consternation for adjacent land owners and the law enforcement community, and the area became a public nuisance and threat to the public health, safety, and welfare. The roadway often became impassable from seasonal rainfall and incoming tides due to its low elevation and lack of adequate drainage, with multiple occurrences of vehicles

becoming submerged and disabled. Its isolated location and lack of street lighting made McElheny Road particularly attractive for criminal behavior and illegal dumping. According to statistics provided by the Antioch Police Department, during the five years prior to the 2011 temporary closure, the Department responded to a total of fifty-three (53) calls for service on this road, which varied between reports of discarded boats and stolen vehicles; dumping of trash, debris, construction materials and oil; discovery of pipe bombs and other dangerous objects; fights and miscellaneous disturbances; trespassing complaints, illegal camping and homeless encampments. McElheny Road was a significant and costly problem for the City and for Allied Waste, each of whom experienced difficulties accessing the illegal dumping occurring on this road. Additionally, the trestles supporting the railroad facilities limited accessibility due to width and height restrictions.

In 2011, dumping and other illegal activities on McElheny Road prompted a concerted effort by both the property and business owner of the Red Caboose Restaurant, the Antioch Police Department, the Contra Costa County Fire Protection District (CCCFFD), and the BNSF Railway Police Department to close the road.

California Vehicle Code §21101.4 authorizes the temporary closure of roads due to criminal activity subject to certain conditions and by resolution of a local authority at a public hearing. To date, the following actions have been taken:

- On September 13, 2011 the Antioch City Council adopted Resolution No. 2011/62 making findings and ordering the temporary closure of McElheny Road for a period of eighteen (18) months.
- On March 12, 2013 the City Council adopted Resolution No. 2013/13 extending the temporary closure of McElheny Road for an additional period of eighteen months (1<sup>st</sup> extension).
- On September 9, 2014 the City Council adopted Resolution No. 2014/81 extending the temporary closure of McElheny Road for an additional period of eighteen months (2<sup>nd</sup> extension).
- On March 8, 2016 the City Council adopted Resolution No. 2016/25 extending the temporary closure of McElheny Road for an additional period of eighteen months (3<sup>rd</sup> extension).

Per California Vehicle Code §21101.4, the temporary closure order may be extended by the procedures specified in the Vehicle Code, which allows for eight (8) extensions of eighteen (18) months in addition to the original eighteen (18) month closure. Five (5) additional 18-month closure extensions may be approved with each time extension requiring a public hearing. Through an inadvertent omission, the current 18-month extension was allowed to expire on September 13, 2017 without being renewed. However, the Interim Assistant Antioch City Attorney has verified the efficacy of

tonight's recommended action. Should Council approve tonight's extension, there will be four (4) remaining extensions.

To alert the public of the temporary road closure, "No Outlet" signs were installed on W. 6<sup>th</sup> Street at "A" Street and on Fulton Shipyard Road at Wilbur Avenue, and "End of City Maintained Street" and "Rough Road Subject to Flooding" signs are installed at each end of McElheny Road. To effectuate the temporary road closure, the Public Works Department in conjunction with the Antioch Police Department and the CCCFPD constructed gates at each end of McElheny Road. One gate is located approximately 100 feet north of East 6<sup>th</sup> Street and the other approximately 200 feet north of the BNSF Railroad Line. The gate locations provide for existing rear driveway access to the residence at 49 East 6<sup>th</sup> Street and adequate vehicular turn-around space at both ends of McElheny Road. The gates swing or open inward, have fire-trail lock-access or "daisy" chaining and allow for access by City and County Public Works employees, emergency response personnel, as well as pedestrians and bicyclists. The gates and the adjacent areas are regularly monitored by Public Works crews and Police Officers to determine if additional work is necessary to repair vandalized improvements or add measures to prevent vehicular access.

Per California Vehicle Code §21101.4 and Resolution No. 2016/25, the attached resolution lists seven findings that must be made by the City Council at public hearing to extend the temporary closure of the road. A copy of Antioch Police Department Memo, "McElheny Road Temporary Closure", dated November 14, 2017 recommends the extension of the closure for an additional 18-month period and is provided as Attachment "C". Captain Diane Aguinaga, Support Services Division, reports that there were ninety-three (93) calls for police service involving McElheny Road in 2016 and ninety-two (92) calls for police service involving McElheny Road thus far in 2017. This isolated area remains a haven for illegal dumping and various other activities that pose a threat to public safety.

Fronting property owners to McElheny Road include Bert Mannall, LLC; Fruitful Farms, LLC; Riverfront Partners, LLC; City of Antioch; James & Phyllis Boccio; Antioch Diversified Development Association and the BNSF Railway. All adjacent property owners were noticed in writing of the proposed temporary road closure extension and the public hearing for Council to consider this action. If the temporary road closure extension is approved, all property owners adjacent to the McElheny will continue to have an alternate means of access to a public road. Staff requests that the Antioch City Council approve the resolution to extend the road closure an additional 18 months beyond the September 13, 2017 termination date.

#### **ATTACHMENTS**

- A. Resolution
- B. Vicinity Map
- C. Antioch Police Department Memo, "Empire Mine Road Closure Extension", dated November 14, 2017



# ATTACHMENT "A"

## RESOLUTION NO 2017/\*\*

### RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH MAKING FINDINGS AND ORDERING EXTENSION OF THE TEMPORARY CLOSURE OF McELHENY ROAD

**WHEREAS** certain business and property owners adjacent to McElheny Road requested that McElheny Road be temporarily closed due to serious and continual criminal activity; and

**WHEREAS** Vehicle Code §21101.4 authorizes the temporary closure of roads due to criminal activity, and provides criteria and procedures for such closure; and

**WHEREAS** on March 8, 2016 the Antioch City Council adopted Resolution No. 2016/25 making findings and ordering the temporary closure of McElheny Road for a period of eighteen (18) months; and

**WHEREAS** the temporary closure order may be extended for the periods and by the procedures specified in Vehicle Code §21101.4 or successor legislation; and

**WHEREAS** Vehicle Code §21101.4 provides that the closure may be extended for five (5) additional 18-month periods if, prior to each of those extensions, the local authority holds a public hearing and finds by resolution that all of the following conditions exist;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council makes the following findings:

1. A duly-noticed public hearing was conducted by the City Council on December 12, 2017, at which all interested persons were allowed to address the Council. Notice was mailed to all residents and owners, as shown on the last equalized assessment roll, of property adjacent to McElheny Road;

2. The Police Department recommends extending the closure of the road. Captain Diane Aguinaga Support Services Division has authored a memorandum dated November 14, 2017 on file with the Office of the City Attorney, which the City Council incorporates by reference. In summary, Captain Aguinaga reports the following:

a. A cooperative effort from all of the interested parties and a significant portion of the initial closure period was expended to install the gates on McElheny Road;

b. All of the qualifying closure criteria outlined in City Council Resolution No. 2016/25 still exists. There is less activity on McElheny Road, mainly due to advertisement of the impending road closure extension. This condition would drastically change if the road were reopened;

**RESOLUTION NO. 2017/\*\***

December 12, 2017

Page 2

c. Vehicle Code §21101.4 (b) provides for an extension of the temporary closure as long as the following conditions exist:

- (1) The extension of the temporary closure will assist in preventing the occurrence or reoccurrence of the serious and continual criminal activity which existed immediately prior to the authorization of the temporary closure.
- (2) The highway has not been designated as a through highway or arterial street.
- (3) Vehicular or pedestrian traffic on the highway contributes to the criminal activity.
- (4) The existing temporary closure has not substantially or adversely affected traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area of McElheny Road; and

d. The aforementioned conditions still exist. Anything less than an order for extending the temporary closure of McElheny Road for another eighteen month period as prescribed in California Vehicle Code §21101.4 (b) will have a detrimental effect on the quality of life and the safety of the community.

3. From the foregoing, the Council concludes that continuation of the temporary closure of McElheny Road will assist in preventing reoccurrence of the serious and continual activity found to exist when the immediately preceding temporary closure was authorized;

4. McElheny Road has not been designated as a through highway or arterial street;

5. Vehicular traffic on the road contributes to the criminal activity;

6. The immediately preceding closure has not substantially adversely affected the following:

a. traffic flow or traffic safety on adjacent streets or surrounding neighborhoods, because McElheny Road does not have any public cross streets along its length and is not necessary to travel to any other neighborhoods;

b. operation of emergency vehicles, because other routes provide better linkages to destinations of emergency vehicles. The gates used to close the road are equipped with lock types that can be removed by emergency responders if it is necessary for response along the McElheny Road itself;

c. performance of municipal or public utility services, since no such services are provided along this roadway;

**RESOLUTION NO. 2017/\*\***

December 12, 2017

Page 3

d. delivery of freight by commercial carriers, as other routes provide better linkages to destinations of commercial freight carriers.

**BE IT FURTHER RESOLVED** that pursuant to Vehicle Code §21101.4, the Council hereby determines that the temporary closure of McElheny Road shall be extended for a period of eighteen months (**until March 13, 2019**);

**BE IT FURTHER RESOLVED** that the extended closure shall be physically accomplished by gates with access points for pedestrians and bicyclists on both ends of the roadway. Adjoining property owners/authorized residents (if any) shall have the right to travel on the closed roadway and shall be responsible for closing and securing the gates. Pedestrians and bicyclists shall have the right to travel on the closed roadway and shall be required to use access points provided. The City shall provide an adequate level of road maintenance for use by bicyclists and pedestrians.

**BE IT FURTHER RESOLVED** that this Resolution shall be effective immediately.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing Resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof held on the 12<sup>th</sup> day of December, 2017 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

---

**ARNE SIMONSEN, CMC**  
**CITY CLERK OF THE CITY OF ANTIOCH**

ATTACHMENT "B"



AT & SF RR

FULTON SHIP

MC ELHENY ROAD  
WIDTH: 30 FT  
LENGTH: 750 FT

MC ELHENY RD

EBRPD 20'-WIDE STANDARD GATE  
200' NORTH OF BNSF RR CROSSING

EBRPD 20'-WIDE STANDARD GATE  
100' NORTH OF 6TH STREET

6 TH STREET  
MC ELHENY ROAD



## ATTACHMENT "C"

### ANTIOCH POLICE DEPARTMENT INTER-OFFICE MEMORANDUM

TO: Ken Warren, Assistant Engineer

FROM: Diane Aguinaga, Captain, Support Services Division

DATE: November 14, 2017

SUBJECT: **McElheny Road Temporary Closure**

On March 8, 2016 the City Council adopted Resolution No. 2016/25 extending the temporary closure of McElheny Road for a 3<sup>rd</sup> additional period of eighteen months. This action was taken pursuant to California Vehicle Code Section 21101.4. A significant effort was undertaken by all interested parties to ensure this roadway was temporarily closed.

All of the qualifying closure criteria outlined in City Council Resolution No. 2016/25 still exists. In spite of the extension of this closure, the isolated nature of this area is still a haven for illegal dumping and various other activities that have posed a threat to public safety. There were ninety three (93) calls for police service involving McElheny Road in 2016 and ninety two (92) calls for police service in 2017 so far.

The vested interest shared by the City of Antioch, the Antioch Police Department, the Fire Department, Burlington Northern Santa Fe Railroad and adjacent property owners still exists. Opening McElheny Road at this time would dramatically increase the Police Department's public safety demands, and would put the health, safety and welfare of Antioch Citizens and adjacent property owners at risk.

Vehicle Code Section 21101.4 does provide for an extension of the temporary closure as long as the following conditions exist:

1. The extension of the temporary closure will assist in preventing the occurrence or reoccurrence of the serious and continual criminal activity which existed immediately prior to the authorization of the temporary closure.
2. The highway has not been designated as a through highway or arterial street.
3. Vehicular or pedestrian traffic on the highway contributes to the criminal activity.
4. The existing temporary closure has not substantially or adversely affected traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area of McElheny Road.

It is the Police Department's opinion that the aforementioned conditions still exist, and we recommend the order of temporary closure for Empire Mine Road be extended for another eighteen month period as prescribed in California Vehicle Code Section 21101.4 (b). To do any less has a detrimental affect on the quality of life and the safety of the community.



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Arne Simonsen, CMC, City Clerk  
Christina Garcia, Deputy City Clerk *CS*

**APPROVED BY:** Nickie Mastay, Administrative Services Director *NM*

**SUBJECT:** Board of Administrative Appeals Appointment for one (1) Alternate Member vacancy, 2-year term, expiring July 2019

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### **RECOMMENDED ACTION**

It is recommended that the Mayor nominate and Council appoint by resolution one Alternate Member to the Board of Administrative Appeals for a 2-year term which will expire July 2019.

### **STRATEGIC PURPOSE**

**Long Term Goal L: City Administration.** Provide exemplary City administration.  
**Strategy L-7:** Coordinate City Boards and Commissions administrative requirements.

### **FISCAL IMPACT**

There is no fiscal impact to the City as this position is voluntary.

### **DISCUSSION**

The Board of Administrative Appeals consists of five members and one alternate to be appointed by the Mayor and confirmed by a majority of the Council. The Alternate Member shall serve a term of two years. The Board hears appeals regarding administrative decisions by any official of the City dealing with Municipal Code interpretations. These administrative citations are typically issued by a Code Enforcement Officer, Police Officer, or Animal Control Officer.

Three of the Board Members shall have experience in the building construction trades and/or training in the California Code of Regulations, or such training and experience necessary to hear appeals on Building, Housing, and Technical Codes. All appointed members of the Board shall be Antioch residents. Meetings are held the first Thursday of every month at 3:00 p.m. in the City Council Chambers; or on other dates as needed.

The City of Antioch advertised to fill the vacancy in the usual manner. The Clerk's Office received one application from the following resident to be considered for appointment to the Alternate Member, 2-year term vacancy: Marie Livingston.

The applicant was interviewed by Mayor Wright.

**ATTACHMENTS**

- A. Resolution
- B. Application



**RESOLUTION NO. 2017/\*\***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
APPOINTING [INSERT NAME OF APPOINTEE AFTER APPOINTMENT] TO THE  
BOARD OF ADMINISTRATIVE APPEALS FOR THE ALTERNATE MEMBER  
VACANCY, TWO-YEAR TERM ENDING IN JULY 2019**

**WHEREAS**, there is currently a vacancy on the Board of Administrative Appeals for an Alternate Member vacancy, two-year term, ending in July 2019; and

**WHEREAS**, the City Clerk made announcement of the vacancy and solicited applications for the vacancy; and

**WHEREAS**, Mayor Sean Wright considered one application received and interviewed the interested applicant; and

**WHEREAS**, Antioch Municipal Code Section 2-5.201 requires that the Mayor nominate candidates for membership on all boards and commissions and requires that the City Council approve, by a majority vote, the appointment of said nominee; and

**WHEREAS**, Mayor Sean Wright has nominated [insert name of appointee after appointment] to the Board of Administrative Appeals.

**NOW THEREFORE BE IT RESOLVED**, that the City Council of the City of Antioch hereby approves the Mayor's nomination of [insert name of appointee after appointment] and appoint *him/her* to serve on the Board of Administrative Appeals as an Alternate Member, two-year term, ending in July 2019.

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 12th day of December 2017, by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

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**ARNE SIMONSEN, CMC  
CITY CLERK OF THE CITY OF ANTIOCH**



APPLICATION DEADLINE: 5:00 p.m. Thursday, November 9, 2017

APPLICATION FOR COMMUNITY SERVICE

BOARD OF ADMINISTRATIVE APPEALS  
Alternate Board Member (2-year term)

Print your name: MARIE LIVINGSTON  
Address: WHITE ROCK WAY City: ANTIOCH  
ZIP Code: 94531 Phone (H) \_\_\_\_\_ (W) \_\_\_\_\_ (C) \_\_\_\_\_  
e-mail address: \_\_\_\_\_  
Employer: RETIRED - PLEASE SEE ATTACHED RESUME  
Address: \_\_\_\_\_ City: \_\_\_\_\_  
Occupation: \_\_\_\_\_  
Years lived in the City of Antioch: 22+ YEARS  
List the three (3) main reasons for your interest in this appointment: \_\_\_\_\_

1. To work towards a better quality of life for residents and businesses in the City of Antioch.
2. Participate in the effort to resolve issues related to violations of any city municipal code.
3. To assist the Board of Administrative Appeals in interpreting municipal codes as written whereby citizens can depend on public servants to be consistent in the application of codes.

Have you attended any meeting of this board? NO

Have you had any previous city community service on this board? (If yes, please explain) NO

What skills/knowledge do you have that would be helpful in serving on the Board of

Please indicate any further information or comments you wish to make that would be helpful in reviewing your application.

PLEASE SEE ATTACHED RESUME

Can you attend meetings at the designated time and date? YES

Please attach your resume (recommended to enhance your application for appointment).

**PLEASE NOTE THIS COMPLETED APPLICATION IS AVAILABLE FOR PUBLIC REVIEW.**

Board members are required to file an annual FPPC Form 700 (Statement of Economic Interest) with the City Clerk and complete a 2-hour online AB 1234 Ethics course.

DELIVER OR MAIL TO: CITY CLERK'S OFFICE  
City of Antioch  
200 "H" Street  
P.O. Box 5007  
Antioch, CA 94531-5007

## MARIE LIVINGSTON

**OBJECTIVE** To serve as an alternate on the City of Antioch's Board of Administrative Appeals. I want to participate in the review and interpretation of Municipal Codes and assist in the resolution of appeals.

**SKILLS & ABILITIES** Before retiring from the City of Berkeley I worked in the Human Resources Department as a Human Resources Technician. I was the supervisor in the Employee Records and Transactions division. A major part of my duties consisted of the interpretation and explanation of personnel rules, regulations, policies and procedures to city payroll staff, budget analysts and City Auditor payroll staff.

**EXPERIENCE** **CITY OF BERKELEY**  
June 1986 through December 2012  
I performed a wide variety of technical and paraprofessional duties involving the administration of the City's personnel system; maintaining employees' compensation and benefits records. I have knowledge of: principles, practices and theories of public personnel administration and management. I was responsible for applying federal, state and local laws, and regulations related to municipal personnel functions. I have knowledge of office methods and procedures, and skill in using computer hardware and software. I provided various reports to city departments, other outside agencies, and complied with FOIA requests.  
  
I assisted in the preparation of city budgets by providing reports of authorized, budgeted FTE of city employees to the City Manager's Office analysts, the Budget Office and to department budget analysts. I also interpreted MOUs, laws, regulations, rules, policy and personnel procedures. I communicated effectively with others by phone, by mail, by email and in person. I worked independently with little supervision and worked with teams to accomplish specific goals.

**EDUCATION** Castlemont Adult High School, Oakland, CA - Diploma  
Heald Business College, Oakland, CA - Certificates: Basic, Cobol and Accounting  
Los Medanos Community College, Pittsburg, CA - Major/Minor; Business Management/HR Administration - GPA 3.96 (Lacked two units from AA Degree which was my decision because of workload priorities.)

**ORGANIZATIONS** Police Crime Commission - Neighborhood Watch Block Captain  
Nextdoor.com - Lead  
Friday Morning Breakfast Club - Member

## **REFERENCES**

**David Hodgkins,  
Director of Human Resources (Retired)  
City of Berkeley  
Milvia Street  
Berkeley, CA 94704**

**Leo Reyes, Auditor  
City of Berkeley  
Milvia Street  
Berkeley, CA 94704**

**Ann DelRosario, Auditor  
City of Berkeley  
Milvia Street  
Berkeley, CA 94704**

**Donald P. Freitas  
Whitetail Drive  
Antioch, CA 94531**

**Arne Simonsen, City Clerk  
City of Antioch  
Antioch, CA 94509**



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017  
**TO:** Honorable Mayor and Members of the City Council  
**SUBMITTED BY:** Forrest Ebbs, Community Development Director *FE*  
**SUBJECT:** Planning Commission Appointment

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### **RECOMMENDED ACTION**

It is recommended that the Mayor nominate and Council appoint one member to the Planning Commission for a partial term expiring October 2019.

### **STRATEGIC PURPOSE**

**Long Term Goal L: City Administration:** Provide exemplary City administration.

**Strategy L-7:** Coordinate City Boards and Commissions administrative requirements.

### **FISCAL IMPACT**

There is no fiscal impact to the City as all positions are voluntary.

### **DISCUSSION**

The Planning Commission has one partial term vacancy with an expiration date of October 2019. One application was received during the recruitment period and the applicant was interviewed by Mayor Wright and Planning Manager Morris.

The recommendation will be made by Mayor Wright at the meeting.

### **ATTACHMENTS**

- A. Resolution
- B. Application

**ATTACHMENT "A"**

**RESOLUTION NO. 2017/\*\***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
APPOINTING \_\_\_\_\_  
TO THE PLANNING COMMISSION FOR A PARTIAL TERM ENDING IN  
OCTOBER 2019**

**WHEREAS**, there is currently one vacancy on the Planning Commission due to the resignation of one Commissioner; and

**WHEREAS**, the City Clerk made announcement of the vacancy and solicited applications for the vacancy; and,

**WHEREAS**, Mayor Sean Wright and Planning Manager Morris considered the application received and interviewed the interested applicant; and,

**WHEREAS**, Antioch Municipal Code Section 2-5.201 requires that the Mayor nominate candidates for membership on all boards and commissions and requires that the City Council approve, by a majority vote, the appointment of said nominee; and,

**WHEREAS**, Mayor Sean Wright has nominated \_\_\_\_\_ to the Planning Commission.

**NOW THEREFORE BE IT RESOLVED**, that the City Council of the City of Antioch hereby approves the Mayor's nomination of \_\_\_\_\_ and appoints them to serve on the Planning Commission for the partial term ending in October 2019.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 12<sup>th</sup> day of December, 2017, by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

\_\_\_\_\_  
**ARNE SIMONSEN, CMC  
CITY CLERK OF THE CITY OF ANTIOCH**

# ATTACHMENT "B"



RECEIVED

OCT 18 2017

CITY OF ANTIOCH  
CITY CLERK

APPLICATION DEADLINE: 5:00 p.m. Friday, October 13, 2017

## APPLICATION FOR COMMUNITY SERVICE

PLANNING COMMISSION - One partial term expiring October 2019

Print Your Name Milanka Schneiderman

Address \_\_\_\_\_ City Antioch

ZIP Code \_\_\_\_\_ Phone (H) \_\_\_\_\_ (W) \_\_\_\_\_

E-mail address \_\_\_\_\_

Employer \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

Occupation Community Leader/Volunteer

Years lived in the City of Antioch 47 years

List the three (3) main reasons for your interest in this appointment:

1. Concerned for the economic growth in Antioch.
2. Would like to see positive Re-Development of Areas with Blight.
3. Increase development and planning for new BART station on Hillcrest.

Have you attended any meeting of this commission? No.

Have you had any previous appointments to this or other city commissions or boards? (If yes, please explain) Yes, I have been a board member on 2 other boards. I was a board member for Antioch Little League and I am a board member of the Antioch Rotary Club.

What skills/knowledge do you have that would be helpful in serving on the Planning Commission? I am very familiar with Antioch and its surrounding community. As far as skills and knowledge, I have a MBA from Cal State East Bay and a BS from UC Berkeley in Business Administration. I am very knowledgeable on business and accounting principles and financial analysis. These skills would allow me to make logical decisions in terms of planning. Additionally, I am familiar with principals of Real Estate. I have taken a course at LMC on the subject.



RECEIVED

RECEIVED

Please indicate any further information or comments you wish to make that would be helpful in reviewing your application.

As a long time Antioch resident, I have a vested interest in making Antioch a positive place to live. I am very knowledgeable on the various institutions and businesses in Antioch as well as the local schools, parks and other community organizations thru my work in the community with the Antioch Rotary, Antioch Little League, as a parent volunteer and by being a long time resident. I would be honored to be part of the Planning Commission to have a say in the future of Antioch.

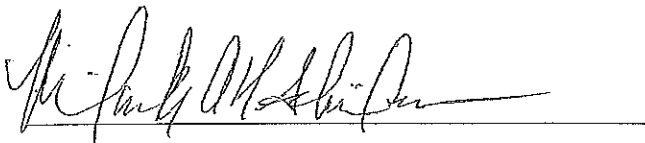
Can you attend meetings at the designated days and time? Yes

\*\*Please attach your resume *(recommended to enhance your application)*.

**PLEASE NOTE THIS COMPLETED APPLICATION IS AVAILABLE FOR PUBLIC REVIEW.**

Commission members are required to file an "assuming office" and annual FPPC Form 700 (Statement of Economic Interests) with the City Clerk.

DELIVER, MAIL or EMAIL TO: Antioch City Clerk  
200 "H" Street  
P.O. Box 5007  
Antioch, CA 94531-5007  
cityclerk@ci.antioch.ca.us



Signature

10/12/17

Date

# Milanka Schneiderman

## Education

1996 MBA, Marketing Management,  
California State University, Hayward, Hayward, CA

1988 BS, Business Administration,  
Marketing, Finance and Production Management  
University of California, Berkeley, Haas School of  
Business

## Profile

- Ten years' experience with a Fortune 500 company.
- Managed the Western Region, Proposal Department.
- President, Board Member, Antioch Rotary.
- Financial and accounting skills.
- 6 years' non-profit experience.
- Excellent working knowledge using Microsoft Excel, Microsoft Word, Microsoft Power Point, and Peachtree Accounting.
- A team player that works well with others.
- Author of four non-profit grants.

## Employment

*Antioch Rotary Club, Antioch, CA (2012-Present)*

### President (2016 – 2017)

- Leader of Antioch's best community service organization.
- Re-established the LMC Rotamct Club.
- Worked with school district to create the Empowerment Project Program.
- Helped create a middle school sports program.
- Fundraised over \$40,000 for community projects.
- Worked with Youth Clubs within Rotary.
- Wrote and won multiple grants for literacy and music programs.
- Created and managed budget for Antioch Rotary Club.
- Managed Rotary Website

### Program Chair/Public Relations Director (2012 – Present)

- Promoting Rotary community service using different media means.
- Wrote articles in local newspapers to create awareness of Rotary's projects.
- Created and wrote weekly newsletters for Rotarians.
- Communicate with and coordinate weekly speakers.

*Antioch Little League, Antioch, CA (2012 – 2014)*

### Treasurer

- Completed financial/accounting reporting.
- Worked with League President to ensure proper financial operation.
- Prepared budgets and tracked budget on a monthly basis to actuals.
- Kept Excel database on all League participants.

*Antioch Little League, Antioch, CA (2011 - 2013)*

Sponsorship Director

- Responsible for interaction and development of relationships with sponsors.
- Raised the highest amount of funds in District 4.
- Increased sponsorship by 38% over the prior year.
- Negotiated deals with sponsors.

*Empact, Inc. (2010 - 2011)*

Staff Accountant (Part-time)

- Performed accounts receivable and payable functions.

*Aetna, Inc., Walnut Creek, CA (1997 - 1998)*

Western Regional Proposal Manager

- Managed a staff of eight who responded to questionnaires and RFPs.
- Serviced 5 Western Region Sales Offices.
- Evaluated RFPs and discussed with sales staff to ensure that clients' needs were met.
- Amend questionnaire language and proposals to meet marketing needs.

*Aetna, Inc., Walnut Creek, CA (1993 - 1997)*

Senior Financial Underwriter-300 to 2,000 employee market

- Provided underwriting for new business prospects.
- Created proposal response and group insurance rates.
- Familiar with lines include Life, AD&D, LTD, Dental and Medical.
- Negotiated and explained underwriting principles to sales staff and brokers.

*Aetna, Inc., Walnut Creek, CA (1991 - 1992)*

Instructor/Developer

- Trained employees for specific job functions in a full-time 2 month course.
- Conducted training sessions on group insurance and its products.
- Organized and developed training procedure manuals and course materials.
- Formulated teaching outlines and determine instructional methods.

*Aetna, Inc., Walnut Creek, CA (1988 - 1991)*

Benefits Underwriter-300 to 2,000 employee market

- Worked with sales force with new business implementation.
- Implemented benefit plans in the claim system.
- Complied with state legislation based on customer demographics.

10/13/2017

Milanka Schneiderman

Antioch, CA 94509

City of Antioch  
Attn: Arne Simonsen, City Clerk

Dear Arne,

I am interesting in being on the Planning Commission. I have completed the "Application for Community Service" and have attached a resume for review.

Please let me know if you need further information from me. I can be reached via email at \_\_\_\_\_ or by cell phone at \_\_\_\_\_

Best Regards,



Milanka Schneiderman

4105 South Royal Links Circle, Antioch, CA 94509

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## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Scott Buenting, Project Manager *SB*

**APPROVED BY:** Lynne B. Filson, Assistant City Engineer II *LBF*

**SUBJECT:** Update on the Brackish Water Desalination Project (P.W. 694)

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### **RECOMMENDED ACTION**

It is recommended that the City Council receive and file.

### **STRATEGIC PURPOSE**

This item supports Strategy K-1 in the Strategic Plan by ensuring well maintained public facilities and Strategy K-2 by delivering high quality water to our customers. By investigating and pursuing alternative potable water sources, especially in times of severe drought and to improve treated water reliability, this project is an important part of maintaining a highly functioning and reliable water system.

### **FISCAL IMPACT**

The total cost of environmental certification, design and construction of this project is estimated to be \$60,000,000. The City has obtained a \$1,000,000 low interest planning loan from the State Water Resources Control Board (SWRCB) Drinking Water State Revolving Fund (SRF) Loan program for planning and preliminary design activities. Design and construction of this project is currently unfunded, however the City continues to seek funding opportunities through various sources including local funds, grants, loans or bonds. Staff has met with SWRCB staff and confirmed the project is eligible for low interest financing up to \$50,000,000.

### **DISCUSSION**

As the purveyor of the Antioch water system, the City treats and distributes raw water obtained from two sources; the San Joaquin River and the Contra Costa Canal. The City's ability to divert water from the San Joaquin River is dependent upon the concentration of chlorides in the water. There are times in every year when the salt concentration in the river water rises and the elevated chloride levels cause the water to be unusable by the City's existing water treatment facility. At these times, the City relies solely upon the Contra Costa Water District through the Contra Costa Canal for our raw water.

With pre-1914 adjudicated water rights to divert water for the needs of Antioch from the San Joaquin River, the City is in a unique and fortunate position of being able to pursue alternative means for treating water with high chloride levels. Over the last three years the City has made significant progress in developing a Brackish Water Desalination Project

with a goal of continuing to provide a high quality and reliable water supply during times of fluctuating River water quality.

Utilizing the SWRCB SRF loan, a proposed location and layout of a brackish water desalination facility has been established within the footprint of the City's existing Water Treatment Plant (WTP). An area on the southern end of the plant appears suitable for the construction of a 6 million gallons per day (MGD), reverse osmosis, brackish water desalination facility with available area to expand the facility to 16 MGD if regional partnerships are developed. This setting would allow the brackish water desalination facility to utilize portions of the existing WTP for pretreatment. The installation of a new pipeline segment that would connect the City's River Pump pipeline on Lone Tree Way to the WTP provides a cost effective means of conveying raw water to the new facility. A brine disposal pipeline within existing City rights of way is contemplated from the WTP to Delta Diablo located off of the Antioch/Pittsburg Highway. The brine could be discharged through the existing Delta Diablo outfall.

The Brackish Water Desalination Project would also assist the City in completing another project within its Capital Improvement Program (CIP). The CIP includes plans to upgrade the existing intake and fish screens. The Brackish Water Desalination Project would include constructing a new intake and fish screens at the location of the City's existing intake.

On July 25, 2017, the City Council authorized the City Manager to submit an application to the California Department of Water Resources for grant funding up to \$10,000,000 for the design and construction of the Brackish Water Desalination project from the Proposition 1 Water Desalination Grant Program. Although the City has not completed the EIR and selected a project, this application allows the City to continue to explore this funding opportunity. The final award decision for this grant opportunity is expected in December 2018.

A Notice of Preparation of an Environmental Impact Report (EIR) for this project was circulated from August 15, 2017 to September 14, 2017. This document was sent to the State Clearinghouse, Responsible and Trustee Agencies and other interested parties, and provided information describing the project and its potential environmental effects. A public scoping meeting was held on September 5, 2017 to discuss the proposed project and receive comments concerning the scope of the EIR. Staff is currently developing a draft EIR. It is anticipated City Council will be able to consider the EIR and select a preferred project in early summer 2018. The project implementation schedule will depend on funding obligations and the project delivery method. The project could be online in late 2019 or early 2020.

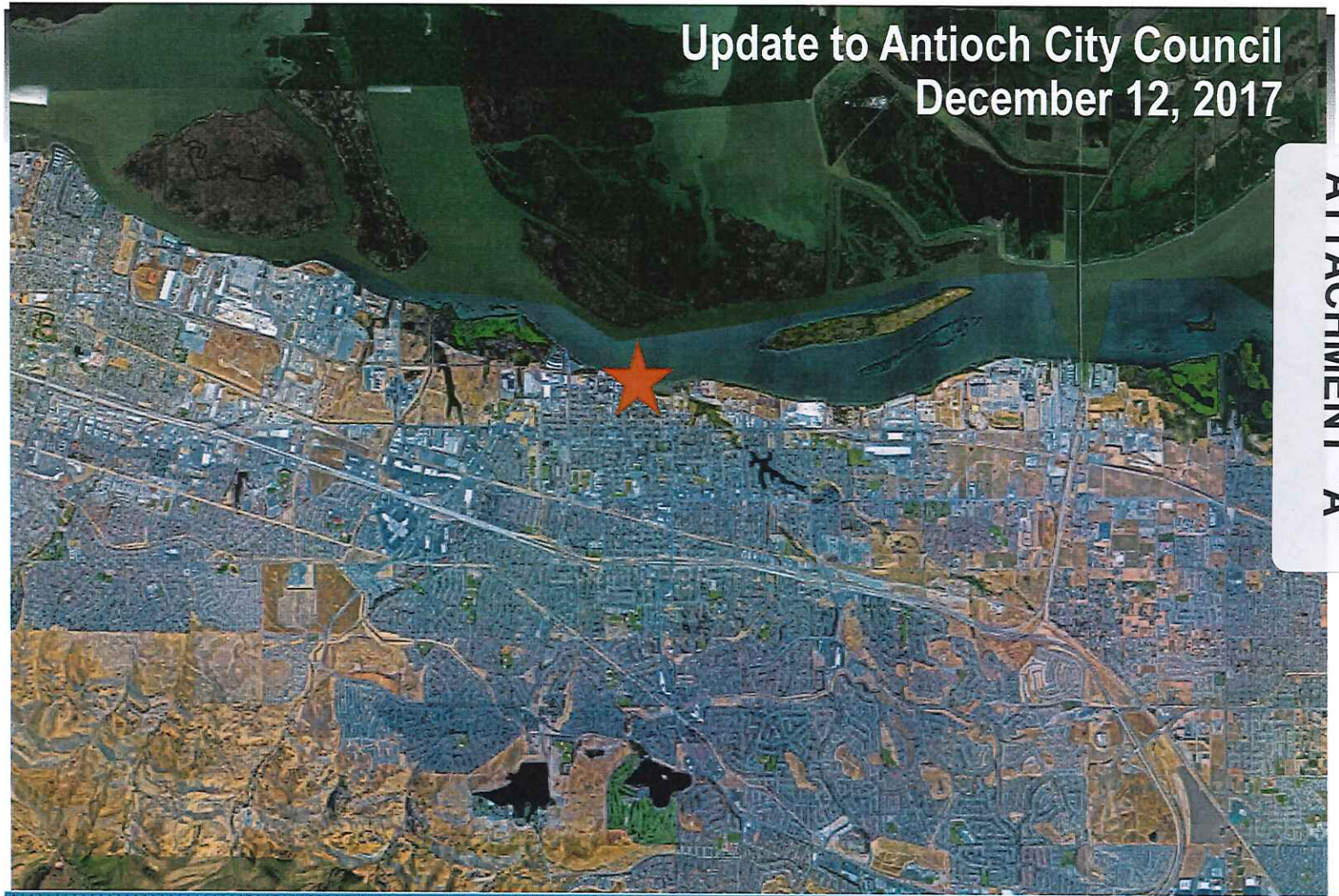
## **ATTACHMENTS**

- A. PowerPoint Presentation



# Brackish Water Desalination Project

Update to Antioch City Council  
December 12, 2017



ATTACHMENT "A"

A-1



# Agenda

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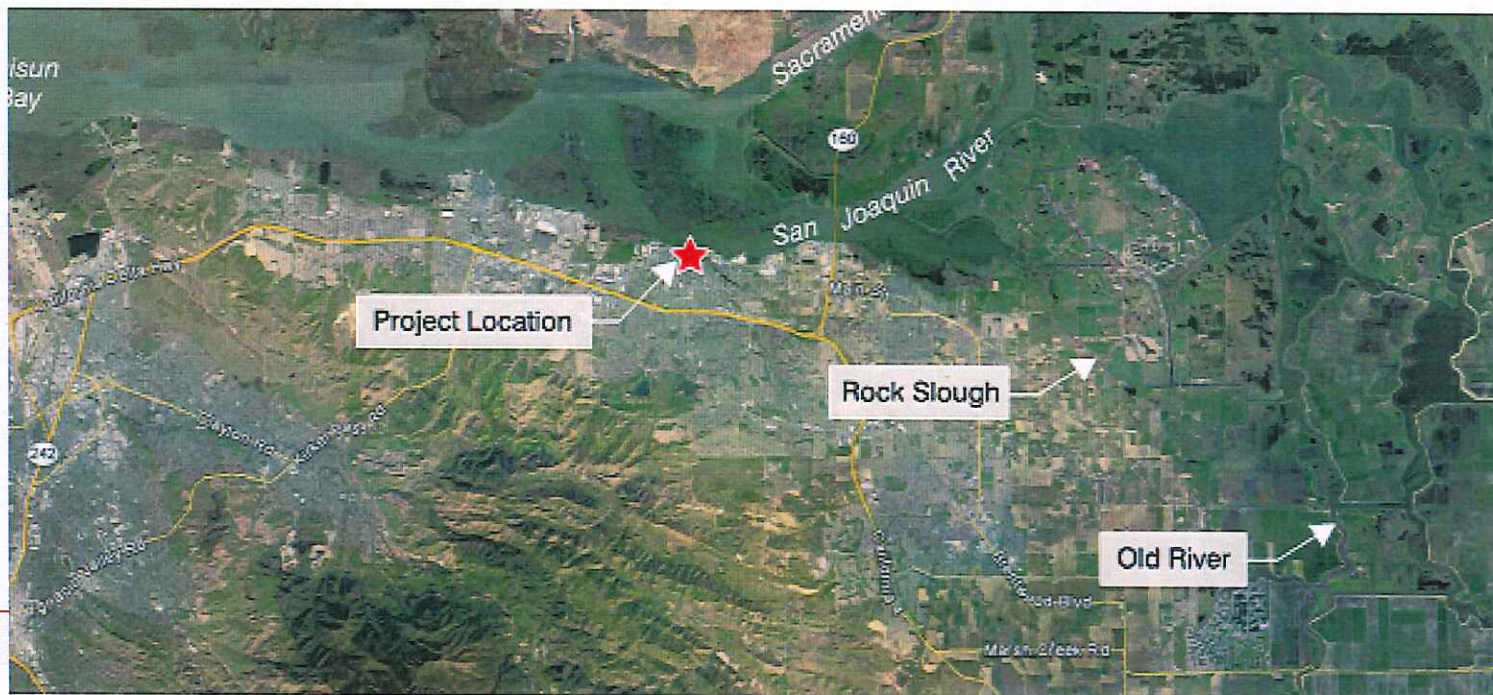
- Project Background and Objectives
- Project Overview
- Accomplishments to Date
- Funding Update
- Schedule Update
- Upcoming Council Decisions





# City Water Supply

The City of Antioch treats and distributes raw water from the San Joaquin River utilizing its pre-1914 water rights and purchases raw water from the Contra Costa Water District when salinity at its intake is too high.



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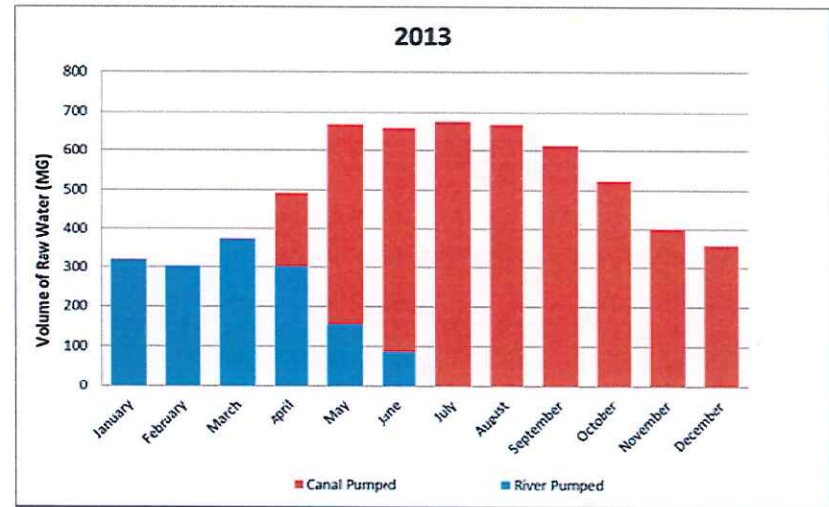
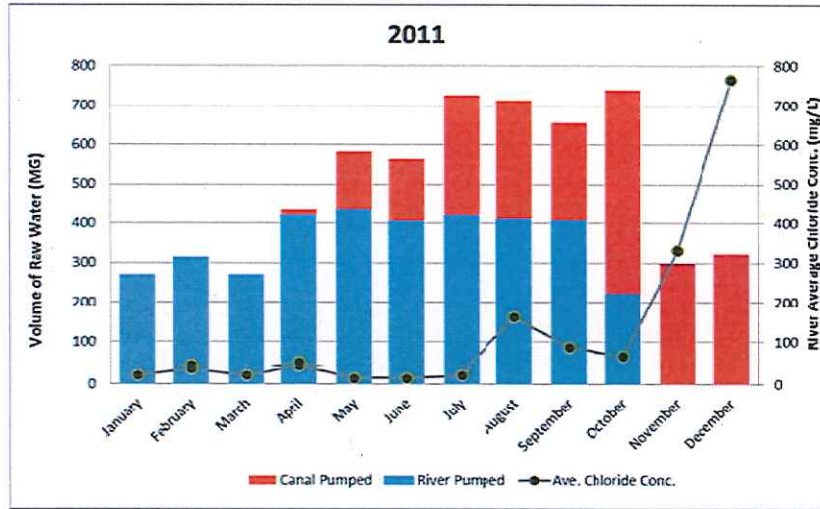


## Value of City's Water Rights is Being Eroded

- Estimated Value of City Water Rights: \$70-\$100M
- Changes in Delta Water Management: WaterFix
- Cumulative Impacts of other projects degrading water quality in Western Delta
  - CCWD Settlement on WaterFix
  - Freeport
  - Development in San Joaquin Valley, etc.
- Climate Change: Increasing Frequency of Droughts



# Increasing Salinity in Western Delta Forces City to Stop Using the River Earlier in Year



In typical non-drought years, 40% of the City's supply comes from the San Joaquin River

In drought years, the City must switch to CCWD supply earlier. As little as 25% of the City's supply may come from the San Joaquin River

AS



## 3 Years Ago the City Began Investigating Brackish Water Project Opportunities

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- California in middle of 5yr drought
- City needed to find ways to mitigate for WaterFix
- Restore and maintain the value of the City's water rights
- Protect water quality and water reliability against future droughts
- Provide flexibility for City's needs and possible regional expansion
- Provide environmental and economic benefits



## Brackish Water Desalination is Cost-Effective

- Tidal Delta water ~ 50 times less salty than seawater
- One third the cost of seawater desalination
- Current Cost of Antioch Finished Water
  - \$1000/AF (CCWD raw water charge + treatment costs)
- Estimated Water Cost Brackish Water Facility
  - \$920 to \$1,150/AF



## Project Overview

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- Treat 7.5MGD of brackish water to produce 6MGD finished water. Could be as much as 16MGD for a regional plant.
- New river intake with state-of-the-art fish screens (incorporates existing CIP project)
- Treatment facility at existing WTP site.
- Current plan is to discharge at DDSO existing outfall (Antioch owns 50% capacity). Negotiations underway.



**Brackish Water Project makes cost-effective use of existing facilities**

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## Environmental and Economic Benefits

- Improvements at the City's intake would reduce its impact on the river. State-of-the-art fish screens and variable speed pumping provide net environmental fish benefits
- New pumps will allow operational flexibility/efficiency in the timing and rate at which water is diverted
- The more reliable a community's water supply, the better the prospects for industrial and commercial growth (jobs)





## Accomplishments to Date

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- Received \$1M in State financing for planning effort
- Preparing EIR
- Developing project concepts and budgets
- Evaluating alternative ways to deliver project
- Pursuing outside funding – State grants and loans
- Identifying potential regional partners



# Funding Opportunities

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Total cost of environmental certification, design and construction of this project is estimated to be \$60M

- **Obtained:** \$1M low interest loan SWRCB State Revolving Fund program to cover the planning activities currently underway.
- **Applied:** \$10M Prop 1 Brackish Water Grant  
(State limit for grants is \$10M per project)
- **Future Potential:** Up to \$50M in State low interest loans specifically available for the brackish water project



# Project Schedule

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- Environmental Review Underway
  - Public Scoping Period Aug-Sept 2017
  - Draft EIR under development
  - EIR for Council consideration Summer 2018
- Preliminary Planning and Design Ongoing
- Final Design and Permitting late 2018
- Project Online late 2019/early 2020 depending on delivery method



# Upcoming City Council Decisions

- Certify EIR
- Select Preferred Project
- Authorize acceptance of grants and loans from the state
- Approve, if any, regional partnership agreements
- Authorize proceeding with design and construction



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Lynne Filson, Assistant City Engineer II *LBF*

**SUBJECT:** Traffic Calming Policy (P.W. 282-19)

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### **RECOMMENDED ACTION**

It is recommended that the City Council adopt the resolution creating a Traffic Calming Policy and amend the 2017-19 budget to incorporate funding for Speed Humps/Cushions. (P.W. 282-19).

### **STRATEGIC PURPOSE**

This program will support Strategy K by designing, building, operating, maintaining, stewarding and enhancing Antioch's assets and resources in partnership with the community.

### **FISCAL IMPACT**

\$75,000 of Measure J funds currently would go to traffic calming for Fiscal Years 17-18 and 18-19. Each installation will cost \$7,000 to \$8,000.

### **DISCUSSION**

At the November 28<sup>th</sup> meeting, the City Council reviewed a draft traffic calming policy and provided feedback to staff. The attached policy incorporates comments by the Council as follows:

- A section has been added for removal of the speed humps/cushions.
- A section has been added on how to prioritize the initial requests (up until March 1<sup>st</sup>).
- Further discussions with the Fire District have resulted in their desire to review locations on a case by case basis with some locations being acceptable for speed humps as opposed to speed cushions.
- The only Police Department that responded to my request for information (San Leandro) regarding their opinion on speed humps was very supportive and did not believe they impacted their ability to respond to calls.
- The cost of rubber speed tables/humps/cushions/bumps vary dramatically from \$500 for bumps (1' long measured in the direction of travel and which would not be acceptable on City streets) to \$14,000 for a speed table that would have a flat top of 12' measured in the direction of travel. For each manufacturer, the more rubber in a product, the higher the cost. Staff will continue to research the various manufacturers and contact cities with rubber speed control products to determine which have the longest lifecycle costs.

**ATTACHMENTS**

- A: Resolution with Policy
- B: Draft Traffic Calming Application

**ATTACHMENT "A"**

**RESOLUTION NO. 2017/\*\***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
AMENDING THE 2017-2019 BUDGET TO INCREASE THE STREET MAINTENANCE  
FUND AND ADOPT A TRAFFIC CALMING POLICY  
P.W. 282-19**

**WHEREAS**, the City of Antioch places a high value on neighborhood and community; and

**WHEREAS**, vehicles traveling at excessive speeds in neighborhoods have a serious and negative impact upon the quality of life in residential neighborhoods; and

**WHEREAS**, police enforcement of traffic laws and public education regarding traffic laws are but part of the solution to improving citizens' concerns regarding traffic speeds within their neighborhoods; and

**WHEREAS**, research has found that speed humps have been successfully employed in other cities and states with a beneficial reduction of speed;

**THEREFORE, BE IT RESOLVED** that the City Council of the City of Antioch hereby approves as follows:

1. The foregoing recitals are true and correct; and
2. The attached traffic calming policy (Exhibit "A") consisting of the criteria for the installation of speed humps/cushions is hereby adopted; and
3. The street maintenance budget for fiscal year 2017-18 and 2018-19 is amended to increase expenditures from Measure J by \$75,000 each year to fund required data collection, administrative costs, and installation cost associated with the traffic calming policy.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 12th day of December 2017, by the following vote:

**AYES:**

**ABSENT:**

**NOES:**

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**ARNE SIMONSEN, CMC  
CITY CLERK OF THE CITY OF ANTIOCH**

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## EXHIBIT "A"



### City of Antioch Traffic Calming Policy Adopted December 12, 2017

#### Phase I – Enforcement & Engineering

- Conduct a Speed Study – The Traffic Engineering Division will conduct a speed study to determine the extent of the speed and traffic volume, and whether traffic enforcement can be applied effectively during specific time periods. This will be based on a reasonable number of violators exceeding the 85<sup>th</sup> percentile speed during those identified in peak volume time periods. The speed study will be conducted for a 24-hour period unless the concern is based on weekends or as recommended by the Public Works Engineering. The speed study will identify the total traffic volume as well as speeds and time of day when the speeds occur.
- Establish and Post Appropriate Signage & Striping – Public Works Engineering will ensure that appropriate traffic signage and roadway striping is in place and add either, if needed.
- Mobile radar trailer – The City will place its mobile radar trailer during daytime hours in order to inform drivers of their speeds.
- Traffic Enforcement – If identified time periods and a reasonable number of vehicles exceed the 85<sup>th</sup> percentile speed, as determined by the Police Department and/or Public Works Engineering then enforcement steps shall be taken. A follow-up speed survey will be conducted if the speeding continues to be a concern.

Until March 1, 2018, staff will receive requests in the form of completed applications for speed humps/cushions and collect the appropriate data to verify and quantify the speeding problem on the particular roadway section. Staff will evaluate the results and prioritize the roadway sections based on number and severity of collisions, the critical speed, volumes, and other applicable criteria. Proceeding to Phase II will be prioritized based on the rankings of the roadway sections.

#### Phase II – Traffic Calming Devices

If Phase I steps do not resolve the speeding issues, then placement of traffic calming devices may be considered.

- Speed Humps/Cushions – The placement of elongated speed humps/cushions may be considered provided the criteria set forth in this Policy have been met and 2/3<sup>rds</sup> of the affected residents have approved installation of speed humps/cushions via mail ballot.

#### Speed Humps/Cushion Placement Criteria

Speeding on residential streets is a concern that is often brought to the attention of the City. Enforcement is a potential method to address this concern, but limitations on resources cannot guarantee constant presence. Speed "bumps" are often requested as a possible solution to speeding concerns. Staff has evaluated speed bump/hump/

A2



Cushion policies from numerous jurisdictions and compiled the following policy for the City of Antioch.

The City will mail ballots to residents on the proposed street. Informational letters will be sent to residents on neighboring streets.

- A. Research has indicated that speed humps/cushions have the following advantages:
  - 1) Vehicle speeds are decreased at the speed hump/cushion and at locations between properly spaced speed humps/cushions
    - a. Once in place, speed and volume modifications tend to remain constant over time
- B. Research has also indicated the following disadvantages:
  - 1) Speed humps/cushions will often divert traffic to other streets, especially where the traffic volume is comprised of "cut-thru or short-cut" traffic. Consequently, an additional traffic problem or speed hump/cushion request is created.
  - 2) Emergency response time may increase
    - a. The Fire District will provide input on a case by case basis on whether or not fire truck wheel path breaks are needed (speed cushion as opposed to speed hump)
- C. Residents may object to the aesthetics regarding the speed humps/cushions, markings and signing required
  - 1) Possible increased noise levels
  - 2) In order to achieve the desired effect, a number of speed bumps are required. A single speed hump will act only as a point speed control
  - 3) Driving or riding over speed bumps can cause pain or discomfort for persons with certain physical disabilities
- D. Roadways that meet all of the following criteria will be considered for the placement of speed humps/cushions:
  - 1) Street width (40 feet maximum)
  - 2) Street includes curb and gutter
  - 3) Speed limit is 25 mph
  - 4) Maximum grade is 7%
  - 5) Minimum length of 1,000 feet
  - 6) Generally front-on residential development, a park or a school
- E. The factors included in the decision to place speed bumps shall include the following:
  - 1) 85<sup>th</sup> percentile speed exceeds 32 mph
  - 2) 50% of the vehicles exceed 25 mph
  - 3) 67% of the residents on the street approve of the installation (1 vote per residence)\*
  - 4) 75% of the property owners adjacent to the hump/cushion approve of the installation (1 vote/residence)\*
- F. Other factors to be considered by the City include:
  - 1) Speed related collision history
  - 2) Diversion and possible impacts to neighboring residential streets
  - 3) Acceptable to emergency service providers, transit agency, and school district
  - 4) Funding constraints

G. If speed humps/cushions are approved they shall be placed in the following fashion:

- 1) Spacing of 500 feet (+/- 50 feet)
- 2) 200 feet from any intersection, significant horizontal or vertical curve
- 3) Speed hump signs and markings will be included

\*The City Traffic Engineer mails "ballots" to the property owners. If  $2/3^{\text{rds}}$  of the mailed ballots are returned in favor of elongated speed humps/cushions, the City will install the humps/cushions.

Phase III – Removal of Traffic Calming Devices

- 1) 67% of the residents on the street approve of the removal (1 vote per residence)\*
- 2) 75% of the property owners adjacent to the hump/cushion approve of the removal (1 vote/residence)\*

Upon receipt of 3 requests within a 90 day period, the City Traffic Engineer mails "ballots" to the property owners. If  $2/3^{\text{rds}}$  of the mailed ballots are returned in favor of removal of the speed humps/cushions, the City will remove the humps/cushions.

ATTACHMENT "B"



**APPLICATION FOR SPEED HUMPS OR SPEED CUSHIONS**

To: City Traffic Engineer,

I am requesting speed humps or speed cushions on the following street:

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Between the following two streets:

\_\_\_\_\_ and \_\_\_\_\_

I have read the Traffic Calming Policy Adopted by the Antioch City Council on December 12, 2017 (available on line at: <http://www.ci.antioch.ca.us/CityGov/CommDev/Engineering/> or by requesting a copy from the City Traffic Engineer at 925-779-7025), and understand the process for having speed humps or speed cushions installed on this street.

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Please complete the application and sign. The application can be faxed to 925-779-7062, scanned and emailed to [traffic.calming@ci.antioch.ca.us](mailto:traffic.calming@ci.antioch.ca.us), mailed to Antioch Traffic Engineer, P.O. Box 5007, Antioch, CA 94531-5007, or hand delivered to the Capital Improvement Division in the basement of City Hall, 200 "H" Street.



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Nickie Mastay, Administrative Services Director *RDS*

**SUBJECT:** Resolution Approving One (1) Public Works Director/City Engineer Position and Authorizing the Appropriate Budget Adjustment

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### **RECOMMENDED ACTION**

It is recommended that the City Council adopt a resolution approving one (1) Public Works Director/City Engineer position and authorize the appropriate budget adjustment.

### **STRATEGIC PURPOSE**

**Long Term Goal L: City Administration.** Provide exemplary City administration.

**Strategy L-1:** Improve community communications and trust in City government and keep the community well informed as to the activities of the City departments.

**Strategy L-10:** Effective and efficient management of all aspects of Human Resources Management, including employer/employee relations, labor negotiations, classification and compensation, recruitment and selection, benefits administration, and staff development.

**Strategy L-11: Short Term Objective:** Continue focused, timely, and targeted recruitment efforts specific to the position and department needs.

### **FISCAL IMPACT**

The salary range (without benefits) for the Public Works Director/City Engineer is \$158,028 - \$192,082. The total annual range of cost of funding one (1) full-time Public Works Director/City Engineer in the Public Works Department is (Step A – Step E) \$263,000 - \$314,050. It is recommended that staff budget for three months of cost in the FY2017/18 budget (to be re-allocated from other salary savings) and a full year of cost in the FY2018/19 budget and that City Council continue the budget appropriation for the Deputy Public Works Director II and Assistant City Engineer II through July 31, 2018. The Deputy Public Works Director II and Assistant City Engineer II positions will revert to the first level after that time, providing some budget savings. Currently there is an Assistant City Manager/Public Works Director/City Engineer budgeted for FY2017/18 in the amount of \$347,630 and FY2018/19 in the amount of \$375,300. Since the Assistant City Manager/Public Works Director/City Engineer position has not been filled, there will be an estimated salary savings of \$260,722 for nine months in FY2017/18. For FY2018/19, the cost to the General Fund Public Works Administration division is estimated to be \$314,050.

## **DISCUSSION**

On March 28, 2017, realizing that the Assistant City Manager/Public Works Director/City Engineer immediately assumed the duties of the City Manager (and is currently the City Manager) and the Deputy Public Works Director and Assistant City Engineer would continue their additional duties from the class specification for Public Works Director/City Engineer; the class specifications, salary range and union assignment of Deputy Public Works Director II and Assistant City Engineer II were created to include these additional duties and the positions were appropriated into the budget. With the eminent departure of the Deputy Public Works Director II, and after analyzing the needs of the Public Works Department and City Manager Department, there is a need for a Public Works Director/City Engineer.

Once the Public Works Director/City Engineer is hired, Senior Management would like to continue the budget appropriation through July 31, 2018 for the Deputy Public Works Director II and Assistant City Engineer II to transition their additional duties back to the Public Works Director/City Engineer. After the duties are transitioned back to the Public Works Director/City Engineer, the Deputy Public Works Director II and Assistant City Engineer II will resume their prior positions of Deputy Public Works Director and Assistant City Engineer.

Some of the responsibilities of the Director of Public Works/City Engineer include, but are not be limited to the following:

- Greater signing authority and oversight for department purchases up to \$25,000
- Signing authority for all timesheets, personnel action forms, requisitions, etc.
- Oversee Public Works Maintenance budget preparation, department goals, objective and priorities and provide regular oversight and monitoring.
- Chair bi-weekly Manager's and Superintendent's Meetings, and monthly Central Safety Committee Meetings.
- Oversee preparation of weekly and quarterly City Manager's Reports.
- Oversee preparation and submittal of all City Council Staff Reports.
- Attend City Council and Parks and Recreation Commission Meetings and present Public Works Maintenance staff reports and presentations.
- Oversee Public Works Administration Division and assist Assistant City Engineer in overseeing GIS group.
- In conjunction with Parks and Recreation Director, oversee research and preparation of Antioch Park and Playground Condition Assessment for presentation to the City Council and inclusion in the 5-Year CIP.
- Respond to and resolve most difficult and sensitive citizen inquiries and complaints.
- Oversee Public Works CIP and Engineering Division budget preparation, department goals, objective and priorities and provide regular oversight and monitoring.
- Chair weekly CIP and Development and Engineering Meetings.
- Serve in lead role in all CIP and Engineering meetings with applicants, developers and engineers.

- Take lead role for conditions of approvals, development agreements, and subdivision agreements for new developments including signing CIP project plans and specifications, and Subdivision Improvement Plans.
- Oversee Community Facilities Districts and Benefits Districts.
- Lead preparation and sign Street Light and Landscape Maintenance District Engineer's Report.
- Close Out Assessment District 27/31 and Assessment District 26.

The Director of Public Works/City Engineer position is part of the City of Antioch Management-Executive Unit and will report to the City Manager.

### **ATTACHMENTS**

#### A. Resolution

Exhibit A to Resolution – Director of Public Works/City Engineer Class Specification

**RESOLUTION NO. 2017/\*\***

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANTIOCH  
APPROVING ONE (1) PUBLIC WORKS DIRECTOR/CITY ENGINEER POSITION IN  
THE FY 2017/18 AND FY2018/19 BUDGET AND AUTHORIZING THE  
APPROPRIATE BUDGET ADJUSTMENT**

**WHEREAS**, the City has an interest in the effective and efficient management of the classification plan; and

**WHEREAS**, the City would like continued focused, timely, and targeted recruitment efforts specific to the position and department needs; and

**WHEREAS**, to provide consistent and equitable position assignment, based on the level of complexity of duties and responsibilities that need to be performed.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Antioch as follows:

**Section 1.** That one (1) Public Works Director/City Engineer position is hereby approved to be funded in the fiscal year 2017/18 budget and fiscal year 2018/19 budget; and

**Section 2.** The Finance Director is authorized to make the necessary adjustments to the fiscal year 2017/18 budget and fiscal year 2018/19 budget to effectuate this change.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing resolution was passed and adopted by the City Council of the City of Antioch at a regular meeting thereof, held on the 12<sup>th</sup> day of December, 2017, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

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**ARNE SIMONSEN, CMC  
CITY CLERK OF THE CITY OF ANTIOCH**

**PUBLIC WORKS DIRECTOR/CITY ENGINEER**

*Class specifications are intended to present a descriptive list of the range of duties performed by employees in the class. Specifications are **not** intended to reflect all duties performed within the job.*

**SUMMARY DESCRIPTION**

Under general administrative direction, plans, directs, manages, and oversees the activities and operations of the Public Works Department including water treatment and distribution, wastewater collection, storm drain and channel maintenance, street maintenance, signs, striping, and street light maintenance, fleet services, parks maintenance, facilities maintenance, geographic information systems, and marina operations; engineering development, design, review and construction inspection for new development and facility expansion and improvement and utility infrastructure rehabilitation; protects and advances the City's water rights; develops and implements short and long term goals for the department; coordinates assigned activities with other departments and outside agencies; and provides highly responsible and complex administrative support to the City Manager.

**REPRESENTATIVE DUTIES**

*The following duties are typical for this classification. Incumbents may not perform all of the listed duties and/or may be required to perform additional or different duties from those set forth below to address business needs and changing business practices.*

1. Assume full responsibility for all Public Works Department services and activities including the management of crews in water treatment and distribution, wastewater collection, storm drain and channel maintenance, street maintenance, signs, striping, and street light maintenance, fleet services, parks maintenance, facilities maintenance, geographic information systems, and marina operations; traffic and land use engineering; engineering plan check, design, review and construction inspection; assume full management responsibility for protecting and advancing the City's water rights.
2. Manage the development and implementation of departmental goals, objectives, and priorities for each assigned service area; recommend and administer policies and procedures.
3. Establish, within City policy, appropriate service and staffing levels; monitor and evaluate the efficiency and effectiveness of service delivery methods and procedures; allocate resources accordingly.
4. Assess and monitor work load, administrative and support systems, and internal reporting relationships; identify opportunities for improvement; direct and implement changes.
5. Plan, direct, and coordinate, through subordinate level staff, the Public Works Department's work plan; assign projects and programmatic areas of responsibility; review and evaluate work methods and procedures; meet with key staff to identify and resolve problems.
6. Select, train, motivate, and evaluate assigned personnel; provide or coordinate staff training; work with employees to correct deficiencies; implement discipline and



**CITY OF ANTIOCH  
PUBLIC WORKS DIRECTOR/CITY ENGINEER (CONTINUED)**

termination procedures.

7. Oversee and participate in the development and administration of the department budget; approve the forecast of funds needed for staffing, equipment, materials, and supplies; approve expenditures and implement budgetary adjustments as appropriate and necessary; prepare requests for proposals; administer agreements for consulting services; conduct research and prepare reports; prepare the capital budget for water, sewer, storm drain, traffic and street reconstruction and repair projects; obtain and manage state and federal grants.
8. Administer assessment districts.
9. Initiate, direct, and/or conduct special studies related to activities of the department and submit recommendations on projects and programs to the City Manager.
10. Plan, program and direct all City Capital Improvement Projects; implement design and construction of Capital Improvement Projects by City staff and consultant engineers.
11. Administer special City projects, including expansion of water plant facilities and construction of major facilities.
12. Review and assign engineering work to assure the overall quality of the professional engineering.
13. Develop alternative water sources to support the City's water utility.
14. Review and update the City's water and wastewater rate structures to support current utility programs and development of future projects.
15. Review and approve all contractual proposals for activities involved in the City's engineering and construction efforts.
16. Establish and maintain systems and procedures for professional and construction contract control and administration.
17. Coordinate training and safety programs; direct the development of in-service training programs designed to maintain the department's safety record and to increase department efficiencies.
18. Assume responsibility for environmental and regulatory compliance issues and ensure maintenance activities conform to and meet regulatory compliance as required by federal, state, and local codes.
19. Monitor the condition of the City's infrastructure, including buildings, collection system, storm drain system, streets, vehicle fleet, and other related facilities and equipment for maintenance, repair, and replacement.
20. Facilitate, develop, and implement short and long term goals for each assigned division.
21. Provide staff assistance to the City Manager; prepare and present staff reports and other necessary correspondence.

**CITY OF ANTIOCH  
PUBLIC WORKS DIRECTOR/CITY ENGINEER (CONTINUED)**

22. Represent the Public Works Department to other departments, elected officials, and outside agencies; coordinate assigned activities with those of other departments and outside agencies and organizations; establish and maintain liaison with appropriate governmental agencies, private firms, organizations or individuals to assist in achieving City objectives and ensuring compliance with appropriate laws and technical standards affecting engineering and construction activities.
23. Explain, justify, and defend department programs, policies, and activities; negotiate and resolve sensitive and controversial issues.
24. Participate on a variety of boards, commissions, and committees; make presentations to the City Council, commissions and other groups, as necessary.
25. Attend and participate in professional group meetings; maintain awareness of new trends and developments in the field of public works; incorporate new developments as appropriate.
26. Respond to and resolve difficult and sensitive citizen inquiries and complaints.
27. Perform related duties as required.

**QUALIFICATIONS**

*The following generally describes the knowledge and ability required to enter the job and/or be learned within a short period of time in order to successfully perform the assigned duties.*

**Knowledge of:**

- Operations, services, and activities of a comprehensive public works program including water treatment and distribution, wastewater collection, storm drain and channel maintenance, street maintenance, signs, striping, and street light maintenance, fleet services, parks maintenance, facilities maintenance, geographic information systems, and marina operations.
- Advanced principles and practices of civil engineering, program development and administration.
- Modern principles, practices, and techniques of public works administration, organization and operation; design, construction and inspection of municipal public works projects.
- Modern methods, tools, equipment, materials, and work practices utilized in the design, installation, operation, maintenance, and repair of public works facilities and systems including that of wastewater collection and water and treatment facilities.
- Principles and practices of public relations.
- Occupational hazards and standard safety practices.
- Principles and practices of municipal budget preparation and administration.
- Principles of supervision, training, and performance evaluation.
- Principles and laws governing public works contract administration and public safety
- Applicable state and federal grant program procedures, requirements and administration.
- Office procedures, methods, and equipment including computers and applicable software applications such as word processing, spreadsheets, and databases.

- Pertinent federal, state, and local laws, codes, and regulations.

**Ability to:**

- Manage and direct a comprehensive public works and engineering program.
- Develop and administer departmental goals, objectives, and procedures.
- Analyze and assess programs, policies, and operational needs and make appropriate adjustments.
- Identify and respond to sensitive community and organizational issues, concerns, and needs.
- Plan, organize, direct, and coordinate the work of lower level staff.
- Delegate authority and responsibility.
- Select, supervise, train, and evaluate staff.
- Analyze problems, identify alternative solutions, project consequences of proposed actions, and implement recommendations in support of goals.
- Research, analyze, and evaluate new service delivery methods and techniques.
- Explain City practices and objectives to appropriate public and private agencies, organizations and individuals.
- Make complex structural, hydraulic and other engineering calculations.
- Establish and maintain systems needed for control of work quality and quantity.
- Conduct comprehensive engineering analysis of construction and public works problems.
- Facilitate group participation and consensus building.
- Prepare clear and concise administrative and financial reports.
- Prepare and administer large and complex budgets.
- Interpret and apply applicable federal, state, and local policies, laws, and regulations.
- Operate office equipment including computers and supporting word processing, spreadsheet, and database applications.
- Communicate clearly and concisely, both orally and in writing.
- Establish and maintain effective working relationships with those contacted in the course of work.

**Education and Experience Guidelines**

**Education/Training:**

A Bachelor's degree from an accredited college or university with major course work in civil engineering or a closely related field.

**Experience:**

Six years of broad, extensive and increasingly responsible experience in civil engineering and public works development and maintenance activities or related service delivery operations, including three years of management and administrative responsibility.

**License or Certificate:**

Possession of an appropriate driver's license.

Possession of Certificate of Registration as a Professional Engineer in the State of California.

Possession of Registration as a Practicing Land Surveyor in the State of California is desirable.

**PHYSICAL DEMANDS AND WORKING ENVIRONMENT**

*The conditions herein are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential job functions.*

**Environment:** Work is performed primarily in a standard office setting with some travel to different sites; incumbents may be required to work extended hours including evenings and weekends and may be required to travel outside City boundaries to attend meetings.

**Physical:** Primary functions require sufficient physical ability and mobility to work in an office setting; to stand or sit for prolonged periods of time; to occasionally stoop, bend, kneel, crouch, reach, and twist; to lift, carry, push, and/or pull light to moderate amounts of weight; to operate office equipment requiring repetitive hand movement and fine coordination including use of a computer keyboard; to travel to other locations using various modes of private and commercial transportation; and to verbally communicate to exchange information.

FLSA: Exempt

May 2002  
Revised: December 2012

This class specification identifies the essential functions typically assigned to positions in this class. Other duties not described may be assigned to employees in order to meet changing business needs or staffing levels but will be reasonably related to an employee's position and qualifications. Other duties outside of an individual's skill level may also be assigned on a short term basis in order to provide job enrichment opportunities or to address emergency situations.



## STAFF REPORT TO THE CITY COUNCIL

**DATE:** Regular Meeting of December 12, 2017

**TO:** Honorable Mayor and Members of the City Council

**SUBMITTED BY:** Forrest Ebbs, Community Development Director *FE*

**SUBJECT:** Ad Hoc Committee for Smart Growth and Infill

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### **RECOMMENDED ACTION**

It is recommended that the City Council discuss and recommend the need for the Mayor to nominate and Council appoint a two (2) member Ad Hoc Committee for Smart Growth and Infill.

### **STRATEGIC PURPOSE**

The recommended action supports **Strategy H-5:** Grow Antioch's economy through additional annexation, as well as residential and commercial development.

### **FISCAL IMPACT**

The recommended action has no direct impact on the City's finances.

### **DISCUSSION**

The Ad Hoc Committee to discuss Smart Growth and Infill will serve for a limited time from appointment to approximately January 1, 2019, or when their role is completed, whichever first occurs.

The purpose of the Ad Hoc Committee will be to discuss and strategize how best to further the City's broad goals of smart growth, infill development, and new investment, while balancing economic, environmental, and transportation opportunities and constraints. The Ad Hoc Committee will consider existing programs and policies that define and regulate smart growth concepts and will discuss opportunities to further develop such objectives.

The Ad Hoc Committee is not subject to Brown Act requirements, since it is for a limited subject, has a limited duration and involves decisions subject to City Council oversight. The proposed date for the expiration of the Ad Hoc Committee is January 1, 2019.

### **ATTACHMENTS**

None