

ADDENDUM
to the ANTIOCH GENERAL PLAN UPDATE
ENVIRONMENTAL IMPACT REPORT
(SCH #2003072140)

for the City of Antioch
DOWNTOWN SPECIFIC PLAN

Prepared By:

Metropolitan Planning Group (M-Group)
1303 Jefferson Street Ste. 100-B
Napa, CA 94559

Lead Agency:

City of Antioch
Community Development Department
P.O. Box 5007
Antioch, CA 94531

Contact: Mitch Oshinsky, Project Manager

February 14, 2017

[PAGE INTENTIONALLY LEFT BLANK]

ADDENDUM GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT

TABLE OF CONTENTS

A. INTRODUCTION	1
B. GENERAL PLAN EIR BACKGROUND	7
C. PROJECT DESCRIPTION	9
D. RATIONALE FOR PREPARATION OF GENERAL PLAN EIR ADDENDUM	18
E. INITIAL STUDY CHECKLIST	41
I. AESTHETICS.....	45
II. AGRICULTURAL AND FORESTRY RESOURCES	48
III. AIR QUALITY	51
IV. BIOLOGICAL RESOURCES	56
V. CULTURAL RESOURCES	61
VI. GEOLOGY AND SOILS	65
VII. GREENHOUSE GAS EMISSIONS	70
VIII. HAZARDS/HAZARDOUS MATERIALS	72
IX. HYDROLOGY AND WATER QUALITY	78
X. LAND USE AND PLANNING.....	85
XI. MINERAL RESOURCES.....	87
XII. NOISE	89
XIII. POPULATION AND HOUSING:	92
XIV. PUBLIC SERVICES:	94
XV. RECREATION	96
XVI. TRANSPORTATION AND CIRCULATION	98
XVII. UTILITIES AND SERVICE SYSTEMS.....	102
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE (CAL. PUB. RES. CODE §15065).....	107
F. CONCLUSION.....	109
G. REFERENCES	109
H. PUBLIC REVIEW.....	110

TABLE OF CONTENTS CONTINUED

TABLE OF TABLES

TABLE 1: CHANGE IN DEVELOPMENT POTENTIAL.....	13
TABLE 2: CONSISTENCY OF DOWNTOWN SPECIFIC PLAN WITH GENERAL PLAN EIR	21

TABLE OF FIGURES

FIGURE 1: REGIONAL LOCATION MAP	4
FIGURE 2: EXISTING GENERAL PLAN LAND USE	5
FIGURE 3: EXISTING ZONING DESIGNATION	6
FIGURE 4: PROPOSED GENERAL PLAN LAND USE	15
FIGURE 5: PROPOSED DOWNTOWN SPECIFIC PLAN LAND USE	16
FIGURE 6: PROPOSED ZONING AMENDMENT.....	17
FIGURE 7: HABITAT MAP.....	58
FIGURE 8: LIQUEFACTION SUSCEPTIBILITY	67
FIGURE 9: FLOOD HAZARD AREA	80
FIGURE 10: DAM INUNDATION MAP	84

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.

[PAGE INTENTIONALLY LEFT BLANK]



0 1 2 Miles



Source: Contra Costa County

Regional Location

Downtown Specific Plan Antioch, California




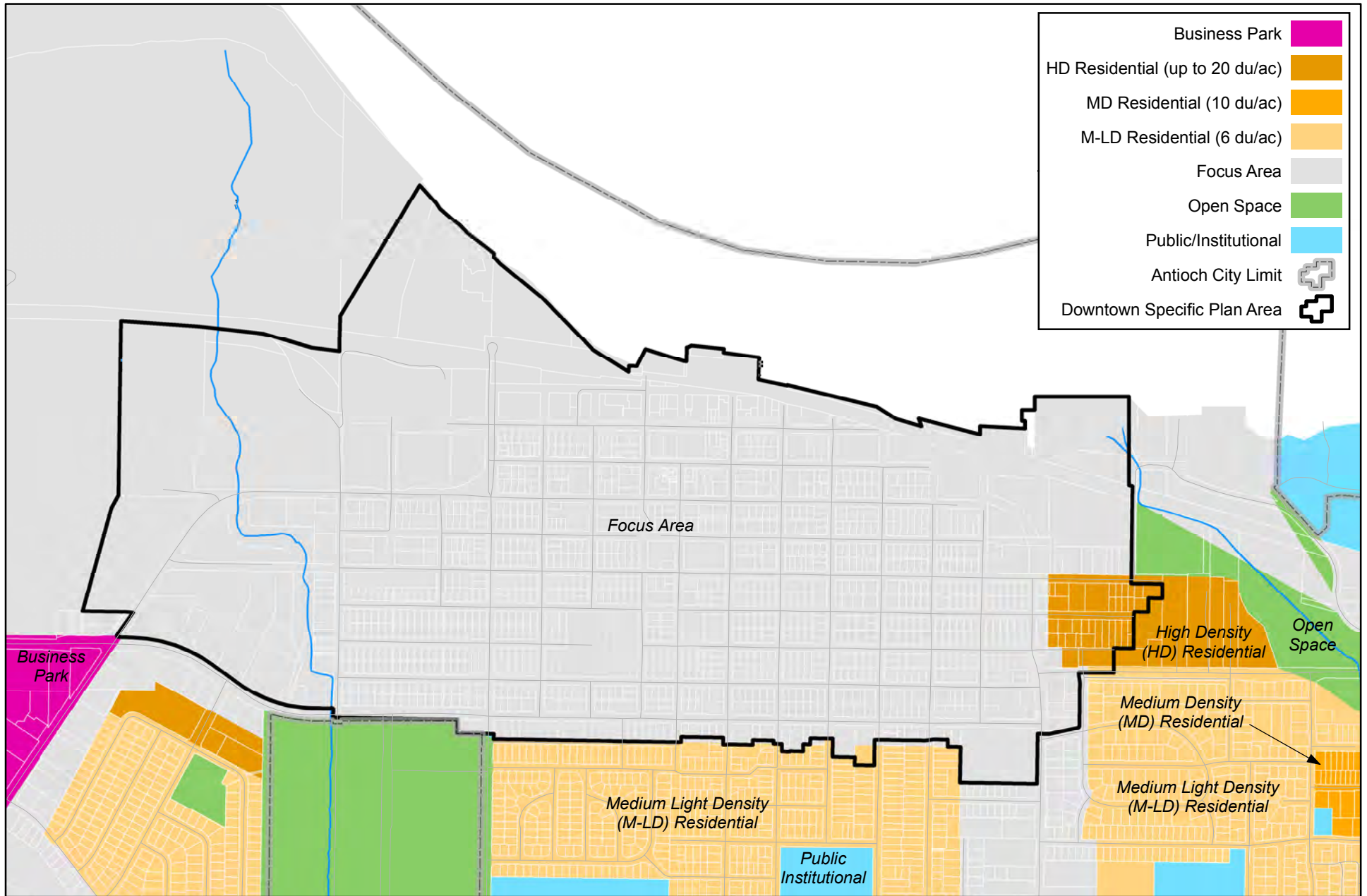
-  Contra Costa County
 City of Antioch
 Downtown Specific Plan Area

Figure 1

[PAGE INTENTIONALLY LEFT BLANK]



0 0.1 0.2 Miles



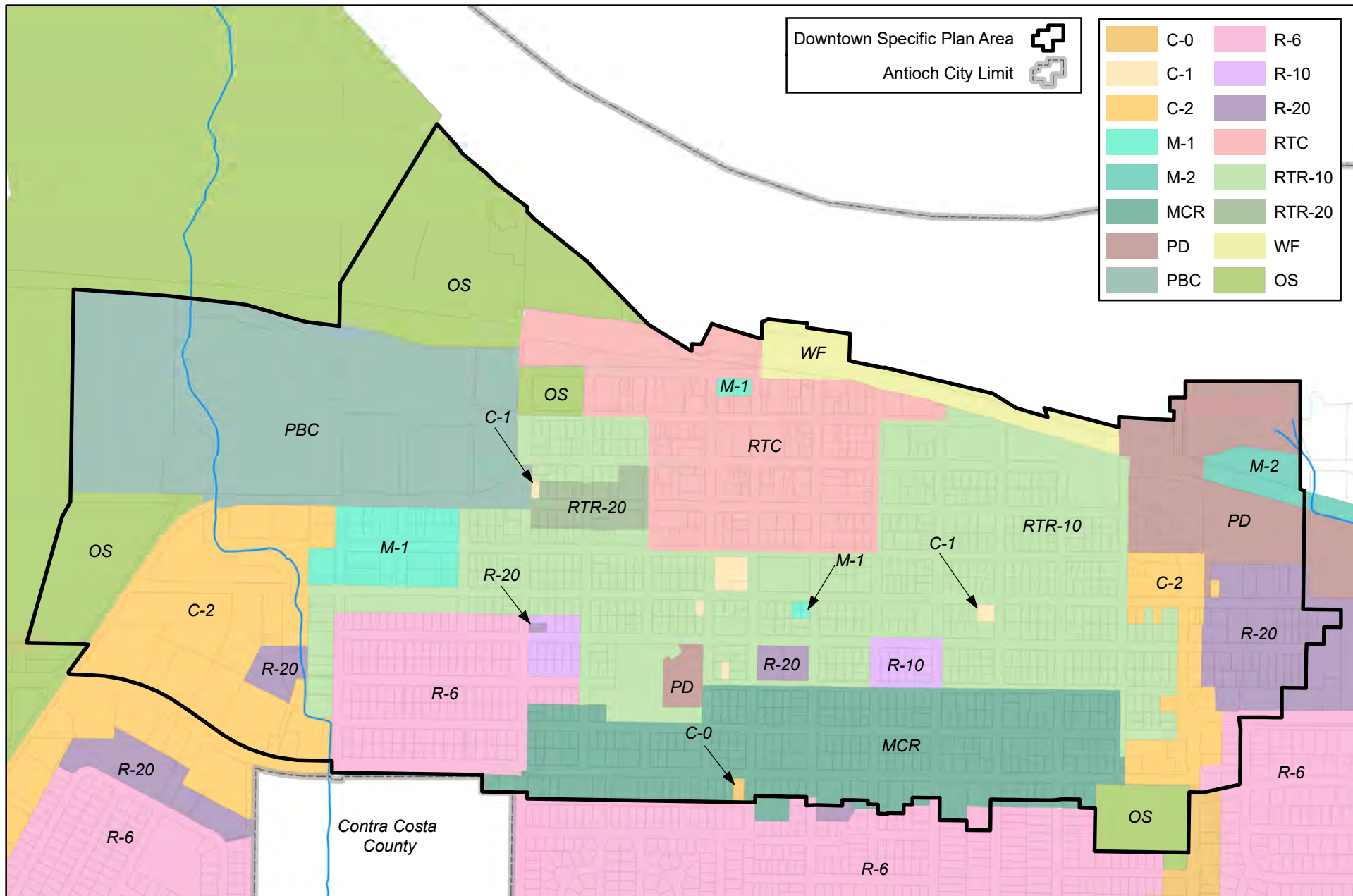
Existing General Plan Land Use

Downtown Specific Plan
Antioch, California

Source: Contra Costa County, City of Antioch

Figure 2

[PAGE INTENTIONALLY LEFT BLANK]



Existing Zoning

Downtown Specific Plan
Antioch, California

Figure 3

0 0.075 0.15 Miles



Source: Contra Costa County, City of Antioch

[PAGE INTENTIONALLY LEFT BLANK]

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 addendum¹ 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

¹ 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 2nd 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 4th 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

Downtown Specific Plan Land Use Designation	Parcels¹	Acres	Dwelling Units²	Commercial Floor Area (square feet)	Residential Density³
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
Downtown Specific Plan	1,152	308	2,053	4,007,932	6.7
2003 General Plan	N/A	308	3,980	4,517,425	12.0
Difference	N/A	0	-1,927	-509,493	6.2
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.					

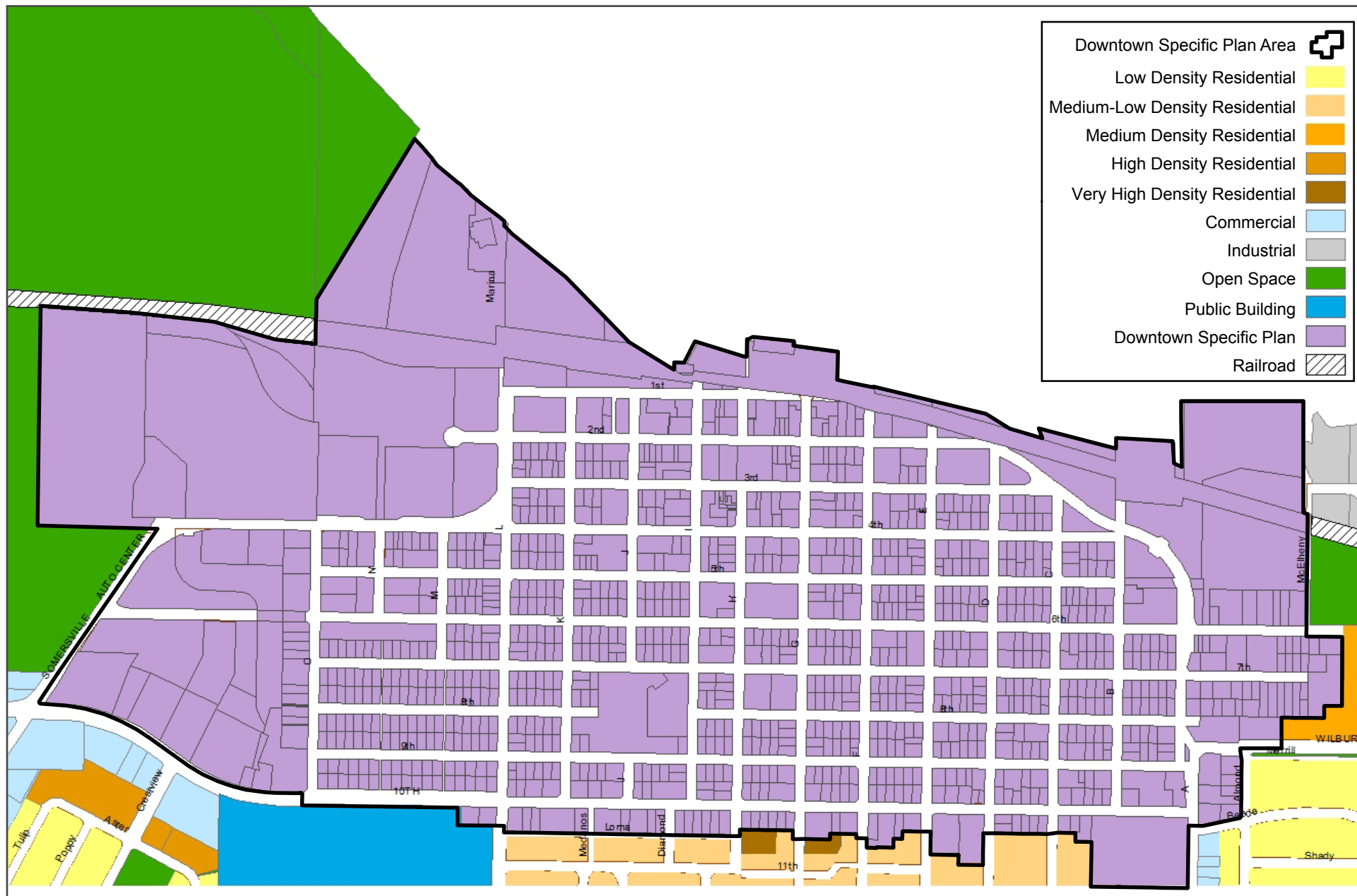
City of Antioch Approvals

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**).



0 0.1 0.2 Miles



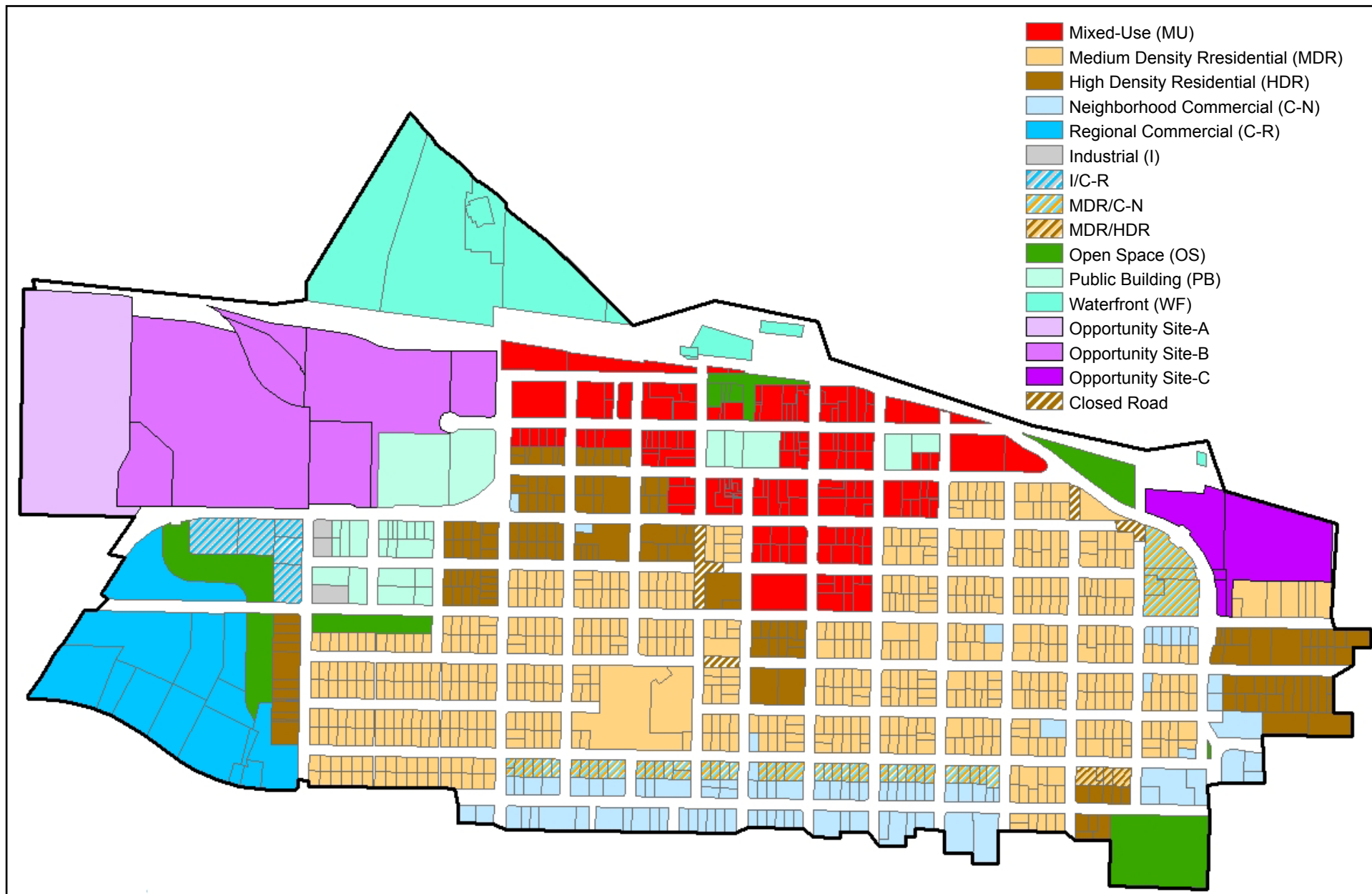
Proposed General Plan Land Use

Downtown Specific Plan
Antioch, California

Source: Contra Costa County, City of Antioch

Figure 4

[PAGE INTENTIONALLY LEFT BLANK]



Downtown Specific Plan Land Use

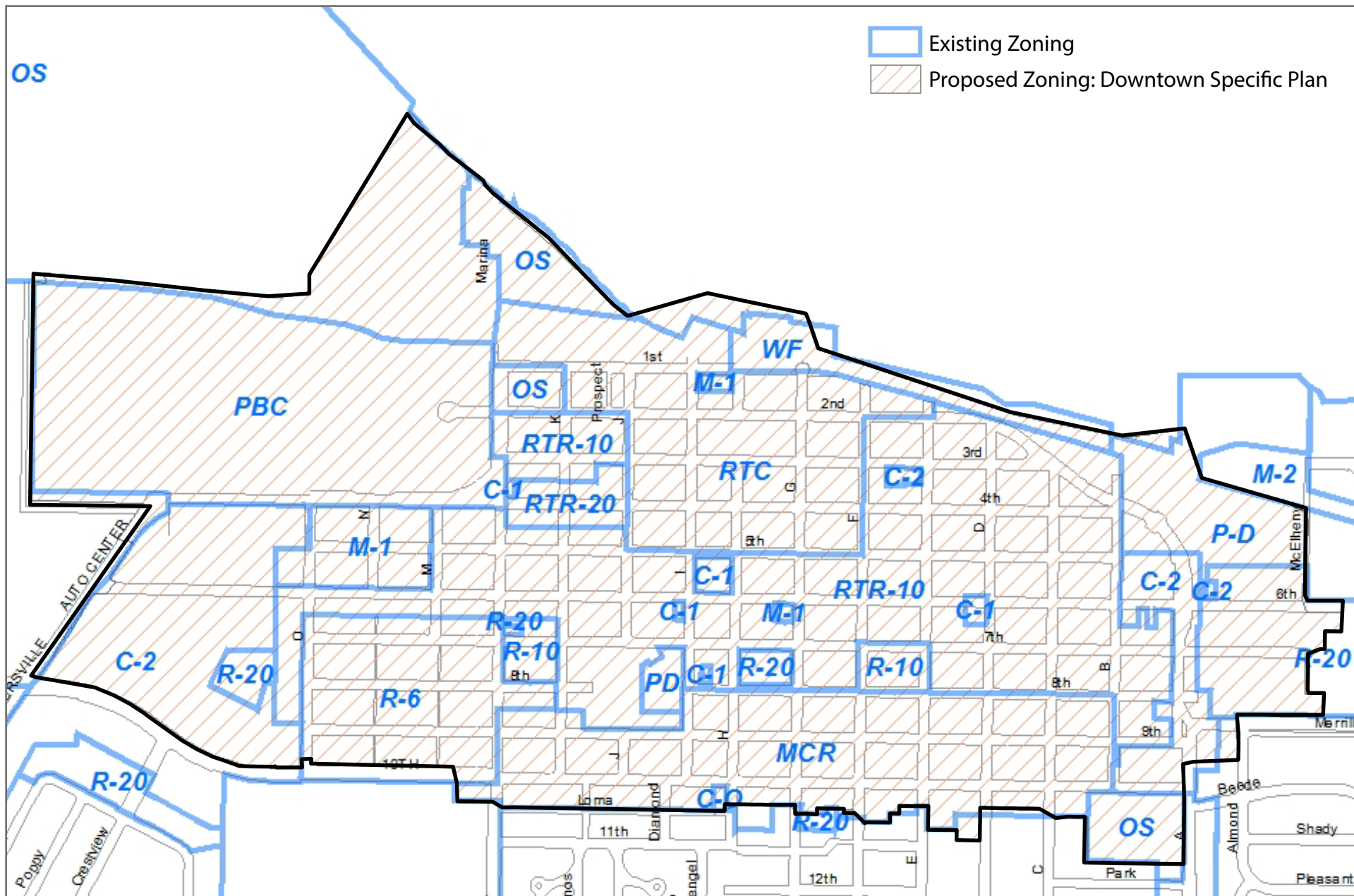
**Downtown Specific Plan
Antioch, California**



Source: City of Antioch

Figure 5

[PAGE INTENTIONALLY LEFT BLANK]



0 0.1 0.2 Miles



Proposed Zoning Map Amendment

Downtown Specific Plan
Antioch, California

Source: Contra Costa County, City of Antioch

Figure 6

[PAGE INTENTIONALLY LEFT BLANK]

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.

[PAGE INTENTIONALLY LEFT BLANK]

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
AESTHETICS		
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.	Policies: 5.4.2 and 5.4.14	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.
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.	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.	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.

AIR QUALITY		
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.	No mitigation required.	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 & electric vehicles.
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.	Policy: 10.5.2.a	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.
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	Policies: 10.5.2.b and 10.5.2.c.	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,

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.		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 & electric vehicles.
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.	Policies: 10.5.2.b and 10.5.2.c.	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 & electric vehicles.
Impact 4.2.4. Stationary Source Emissions. The proposed General Plan would potentially result in increased stationary sources emissions from nonresidential development,	Policies: 10.5.2.d, 10.5.2.e, and 10.5.2.f.	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,

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.		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.
BIOLOGICAL RESOURCES		
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.	Policy: 10.4.2.	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 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.
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	Policies: 10.4.2 and 10.3.2.	No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 10.4.2 and

wildlife species or with migratory wildlife corridors. Considered significant before mitigation, but less than significant after mitigation.		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.
CULTURAL RESOURCES		
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.	Policies: 5.4.6, 5.4.11, and 10.7.2.	No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP 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.
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.	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.	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

		any more severe than those identified in the General Plan EIR.
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>Policies: 10.7.2a and b</p> <p>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>	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.
GEOLOGY AND SOILS		
<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.</p> <p>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.</p> <p>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>	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.

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.	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.	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.
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.	Policies: 5.4.14-a and b; 11.3.2-a, g, h, i, and j.	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.
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.	Policies: 8.7.2 and 10.6.2.	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.

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.	Policies: 11.3.2-a and k.	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.
HAZARDOUS MATERIALS		
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.	Policy: 11.7.2.	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.
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	Policy: 11.8.2.	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 11.8.2, and DSP Implementation Measures. With adherence to these policies, programs, and

significant before mitigation, but less than significant after mitigation.		measures, impacts will not be any more severe than those identified in the General Plan EIR.
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.	Policy: 8.10.2.	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 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.
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.	Policy: 11.3.2.	Not applicable. This impact and measure relate to an area outside of the Downtown Specific Plan.
HYDROLOGY AND WATER QUALITY		
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	Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.	No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2, and DSP

significant.		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.
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.	Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.	No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP 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.
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.	Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.	No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP 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.
Risk of Dam Failure. Portions of the City of Antioch are located below the Contra Loma	Policies: 3.5.9.2, 3.7.2, 8.7.2, 10.3.2, 10.6.2, and 11.8.2.	No change. All new development facilitated by the proposed Downtown Specific Plan is

Reservoir and the overall safety classification of the dam is registered as satisfactory. Impact considered less than significant.		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.
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.	Policy: 11.4.2.	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 11.4.2, 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.
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. 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.

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 improvements.	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.
LAND USE		
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.	No mitigation required.	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.

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.	Policies: 4.3.2, 4.4.4.2, and 5.4.12.	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.
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.	Policy: 4.3.2.	Not applicable. All new development facilitated by the proposed Downtown Specific Plan is within the Urban Limit Line.
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.	Policies: 3.8.2, 4.4.4.2, and 4.4.6.5.	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

		development Downtown will be lessened under the Downtown Specific Plan.
NOISE		
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

stationary noise sources. Considered significant before mitigation, but less than significant after mitigation.		Measures. With adherence to these policies, impacts will not be any more severe than those identified in the General Plan EIR.
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.	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, 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.
POPULATION AND HOUSING		
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.	Policy: 3.6.2.	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 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.

PUBLIC SERVICES		
Impact 4.11.1. 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.	Policies: 3.5.3, 3.5.3.1, 3.5.3.2, and 8.11.2.	No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP Policies 3.5.3, 3.5.3.1, 3.5.3.2, and 8.11.2, 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.
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.	Policies: 3.5.2.1, 3.5.2.2, and 8.10.2.	No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the measures outlined in GP 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.
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	Policies: 3.5.8.1, 3.5.8.2, and 8.8.2.	No change. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, the

significant before mitigation, but less than significant after mitigation.		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.
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.	Policy: 8.9.2	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 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.
UTILITIES		
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.	Policies: 8.4.2 and 10.6.2.	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

		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.
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.	Policy: 10.6.2.	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.
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.	Policies: 8.5.2, 3.5.5.1, 3.5.5.2, 3.5.9.2, and 3.6.3.	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.

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.	Policies: 3.6.2, and 9.4.1. Mitigation Measures 4.12.4A and 4.12.4B.	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
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.	Mitigation Measures 4.12.4A and 4.12.4B.	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.
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.	Policy: 8.6.2. Mitigation Measures 4.12.6A, 4.12.6B, and 4.12.6C.	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.

TRANSPORTATION/TRAFFIC		
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.	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.	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.

E. INITIAL STUDY CHECKLIST

Initial Study Checklist

- | | |
|---|---|
| 1. Project Title | Downtown Specific Plan |
| 2. Lead Agency Name & Address | City of Antioch
Community Development Department
200 "H" Street
P.O. Box 5007
Antioch, CA 94531 |
| 3. Contact Person & Phone Number | Mitch Oshinsky, Project Manager
Phone number: (925) 779-7045
Email: moshinsky@ci.antioch.ca.us |
| 4. Project Location | 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. |
| 5. Project Sponsor's Name & Address | City of Antioch
Community Development Department
200 "H" Street
P.O. Box 5007
Antioch, CA 94531 |
| Other Public Agencies Whose Approval Is Required | None |

[PAGE INTENTIONALLY LEFT BLANK]

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

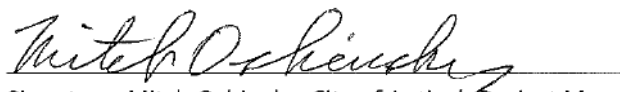
None of the following environmental categories would be potentially affected, as indicated by the following evaluation of environmental impacts.

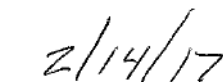
- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> 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


Date

[PAGE INTENTIONALLY LEFT BLANK]

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 (NO₂), Ozone (O₃), and Particulate Matter (PM_{2.5}).

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 PM₁₀ and PM_{2.5} state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m³ for PM₁₀ and less than 12 µg/m³ for PM_{2.5}. In addition, the Basin is designated as non-attainment for the national 24-hour fine particulate matter (PM_{2.5}) standard and will be required to prepare a State Implementation Plan (SIP) for PM_{2.5}. 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 (O₃), 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.

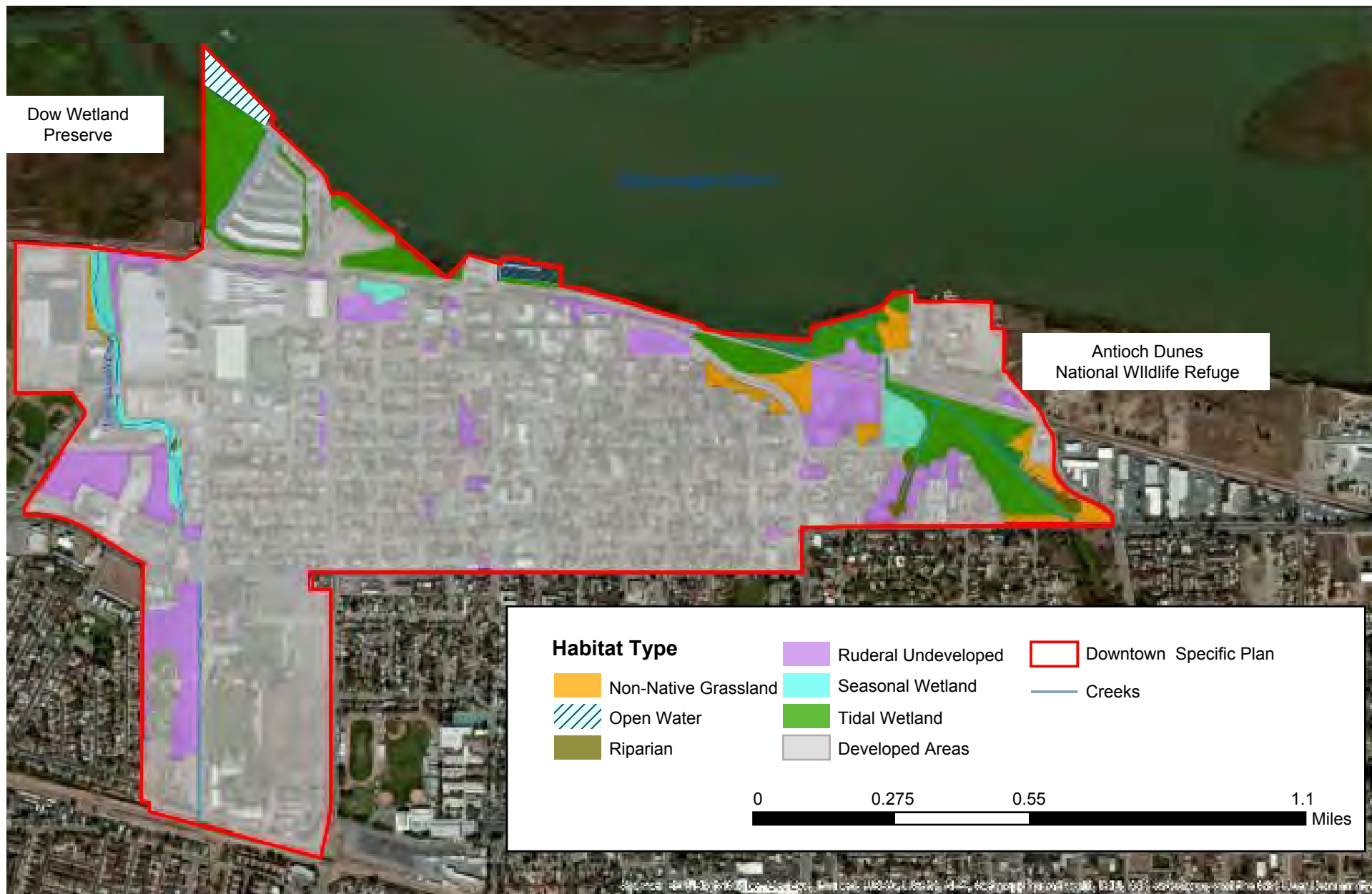
Biological Resources Setting:

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.

[PAGE INTENTIONALLY LEFT BLANK]



Habitat Map

**Downtown Specific Plan
Antioch, California**



Source: City of Antioch

Figure 7

[PAGE INTENTIONALLY LEFT BLANK]

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 4th Street and West 10th Street will be designated as Open Space. The wetlands extending north from West 4th 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 20th 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.

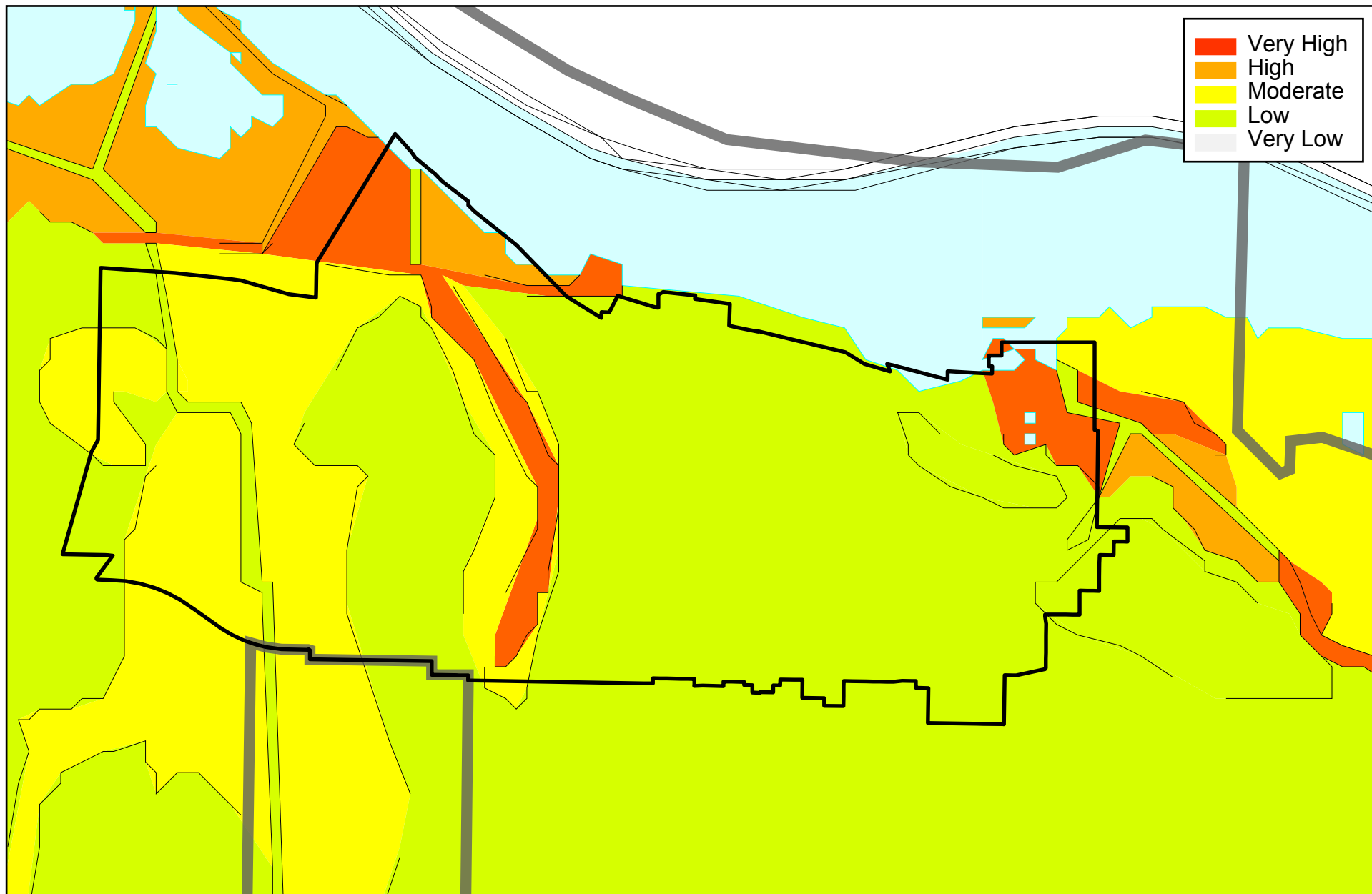
Geology and Soils Setting:

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.



0 0.25 0.5 Miles



Source: USGS, 2000

Liquefaction Susceptibility

Downtown Specific Plan
Antioch, California



 Downtown Specific Plan Area
 City Boundary

Figure 8

[PAGE INTENTIONALLY LEFT BLANK]

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 (CO₂), nitrous oxide (N₂O), methane (CH₃), 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 (CO₂e/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 6th 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 10th 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 10th 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?

☐
☐
☐
☒

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:

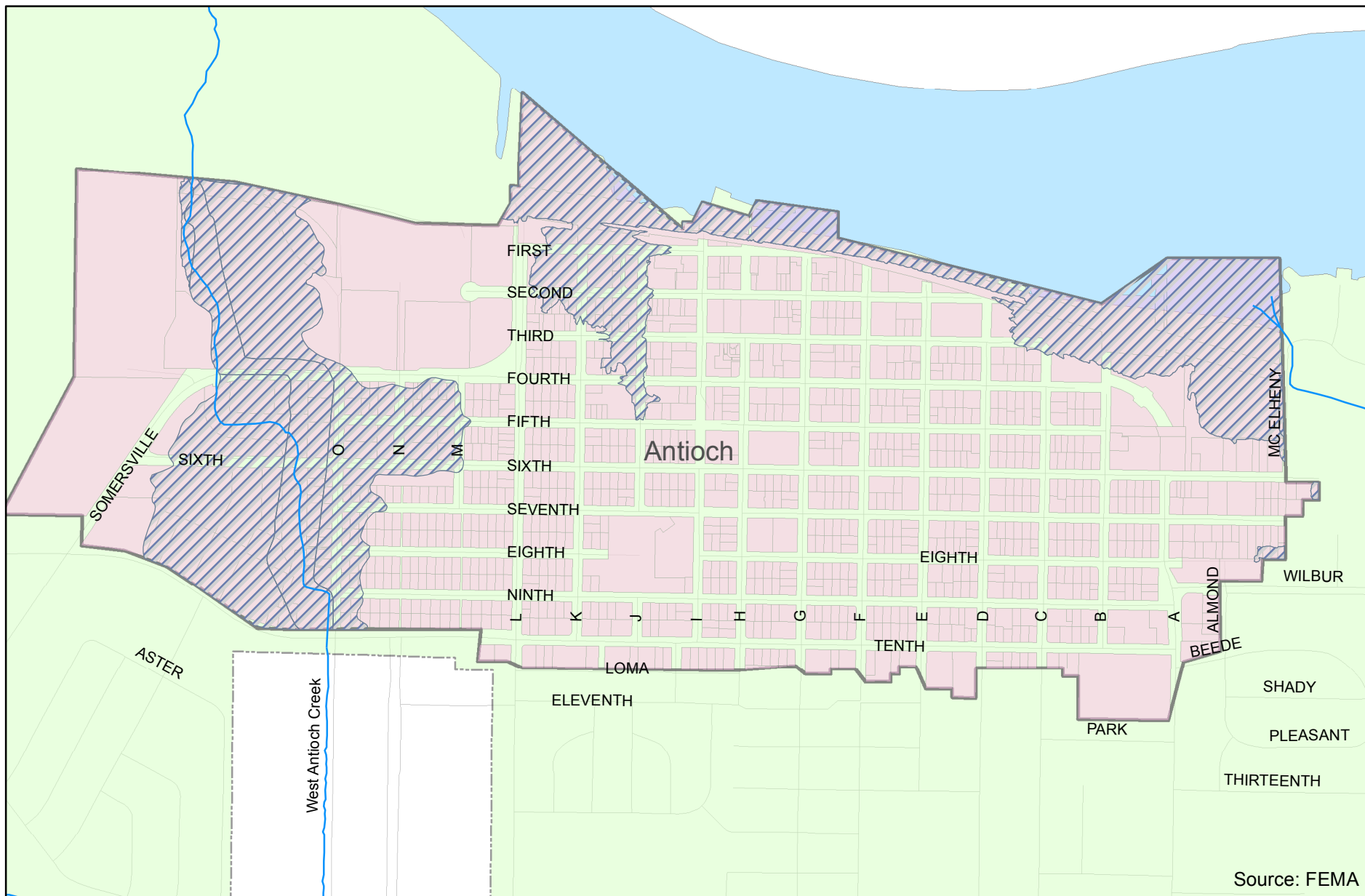
The principal waterways within the City of Antioch include the San Joaquin River, East Antioch Creek, West Antioch Creek, Markley Creek, Sand Creek, Marsh Creek, and Deer Creek. Parts of the City's naturally occurring floodplains are paved, and stretches of creek channels have been covered by culverts.

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 $\frac{1}{4}$ 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.

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.



0 0.125 0.25 Miles

Flood Hazards

Downtown Specific Plan Antioch, California

- City of Antioch
- Downtown Area
- 100 Year Flood Zone



Source: Contra Costa County

Figure 9

[PAGE INTENTIONALLY LEFT BLANK]

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.

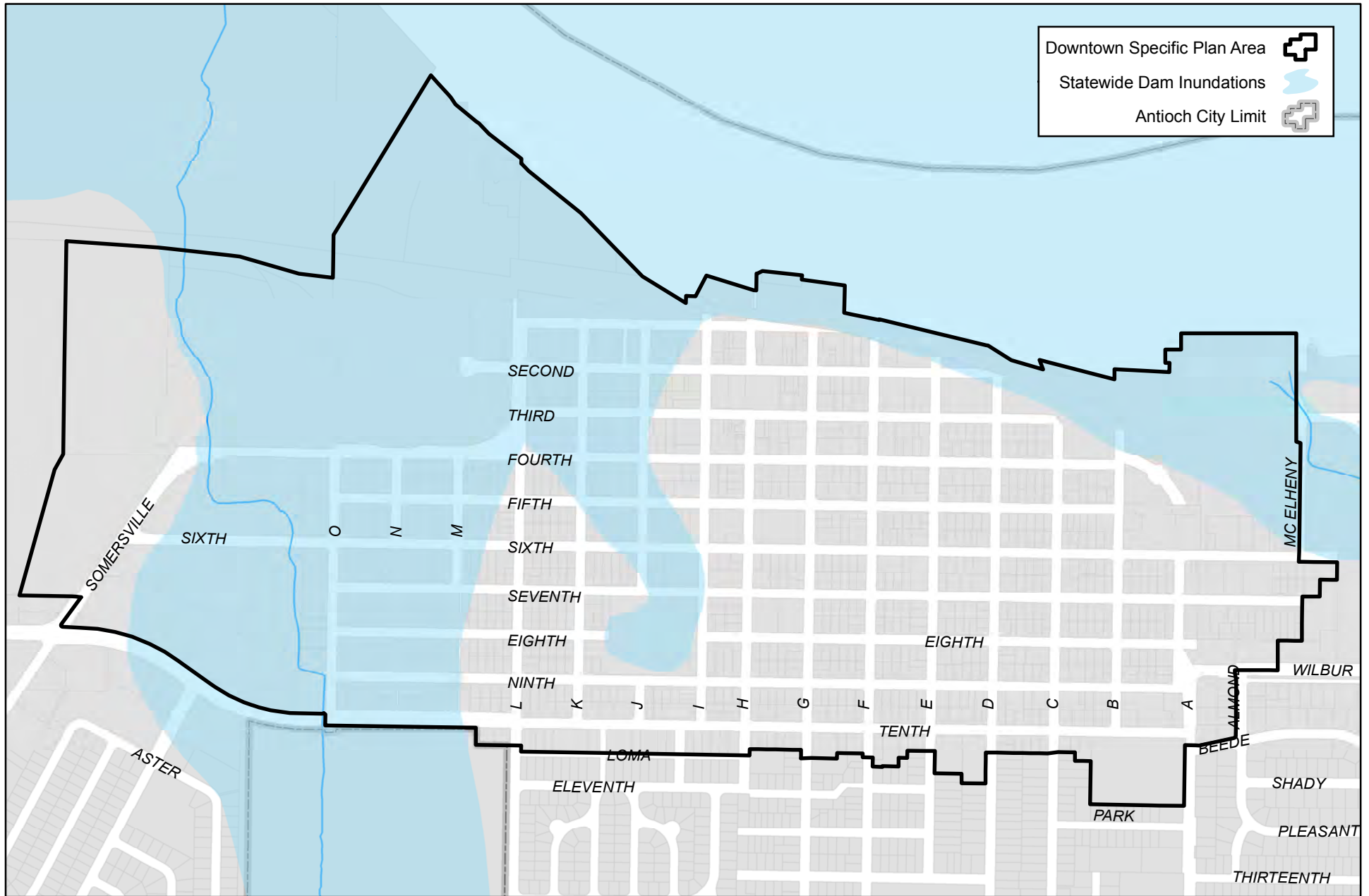
- i) **(Levee or Dam Failure) Same Impact as 2003 General Plan Update EIR.** The City of Antioch is located below the Contra Loma Reservoir. The Bureau of Reclamation Division of Dam Safety conducted a safety analysis of the Contra Loma Reservoir in 1983 and determined that “safe performance of the dam 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.

[PAGE INTENTIONALLY LEFT BLANK]



0 0.175 0.35 Miles



Source: Contra Costa County, City of Antioch

Dam Inundation Areas

Downtown Specific Plan
Antioch, California

Figure 10

[PAGE INTENTIONALLY LEFT BLANK]

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