

**ANNOTATED
AGENDA
CITY OF ANTIOCH PLANNING COMMISSION
ANTIOCH COUNCIL CHAMBERS
200 "H" STREET**

WEDNESDAY, MARCH 15, 2017

6:30 P.M.

**NO PUBLIC HEARINGS WILL BEGIN AFTER 10:00 P.M.
UNLESS THERE IS A VOTE OF THE PLANNING COMMISSION
TO HEAR THE MATTER**

APPEAL

All items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 p.m. on **WEDNESDAY, MARCH 22, 2017**.

If you wish to speak, either during "public comments" or during an agenda item, fill out a Speaker Request Form and place in the Speaker Card Tray. This will enable us to call upon you to speak. Each speaker is limited to not more than 3 minutes. During public hearings, each side is entitled to one "main presenter" who may have not more than 10 minutes. These time limits may be modified depending on the number of speakers, number of items on the agenda or circumstances. No one may speak more than once on an agenda item or during "public comments". Groups who are here regarding an item may identify themselves by raising their hands at the appropriate time to show support for one of their speakers.

ROLL CALL

6:30 P.M.

Commissioners	Motts, Chair
	Zacharatos, Vice Chair
	Parsons
	Mason
	Turnage
	Husary
	Conley

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

CONSENT CALENDAR

All matters listed under Consent Calendar are considered routine and are recommended for approval by the staff. There will be one motion approving the items listed. There will be no separate discussion of these items unless members of the Commission, staff or the public request specific items to be removed from the Consent Calendar for separate action.

- | | | | |
|----|-----------------------------|-----------------------------|-----------------|
| 1. | APPROVAL OF MINUTES: | A. February 1, 2017 | APPROVED |
| | | B. February 15, 2017 | APPROVED |

* * * **END OF CONSENT CALENDAR** * *

STAFF REPORT

NEW ITEM

STAFF REPORT

2. **PW-150-17 – THE CITY OF ANTIOCH** is requesting a determination that the 2017-2022 Capital Improvement Program is consistent with the Antioch General Plan.
RESOLUTION NO. 2017-04

NEW PUBLIC HEARING

STAFF REPORT

STAFF REPORT

3. **UP-16-15, AR-16-09 Verizon Wireless Telecommunications Facility** – Verizon Wireless requests approval of a Use Permit to construct a new unmanned telecommunications facility consisting of a 62-foot tall “monopine” containing nine panel antennas and a fenced equipment enclosure at the base of the structure. The project site is located at the corner of Contra Loma Boulevard and Putnam Street (APN 076-550-002).

STAFF REPORT

Staff recommends this item be continued to April 5, 2017. CONTINUED

4. **Z-17-01 – Tobacco Ordinance Amendment** – The City of Antioch is proposing text amendments to Chapter 16: Drug Paraphernalia, Section 6-8.14-Tobacco Retailer License, Section 9-5.203-Definitions and Section 9-5.3843 Tobacco and Paraphernalia Retailers of the Antioch Municipal Code. The amendments include, but are not limited to, changes to definitions related to tobacco and paraphernalia retailers, the display of tobacco paraphernalia, licenses required for retail tobacco sales, and the prohibition of tobacco and paraphernalia retailers. The proposed ordinance would be applicable city-wide. This project is exempt from the California Environmental Quality Act.

STAFF REPORT

Staff recommends this item be continued to April 5, 2017. CONTINUED

5. **Downtown Specific Plan** – The City of Antioch will hold a public hearing for the Planning Commission to review and consider recommendation to the City Council of adoption of the Downtown Specific Plan that is intended to serve as a comprehensive land use document for the Downtown. The Planning Commission will also review and consider recommendation of adoption to the City Council of an

STAFF REPORT

Addendum to the General Plan Update Environmental Impact Report (EIR) that was certified in November 2003.

APPROVAL RECOMMENDED

ORAL COMMUNICATIONS

WRITTEN COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT (8:27 pm)

Notice of Availability of Reports

This agenda is a summary of the discussion items and actions proposed to be taken by the Planning Commission. For almost every agenda item, materials have been prepared by the City staff for the Planning Commission's consideration. These materials include staff reports which explain in detail the item before the Commission and the reason for the recommendation. The materials may also include resolutions or ordinances which are proposed to be adopted. Other materials, such as maps and diagrams, may also be included. All of these materials are available at the Community Development Department located on the 2nd floor of City Hall, 200 "H" Street, Antioch, California, 94509, between the hours of 8:00 a.m. and 11:30 a.m. or by appointment only between 1:00 p.m. and 5:00 p.m. Monday through Friday for inspection and copying (for a fee). Copies are also made available at the Antioch Public Library for inspection. Questions on these materials may be directed to the staff member who prepared them, or to the Community Development Department, who will refer you to the appropriate person.

Notice of Opportunity to Address the Planning Commission

The public has the opportunity to address the Planning Commission on each agenda item. You may be requested to complete a yellow Speaker Request form. Comments regarding matters not on this Agenda may be addressed during the "Public Comment" section on the agenda.

Accessibility

The meetings are accessible to those with disabilities. Auxiliary aids will be made available for persons with hearing or vision disabilities upon request in advance at (925) 779-7009 or TDD (925) 779-7081.

**CITY OF ANTIOCH
PLANNING COMMISSION**

**Regular Meeting
6:30 p.m.**

**February 1, 2017
City Council Chambers**

Chair Motts called the meeting to order at 6:33 P.M. on Wednesday, February 1, 2017 in the City Council Chambers. He stated that all items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 P.M. on Wednesday, February 8, 2017.

ROLL CALL

Present: Commissioners Parsons, Mason, Turnage, Conley, Vice Chair Zacharatos and Chair Motts
Absent: Commissioner Husary
Staff: Planning Manager, Alexis Morris
Associate Planner, Kevin Scudero
Assistant City Engineer, Lynne Filson
Associate Engineer, Ken Warren
City Attorney, Michael Vigilia
Minutes Clerk, Kitty Eiden

Chair Motts welcomed Ken Turnage to the Planning Commission.

Ken Turnage introduced himself and stated he looked forward to serving on the Commission.

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

None.

CONSENT CALENDAR

- | | |
|-------------------------|---|
| 1. Approval of Minutes: | A. May 4, 2016
B. September 7, 2016
C. October 19, 2016 |
|-------------------------|---|

On motion by Commissioner Conley, seconded by Vice Chair Zacharatos, the Planning Commission approved the minutes of September 7, 2017, as presented. The motion carried the following vote:

AYES:	<i>Parsons, Zacharatos, Mason, Conley and Motts</i>
NOES:	<i>None</i>
ABSTAIN:	<i>Turnage</i>
ABSENT:	<i>Husary</i>

Due to the lack of members present to vote in the majority, the Minutes of May 4, 2016 and October 19, 2016 were continued to the next meeting.

NEW PUBLIC HEARING

- 2. UP-16-17, AR-16-13 – The Crossings Drive Thru and Signage** – Banducci Associates requests approval of new exterior paint colors for the main building, a remodel of a pad building including re-opening a closed drive thru lane, and new monument signage for The Crossings Shopping Center located at the southeast corner of Deer Valley Road and Hillcrest Avenue (APNs 052-460-016, 017, 018, 020, 022).

Planning Manager Morris presented the staff report dated January 27, 2017 recommending the Planning Commission approve the use permit and design review application, subject to the conditions contained in the attached resolution.

Commissioner Conley suggested adding a feature to protect the patio area from vehicle traffic.

Commissioner Mason expressed concern regarding the size of the proposed monument sign.

Planning Manager Morris explained the Antioch Municipal Code allowed for the signage as proposed.

Chair Motts suggested staff look at the ability to increase bicycle parking for the site given future use for the adjacent properties.

John Kirkorian, project applicant, thanked the Planning Commission for their consideration of this project. He reported they had recently purchased the shopping center and their goal was to improve the center and increase occupancy. He stated he was available to answer questions this evening. He clarified the monument sign was an important tool to assist them in leasing to future tenants.

In response to Commissioner Conley, Mr. Kirkorian stated there was a curb and landscaping buffer adjacent to the drive-thru area. With regards to the seating area facing the gas station; he stated they would be agreeable to installing a block wall or bollards to improve safety.

In response to Chair Motts, Mr. Kirkorian stated they would have room for a larger bicycle rack, if one was necessary.

In response to Vice Chair Zacharatos, Mr. Kirkorian stated they were in agreement with the conditions of approval.

Commissioner Parsons thanked Mr. Kirkorian for investing in Antioch.

Chair Motts closed the public hearing.

Following discussion, the Planning Commission agreed that the proposed monument sign was appropriate for this shopping center.

RESOLUTION NO. 2017-01

On motion by Commissioner Mason, seconded by Commissioner Parsons, the Planning Commission members present unanimously approved the use permit and design review application, subject to the conditions contained in the attached resolution and amending project specific condition #2 to direct staff to look at the possibility of adding more bicycle parking. The motion carried the following vote:

AYES:	<i>Parsons, Zacharatos, Mason, Conley, Turnage and Motts</i>
NOES:	<i>None</i>
ABSTAIN:	<i>None</i>
ABSENT:	<i>Husary</i>

- 3. UP-16-20, V-16-06 – Women’s Club Outdoor Garden** – Antioch Women’s Club is requesting approval of a use permit and variance application to add an outdoor garden area for events currently hosted at the site. The project site is located at 503 G Street (APN 066-147-009).

Chair Motts announced he would recuse himself from agenda item #3 as he lived within 500 feet of the project. Commissioner Parsons announced she would recuse herself from agenda item #3 as she was a member of the Women’s Club. Chair Motts turned the gavel over to Vice Chair Zacharatos. Both Chair Motts and Commissioner Parsons left Council Chambers.

Associate Planner Scudero presented the staff report dated January 20, 2017 recommending the Planning Commission approve a use permit allowing an outdoor garden event space and a variance to place a six foot high fence in the required front yard setback at the Antioch Women’s Club facility located at 503 G Street.

In response to Commissioner Conley, Associate Planner Scudero explained the number of people allowed at the facility would not increase with the additional patio area.

Elizabeth Rimbault, representing the Antioch Women’s Club, gave a history of their facility. She noted their intent was to improve the outdoor area and secure the property. She stated the interior and garden may be rented together; however, they would not increase the number of individuals that could be present. She stated they would carefully monitor the facility to assure lighting and noise impacts were negligible. She reported they had engaged engineering students to design outdoor features. She stated they were in agreement with the staff report’s conditions of approval.

Commissioner Mason suggested the applicant consider installing motion detectors to improve security at the site. He thanked the Women’s Club for bringing the project forward.

In response to Commissioner Conley, Ms. Rimbault clarified they would not permit amplified music in the garden area.

Vice Chair Zacharatos closed the public hearing. She stated the outdoor garden would be a great improvement.

RESOLUTION NO. 2017-02

On motion by Commissioner Conley, seconded by Vice Chair Zacharatos, the Planning Commission members present unanimously approved a use permit allowing an outdoor garden event space and a variance to place a six foot high fence in the required front yard setback at the Antioch Women's Club facility located at 503 G Street. The motion carried the following vote:

AYES:	<i>Zacharatos, Mason, Turnage and Conley</i>
NOES:	<i>None</i>
ABSTAIN:	<i>None</i>
ABSENT:	<i>Husary</i>

Commissioner Parsons and Chair Motts were recused.

ORAL COMMUNICATIONS

None.

WRITTEN COMMUNICATIONS

None.

COMMITTEE REPORTS

None.

ADJOURNMENT

Vice Chair Zacharatos adjourned the Planning Commission at 7:04 P.M. to the next regularly scheduled meeting to be held on February 15, 2017.

Respectfully Submitted,
Kitty Eiden

**CITY OF ANTIOCH
PLANNING COMMISSION**

**Regular Meeting
6:30 p.m.**

**February 15, 2017
City Council Chambers**

Chair Motts called the meeting to order at 6:31 P.M. on Wednesday, February 15, 2017 in the City Council Chambers. He stated that all items that can be appealed under 9-5.2509 of the Antioch Municipal Code must be appealed within five (5) working days of the date of the decision. The final appeal date of decisions made at this meeting is 5:00 P.M. on Thursday, February 23, 2017.

ROLL CALL

Present: Commissioners Parsons, Husary, Turnage, Conley
Vice Chair Zacharatos and Chair Motts
Absent: Commissioner Mason
Staff: Director of Community Development, Forrest Ebbs
Associate Planner, Kevin Scudero
City Attorney, Michael Vigilia
Minutes Clerk, Kitty Eiden

PLEDGE OF ALLEGIANCE

PUBLIC COMMENTS

None.

CONSENT CALENDAR

1. Approval of Minutes: May 4, 2016
October 17, 2016

On motion by Commissioner Conley, seconded by Vice Chair Zacharatos, the Planning Commission approved the minutes of May 4, 2016, as presented. The motion carried the following vote:

AYES: Parsons, Husary, Zacharatos and Conley
NOES: None
ABSTAIN: Turnage and Motts
ABSENT: Mason

On motion by Commissioner Conley, seconded by Commissioner Parsons, the Planning Commission approved the minutes of October 17, 2016, as presented. The motion carried the following vote:

AYES: *Parsons, Husary, Zacharatos and Conley*
NOES: *None*
ABSTAIN: *Turnage and Motts*
ABSENT: *Mason*

NEW PUBLIC HEARING

2. **Z-17-01 – Tobacco Ordinance Amendment** – The City of Antioch is proposing text amendments to Chapter 16: Drug Paraphernalia, Section 6-8.14-Tobacco Retailer License, Section 9-5.203-Definitions and Section 9-5.3843 Tobacco and Paraphernalia Retailers of the Antioch Municipal Code. The amendments include, but are not limited to, changes to definitions related to tobacco and paraphernalia retailers, the display of tobacco paraphernalia, licenses required for retail tobacco sales, and the prohibition of tobacco and paraphernalia retailers. The proposed ordinance would be applicable city-wide. This project is exempt from the California Environmental Quality Act.

Staff recommended that this item be continued to March 1, 2017.

On motion by Commissioner Conley, seconded by Commissioner Parsons, the Planning Commission members present unanimously continued Z-17-01 – Tobacco Ordinance Amendment, to March 1, 2017. The motion carried the following vote:

AYES: *Parsons, Husary, Zacharatos, Turnage, Conley and Motts*
NOES: *None*
ABSTAIN: *None*
ABSENT: *Mason*

3. **UP-16-10, AR-16-06, V-16-04 – A St. Mini-Mart** – Amandeep Singh is requesting approval of a use permit, design review, and variance application to operate an approximately 1,200 square foot convenience store, including the renovation of the existing building on site. The project site is located at 2302 A Street (APN 067-275-023).

Associate Planner Scudero presented the staff report dated February 10, 2017 recommending the Planning Commission adopt the attached resolution denying a use permit, design review and variance for a 1,200 square foot convenience store (UP-16-10, V-16-04).

Director of Community Development Ebbs speaking to the over concentration of liquor licenses in this area, explained that historically the ABC issued licenses and cities were not involved; however, in the 1970s cities were allowed the ability to approve an over concentration. He also noted that an over concentration in this area could have occurred prior to ABC's current measurement tools. He reported that the site had been closed for a number of years and as a result lost its legal non-conforming status as a

convenience store. He noted the business had the State's approval to operate a liquor store and this request was for the City to offer the other half of the permissions.

Captain Brooks reported the location had been closed for a significant amount of time; however, in the past, he had experienced numerous calls for service at this location. He noted there was a significant homeless population in the area and four businesses selling liquor in the vicinity. He noted there were issues at all those locations.

Gurpreet Singh, DS Liquor, reported he had a liquor business in Oakland that was in good standing with the City and State. He questioned why the City had not objected to his liquor license when it was published by the ABC or when he informed the City that he was purchasing the property. He reported he had invested in the property and if given permission to sell liquor, they would keep the property clean and comply with all laws.

In response to Commissioner Parsons, Mr. Singh stated the Planning Department did not have an objection to him purchasing the liquor store. Additionally, he noted the City had not given him notice that they were closing his business.

Director of Community Development Ebbs explained that this property had been on the market for years and staff had repeatedly delivered the same message to the broker and anyone interested in the property, that a use permit would be required to operate a convenience store at this location.

Associate Planner Kevin Scudero added that the business had not had a business license since 2010 and per the Municipal Code, after six months they lost their legal non-conforming status and were required to obtain a use permit. Additionally, he noted they had asked the operator of the business to provide proof they were operating without a business license and they were not able to provide any. He further noted they were clear to each person making an inquiry about the property, that a use permit would be required to operate a business at this location.

Director of Community Development Ebbs added that this applicant started the business without a business license and if they had applied for one, they would have been informed at that time. He noted the business was opened briefly until Code Enforcement shut it down.

Mr. Singh stated if given permission they could run the business as it is currently.

Marsha Razo, Antioch resident, stated her family owned property immediately adjacent to the project. She noted there had been no problems with the business when it operated as a dairy. However, in the last 5-7 years, the homeless issues in the area had negatively impacted their ability to rent their property. She further noted another liquor store in the area would increase homeless problems in the neighborhood. She urged the Planning Commission to deny the use permit.

Dan Ramsey, Antioch resident, discussed the illegal, unsanitary and blighted conditions resulting from homeless living in the area. He stated they were opposed to the business reopening. He noted as recent as last summer there were items being sold from the location that he suspected were illegal.

David Kundert, Antioch resident, reviewed and provided written comment opposing the request to operate a convenience store.

Three additional speakers voiced their opposition to the project.

Mr. Singh stated if given permission to open their business, they would abide by the laws and there would be no problems.

Chair Motts closed the public hearing.

Vice Chair Zacharatos stated that she was concerned with alcohol sales at this location and the property was also inadequate for parking and circulation as proposed.

Commissioner Turnage agreed with Vice Chair Zacharatos noting the project as proposed lacked parking which would negatively impact the neighborhood.

Commissioner Conley stated it was commendable that the applicant wanted to improve the appearance of the building; however, he felt this was the wrong location for this type of business. He noted parking issues and alcohol sales were a concern and too many variances would be required for approval. He suggested the City conduct their first Saturday cleanup in areas negatively impacted by the homeless.

Commissioner Parsons stated the broker should have disclosed the issues with the property to Mr. Singh.

Commissioner Husary agreed with Commissioner Parsons and stated that while the property was in escrow the applicant had the opportunity to have all the issues with the property disclosed. She stated she did not support alcohol sales at this location noting the homeless issues were significant and this use would add to them.

Chair Motts agreed with Commissioner Conley and noted that the number of homeless had overwhelmed the City's efforts to provide facilities and services. He further noted that while a new building with security would be a positive change, he could not support a use permit with the parking issue and liquor sales.

Director of Community Development Ebbs explained that the findings were written so that the City could consider a variance for a more reasonable use of the property, in the future.

Commissioner Parsons stated she was also concerned that people would be backing out of the property into the street.

On motion by Commissioner Conley, seconded by Commissioner Parsons, the Planning Commission members present unanimously adopted the resolution denying the project. The motion carried the following vote:

AYES: *Parsons, Husary, Zacharatos, Turnage, Conley and Motts*
NOES: *None*
ABSTAIN: *None*
ABSENT: *Mason*

Director of Community Development Ebbs informed Mr. Singh that he could appeal the decision to the City Council and forms were available at the Planning Department and needed to be submitted by 5:00 P.M. on Thursday, February 23, 2016.

Chair Motts thanked Mr. Singh for submitting his use permit application.

ORAL COMMUNICATIONS

Director of Community Development Ebbs reported he had presented the Sand Creek Focus Area to Council which they had continued for four (4) weeks. He noted once the outstanding issues were resolved, the administrative draft would go through the environmental process and be back before the Planning Commission in formal draft form. He further noted that the item would be agendized as a public hearing and landowners within 300 foot radius would be receiving notifications via the US postal service.

Chair Motts reminded staff that former Commissioner Hinojosa should be receiving a street sign in recognition of her service on the Commission.

WRITTEN COMMUNICATIONS

None.

COMMITTEE REPORTS

Chair Motts reported on his attendance at the Tranplan meeting.

ADJOURNMENT

Chair Motts adjourned the Planning Commission at 7:25 P.M. to the next regularly scheduled meeting to be held on March 1, 2017.

Respectfully Submitted,
Kitty Eiden

**STAFF REPORT TO THE CITY OF ANTIOCH PLANNING COMMISSION
FOR CONSIDERATION AT THE MEETING OF MARCH 15, 2017**

PREPARED BY: Ahmed Abu-Aly, Associate Civil Engineer, Capital Improvements Division *AA*

APPROVED BY: *LB for* Ron Bernal, Assistant City Manager/Director of Public Works/City Engineer

DATE: March 8, 2017

SUBJECT: Determination of the 2017-2022 Capital Improvement Program
Consistency with the Antioch General Plan, P.W. 150-17

RECOMMENDATION

It is recommended that the Planning Commission determine that the 2017-2022 Capital Improvement Program is consistent with the Antioch General Plan, which includes a determination that any acquisition or disposition of property identified in the project description for each project in the Capital Improvement Program is consistent with the General Plan.

BACKGROUND

The attached Capital Improvement Program (CIP) outlines the 2017-2022 expenditure and revenue projections provided for planning purposes only. Any California Environmental Quality Act (CEQA) requirements will be determined on a project by project basis prior to final approval and construction of each project. As required by Section 65401 of the California Government Code, the Planning Commission is asked to determine whether the projects included in the Five-Year Capital Improvement Program (CIP) are consistent with the current Antioch General Plan.

The General Plan may be viewed at the following website:
[http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Antioch Adopted General Plan.pdf](http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Antioch_Adopted_General_Plan.pdf)

Staff believes the CIP is consistent with the following General Plan Sections:

CIP CATEGORY	GENERAL PLAN SECTION
Community Facilities	Community Facilities Objective (page 8-2)
Parks and Trails	Parks and Recreation Objective (page 8-8)
Roadway Improvements	Circulation (page 7-1 to page 7-6)
Traffic Signals	Vehicular Circulation Objective (page 7-8)
Wastewater & Storm Drain System	Wastewater Management Objective (page 8-3 to page 8-6)
Water System	Water Facilities Objective (page 8-3)

ATTACHMENT

- A. Draft of the 2017-2022 Five Year Capital Improvement Program (for Planning Commission Members Only)

RESOLUTION NO. 2017/**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ANTIOCH
RECOMMENDING ADOPTION OF FINDING THAT THE PROPOSED 2017/18 - 2021/22
CAPITAL IMPROVEMENT PROGRAM (CIP) IS CONSISTENT WITH THE ADOPTED
GENERAL PLAN OF THE CITY OF ANTIOCH AS REQUIRED BY SECTIONS 65401 AND
65402 OF THE GOVERNMENT CODE.**

WHEREAS, Section 65401 of the Government Code requires the Planning Commission of cities and counties to review any proposed Capital Improvement Program (CIP) in its jurisdiction for conformance with the agency's adopted General Plan and Specific Plans; and

WHEREAS, Section 65402 of the Government Code requires the Planning Commission of cities and counties to review any proposed acquisition or disposition of real property for conformity with the agency's adopted General Plan; and

WHEREAS, the projects proposed reflect the major need for roadways, public utilities, and other community facilities during the next five years in concert with anticipated growth areas as noted in the adopted General Plan and Specific Plans;

WHEREAS, pursuant to 14 CFR section 15378, a project under the California Environmental Quality Act (CEQA) does not include government fiscal activities like the budget and Capital Improvements Program, as each project in the Capital Improvements Program will be reviewed for compliance with CEQA before the project is undertaken and a determination made whether the project is not a project under CEQA.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission of the City of Antioch finds that

1. The proposed 2017/18-2021/2022 Capital Improvement Program (CIP) is consistent with the adopted General Plan; and
2. Any acquisition or disposition of real property required to effectuate the CIP and has been described in the CIP is consistent with the adopted General Plan.

* * * * *

I HEREBY CERTIFY the foregoing resolution was duly adopted by the Planning Commission of the City of Antioch, County of Contra Costa, State of California, at a regular meeting of said Planning Commission held on the 15th day of March, 2017 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Secretary to the Planning Commission


**STAFF REPORT TO THE PLANNING COMMISSION
FOR CONSIDERATION AT THE MEETING OF MARCH 15, 2017**

Prepared by: Kevin Scudero, Associate Planner *KS*
Date: March 8, 2017
Subject: UP-16-15, AR-16-09 Verizon Wireless

DISCUSSION

It is recommended that the Planning Commission continue this item to April 5, 2017.

**STAFF REPORT TO THE PLANNING COMMISSION
FOR CONSIDERATION AT THE MEETING OF MARCH 15, 2017**

Prepared by: Alexis Morris, Planning Manager 
Date: March 8, 2017
Subject: **Z-17-01 – Tobacco Ordinance Amendment**

DISCUSSION

It is recommended that the Planning Commission continue this item to April 5, 2017.

**STAFF REPORT TO THE PLANNING COMMISSION
FOR CONSIDERATION AT THE MEETING OF MARCH 15, 2017**

Prepared by: Forrest Ebbs, Community Development Director

Date: March 15, 2017

Subject: Downtown Specific Plan

RECOMMENDATION

It is recommended that the Planning Commission adopt the resolution recommending that the City Council:

1. Adopt the Addendum to the Environmental Impact Report for the 2003 General Plan; and
2. Adopt the Downtown Specific Plan.

BACKGROUND

The Downtown Specific Plan is funded by a grant from the Strategic Growth Council. The Downtown area is a Metropolitan Transportation Commission (MTC) identified potential Priority Development Area (PDA).

On June 2, 2015, a Special Joint Study Session Meeting of the City Council, Planning Commission and Economic Development Commission was held on the Downtown Specific Plan (DSP) Update Program to review background information, provide input on three initial land use alternatives, and a preferred alternative for the DSP area.

The work products presented for review and comment at the joint Council and Commissions Study Session included: (a) Community Outreach; (b) Market Analysis; (c) Opportunities & Constraints (O&C) Report detailing existing conditions; (d) An initial set of three Alternative Land Use Concept Plans and supporting documentation for the DSP area; and (e) A staff report that presented three draft land use alternatives.

Based on considerable input received at the June 2, 2015 meeting from the Council, Commissions, and public, a refined set of two alternatives was sent forward to the City Council for review.

On June 23, 2015, the City Council reviewed the alternatives, viewed visual examples of different housing densities, heard public input, and directed staff to proceed with Alternative 1B, including a general maximum residential density of up to 37 units per acre, and with mixed use allowed on site 5, with housing limited to a maximum of 18 units per acres.

In October 2015, the Community Development Director elected to end the contract with the City's consultant and to pursue completion of the Downtown Specific Plan using City staff. A preliminary draft was presented to the Planning Commission on April 20, 2016 with direction given for further refinement, which is reflected in the current document.

On August 23, 2016, staff presented an Administrative Draft to the City Council and received final comments and direction to proceed into the CEQA process.

ENVIRONMENTAL REVIEW (CEQA)

The 2003 General Plan approval was supported by an Environmental Impact Report (EIR) that described the potential environmental impacts of implementation of the Plan. This EIR addressed the potential impacts of development of downtown Antioch, referred to as Rivertown in the General Plan. The analyzed impacts correlated to downtown Antioch resulted from the increased residential density envisioned by the General Plan and the associated traffic, air quality, and similar development-related impacts. The proposed Downtown Specific Plan increases density over the existing condition, but at a much reduced rate than the General Plan. As a result, the Downtown Specific Plan represents a reduction in anticipated environmental impacts when compared to the General Plan.

Because of this condition, the California Environmental Quality Act (CEQA) allows for an Addendum to the EIR that was certified with adoption of the General Plan – a new plan-specific EIR is not warranted. A new EIR would have been required only if the Downtown Specific Plan was reasonably expected to generate new or increased impacts that exceed those analyzed by the General Plan EIR.

The 2003 General Plan EIR is available on the City website at the following address: <http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Draft-General-Plan-EIR.pdf> .

The Addendum to the EIR is attached.

DOWNTOWN SPECIFIC PLAN – PURPOSE

The Downtown Specific Plan is intended to serve as a comprehensive land use document for the downtown area. Presently, the area is regulated through a series of planning documents, municipal code sections, and similar efforts that can be cumbersome and even conflicting. The purpose of this Downtown Specific Plan is to combine the best elements of these past documents, current information, and future trends, to create a single source for development policy and programs for Downtown Antioch. This document is designed to be streamlined, accessible, and simple to encourage development and reinvestment in Downtown Antioch.

The contents of a Specific Plan, unlike an area or neighborhood plan, are regulated by California Government Code (Section 65451), and must include:

- 1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- 2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- 3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- 4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
- 5) A statement of the relationship of the specific plan to the general plan.

DOWNTOWN SPECIFIC PLAN – CONTENTS

The Downtown Specific Plan contains seven chapters, which address all of the above requirements. The contents of the Plan are described as follows:

1.0 Vision, Guiding Policies, and Context

This chapter describes the overall purpose and motivation behind the Downtown Specific Plan and establishes the goals that the document intends to achieve.

2.0 Land Use

The Land Use chapter contains a land use map, land use and development standards, as well as the policies, programs and other regulations to govern the development and use of land in Downtown Antioch. The City Council endorsed a preferred alternative on June 23, 2015 and the proposed Land Use Map (Figure 2-1), reflects the direction provided in the original preferred alternative, but has been modified to correct certain errors and refine the land use policy. This chapter, more than all others, provides the core content and policy direction for the Specific Plan. The Goals, Objectives, Policies, and Programs contained in the Land Use chapter will have the most profound effect on the development and revitalization of Downtown Antioch.

3.0 Streetscape and Design Guidelines

The City of Antioch adopted Citywide Design Guidelines in 2009, which include detailed architectural guidance for the Rivertown (Downtown) Area. As these guidelines are current and remain wholly relevant to Downtown Antioch, they are incorporated, by reference, into the Specific Plan.

4.0 Circulation and Access

As a traditional grid system with greater opportunities for non-vehicular movement, Downtown Antioch has the potential to become a unique community with special

qualities. This chapter addresses the existing ways that people circulate through Downtown Antioch, including by car, bus, bicycle, and as pedestrians, and offers policies and programs to ensure that these modes are all supported without compromising the quality of life available to residents.

5.0 Environmental Quality

The revitalization of any area requires an analysis of the constraints and opportunities posed by the surrounding environment. This chapter addresses noise, hazardous materials, flooding, air quality, biological resources, seismic hazards, and cultural resources that may affect future development.

6.0 Public Facilities, Services, and Infrastructure

As required by State law, the Specific Plan includes this chapter, which addresses the existing infrastructure of the Downtown Area. Fortunately, Downtown Antioch is not heavily constrained by infrastructure.

7.0 Implementation

This final chapter summarizes the next steps required to pursue implementation of the Specific Plan. It is rarely adequate to simply provide policies and goals without taking the next step to plan and even budget for their actualization. In this case, the General Plan and Zoning Ordinance will each need to be amended to defer to the Specific Plan. Additional programs proposed in the Specific Plan are described and a schedule of responsibility and timing is included.

RECOMMENDATION

The Planning Commission is asked to adopt the attached Resolution recommending that the City Council adopt the Downtown Specific Plan and EIR Addendum. That said, there remains ample opportunity for the Planning Commission to consider all public input and to request that changes be made to the Plan. These requests, unless major, can be integrated into the Plan presented to the City Council with documentation.

ATTACHMENTS

- A. Addendum to the 2003 General Plan EIR for the Downtown Specific Plan
- B. Downtown Specific Plan

The work upon which the Downtown Specific Plan is based was funded in part through a grant awarded by the California Strategic Growth Council.

**CITY OF ANTIOCH PLANNING COMMISSION
RESOLUTION 2017-****

**A RESOLUTION OF THE CITY OF ANTIOCH PLANNING COMMISSION
RECOMMENDING THAT THE CITY COUNCIL ADOPT A DOWNTOWN SPECIFIC
PLAN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE
GENERAL PLAN UPDATE, AND ADOPT THE DOWNTOWN SPECIFIC PLAN**

WHEREAS, pursuant to Resolution No. 2003-134, dated November 24, 2003, the City Council adopted a comprehensive General Plan, following certification of an Environmental Impact Report (SCH #2003072140); and

WHEREAS, Downtown Antioch is designated by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), as a Priority Development Area (PDA). This program encourages smart growth linking density appropriate land uses with multi-modal transit resources; and

WHEREAS, in September 2014, with a \$426,857 grant from the Strategic Growth Council under the Sustainable Communities Planning Grant and Incentives Program to fund the project, the City Council authorized the process to develop a Specific Plan for the Downtown area; and

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

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

- 25 stakeholder interviews between October 2014 and March 2015 with employers, real estate professionals, service providers, resident group representatives, developers and land owners that helped to shape the Specific Plan Alternatives;
- A project website launched in Fall 2014;
- Notices and flyers for two community workshops in Fall 2014, and a study session in June 2015 were broadly circulated, including postings, direct mailing, inserts in every water bill in May 2015, and website postings;
- Community Workshop #1 on November 12, 2014 with considerable input from approximately 75 residents and business owners who attended;

- Community Workshop #2, a joint session of the Planning Commission and Economic Development Commission on November 19, 2014 with substantial comments from about 70 people in attendance;
- A Market Analysis and Opportunity & Constraints Report;
- A Downtown placemaking draft conceptual plan and refined concept plan for Waldie Plaza;
- A joint public study session of the City Council, Planning Commission and Economic Development Commission to consider three draft land use alternatives, and considerable public input on June 2, 2015;
- A public meeting of the City Council on June 23, 2015 to review three additional alternatives based on the June 2, 2015 input received from the Council, Commissions and public resulting in a total of six alternatives, plus a visual preference survey of residential density examples, resulting in Council selection of a preferred alternative land use plan and a range of appropriate housing and mixed use densities;
- A Planning Commission meeting on April 20, 2016 to review, comment on and receive public input on a preliminary draft of the Downtown Specific Plan, including the Vision, Guiding Principles, Goals and Policies;
- A City Council meeting on August 23, 2016 to review, comment on and garner public input on an administrative draft of the Specific Plan including the final draft Preferred Land Use Map; and
- A Planning Commission meeting on September 15, 2016 to review, comment on and gain public input on the administrative draft of the Specific Plan; and

WHEREAS, the General Plan contains a long range, comprehensive vision statement, guiding principles, goals, policies, objectives, design guidelines, permitted land uses, development standards, circulation and access standards, environmental quality policies, public facilities, services and infrastructure provisions, and an implementation plan to guide the future development of the Downtown over a 20 year horizon.

WHEREAS, the Downtown Specific Plan is consistent with the General Plan in that its purpose is to achieve the provisions of the vision statement, themes, goals, policies and objectives outlined in the General Plan; and

WHEREAS, the Downtown Specific Plan is consistent with Chapter 5, Title 9 of the Antioch Municipal Code, Zoning, in that its contents, adoption and implementation comply with Cal. Gov't Code §§ 65500 through 65507; and

WHEREAS, as noted above, the City 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. That Final EIR (FEIR) was certified by the City Council on November 24, 2003 (City Council Resolution No. 2003/134); and

WHEREAS, the City 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 CEQA Guidelines Section 15162 have occurred; and

WHEREAS, the Downtown Specific Plan Addendum to the General Plan EIR 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. 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; and

WHEREAS, while the Downtown Specific Plan does include minor changes, it is consistent with what was identified in the General Plan 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; and

WHEREAS, the Downtown Specific Plan has been reviewed against the impacts and mitigation measures presented in the certified General Plan Update EIR. The Addendum finds that there would be no change to the impacts evaluated for any environmental categories. Therefore, 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, additionally, none of the conditions analyzed under the certified General Plan EIR have substantially changed; and

WHEREAS, 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 of land and buildings 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; and

WHEREAS, the Planning Commission finds that the proposed Specific Plan 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. Consistent with CEQA Guidelines Section 15164, an Addendum to the certified EIR has been prepared; and

WHEREAS, the Planning Commission has considered the Addendum with the General Plan final EIR prior to recommending adoption of the Downtown Specific Plan to the City Council; and

WHEREAS, a public notice was published in the East Contra Costa County Times informing the public of the availability of the Draft Specific Plan and the EIR Addendum, and the date, time and location of the Planning Commission public hearing; and

WHEREAS, a public notice was mailed or emailed to all persons on the Downtown Specific Plan interested parties list, and publicly posted per Municipal Code requirements, informing the public of the availability of the Draft Specific Plan and the EIR Addendum, and the date, time and location of the Planning Commission public hearing; and

WHEREAS, the Planning Commission held a public hearing on March 15, 2017, and duly considered all public comments on the project; and

WHEREAS, the Planning Commission is an advisory body to the City Council on Specific Plan matters, and has the responsibility to review the Draft Downtown Specific Plan, General Plan EIR, and EIR Addendum, and forward a recommendation to the City Council; and

WHEREAS, on March 15, 2017, the Planning Commission duly opened the public hearing and received and considered evidence, both oral and documentary; and

WHEREAS, the Planning Commission does hereby find the proposed Downtown Specific Plan consistent with State of California Specific Plan requirements, and the requirements and findings of the City's Zoning Ordinance regulating Specific Plans (Chapter 33, Article 5 of Title 9); and

WHEREAS, the proposed Specific Plan ensures and maintains internal consistency with the goals, policies and programs of all elements of the General Plan. This finding is supported by the discussion contained in the Addendum and the Planning Commission staff report dated March 15, 2017. These documents conclude that the Specific Plan would not conflict with any General Plan goals, policies or programs, and will maintain internal consistency with the General Plan; and

WHEREAS, the proposed Specific Plan would not be detrimental to the public interest, health, safety, convenience or welfare of the City. This finding is supported by the discussion contained in the Addendum and the Planning Commission staff report dated March 15, 2017. These documents conclude that the Downtown Specific Plan is in the public interest and the adoption of the Plan will not be detrimental to the public interest, health, safety convenience or welfare of the City and will not result in any significant effects on the environment; and

WHEREAS, the Planning Commission does hereby find that the Downtown Specific Plan is consistent with the General Plan, subject to the adoption of the "Downtown Specific Plan" General Plan designation and related changes to the General Plan; and

NOW THEREFORE BE IT RESOLVED, pursuant to the California Environmental Quality Act and City implementing procedures, the Planning Commission recommends that the City Council adopt the Downtown Specific EIR Addendum and the Downtown Specific Plan.

* * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the Planning Commission of the City of Antioch, County of Contra Costa, State of California at a regular meeting of said Planning Commission held on the 15th day of March, 2017.

AYES:

NOES:

ABSENT:

ABSTAIN:

**Forrest Ebbs, Secretary to the
Planning Commission**

ATTACHMENT “A”

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

for the City of Antioch
DOWNTOWN SPECIFIC PLAN

Prepared By:

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City of Antioch
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February 14, 2017

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ADDENDUM GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT

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A. INTRODUCTION

The City of Antioch has prepared a Draft Downtown Specific Plan, which is intended to serve as a comprehensive land use document for the Downtown area. Presently, the area is regulated through a series of planning programs, municipal code sections, and similar policy documents, including the General Plan, Zoning Ordinance and Design Guidelines. The purpose of the Downtown Specific Plan is to create a streamlined and consolidated source for development policy and programs for Downtown Antioch.

The Downtown Specific Plan area is located within the northern portion of the Antioch city limits, and is generally bounded by the San Joaquin River to the north, Fulton Shipyard Road to the east, Tenth Street to the south, and Auto Center Drive to the west. This area is approximately 1.5 miles wide and 0.5 mile deep, with a total approximate area of 0.75 square miles (see **Figure 1: Regional Location**). Existing land uses within the Downtown Specific Plan area include single-family and multi-family residential, commercial, civic, waterfront, industrial and open space. The area contains a variety of districts with unique histories, building forms, land use compositions and influences. The Downtown Specific Plan identifies these districts so that specific approaches to their use, reuse, and revitalization can be employed. The Downtown Specific Plan area is identified by the Metropolitan Transportation Commission as a Priority Development Area (PDA).

As shown in **Figure 2: Existing General Plan Land Use**, according to the 2003 General Plan Update EIR and as subsequently amended, the current land use designations for the areas to be included in the Downtown Specific Plan are Rivertown/Urban Waterfront, Somersville Road Corridor, Open Space, and High Density Residential.

As shown in **Figure 3: Existing Zoning Designation**, the current zoning designations in the Downtown Specific Plan area are: Single-Family Medium/Low Density Residential (R-6), Medium Density Residential (R-10), Medium/High and High Density Residential (R-20), Rivertown Low/Medium Density Residential (RTR-10), Rivertown High Density Residential (RTR-20), Rivertown Retail (RTC), Convenience Commercial (C-1), Neighborhood/Community Commercial (C-2), Mixed Commercial/Residential (MCR), Professional Office (C-O), Planned Business Center (PBC), Planned Development (P-D), Light and Heavy Industrial (M-1 and M-2), Urban Waterfront (WF), and Open Space/Public Use (OS).

Adoption of the proposed Downtown Specific Plan will require General Plan Land Use and Zoning Amendments. The Specific Plan will supplement the General Plan, and take the place of the Zoning Ordinance in the Downtown. The General Plan Land Use Element is currently being updated and the sections pertaining to the Downtown area are expected to be replaced with a reference to the Downtown Specific Plan.

The Draft Downtown Specific Plan was presented to the City Council on August 23, 2016. At that time, the City Council discussed some minor mapping changes in the draft Plan, calling attention to them for public awareness. The City Council voted to receive the Specific Plan update report, with a notation from staff that the next steps would include completing the Administrative Draft and presenting it to the Planning Commission and City Council for approval.

The Draft Downtown Specific Plan was presented to the Planning Commission on September 21, 2016. At that meeting, the Planning Commission received the update on the Downtown Specific Plan, and agreed to allow parking facilities/vehicle storage/bus terminal or similar use with a use permit in the C-R District.

The area contained within the Downtown Specific Plan was previously analyzed in the General Plan Update Environmental Impact Report (EIR) that was certified in November 2003 and subsequently amended (also see B. Background discussion below). Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented, lower density residential and commercial land use pattern relative to what is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in potential residential and commercial land use buildout (see **C. Project Description** below). The purpose of these changes is not simply to reduce the ultimate buildout of the Downtown area, but to recognize current conditions and facilitate near-term improvements and investments. These efforts are expected to strengthen the real estate market and eventually spur larger-scale projects.

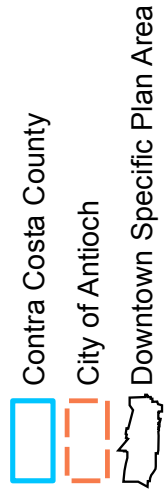
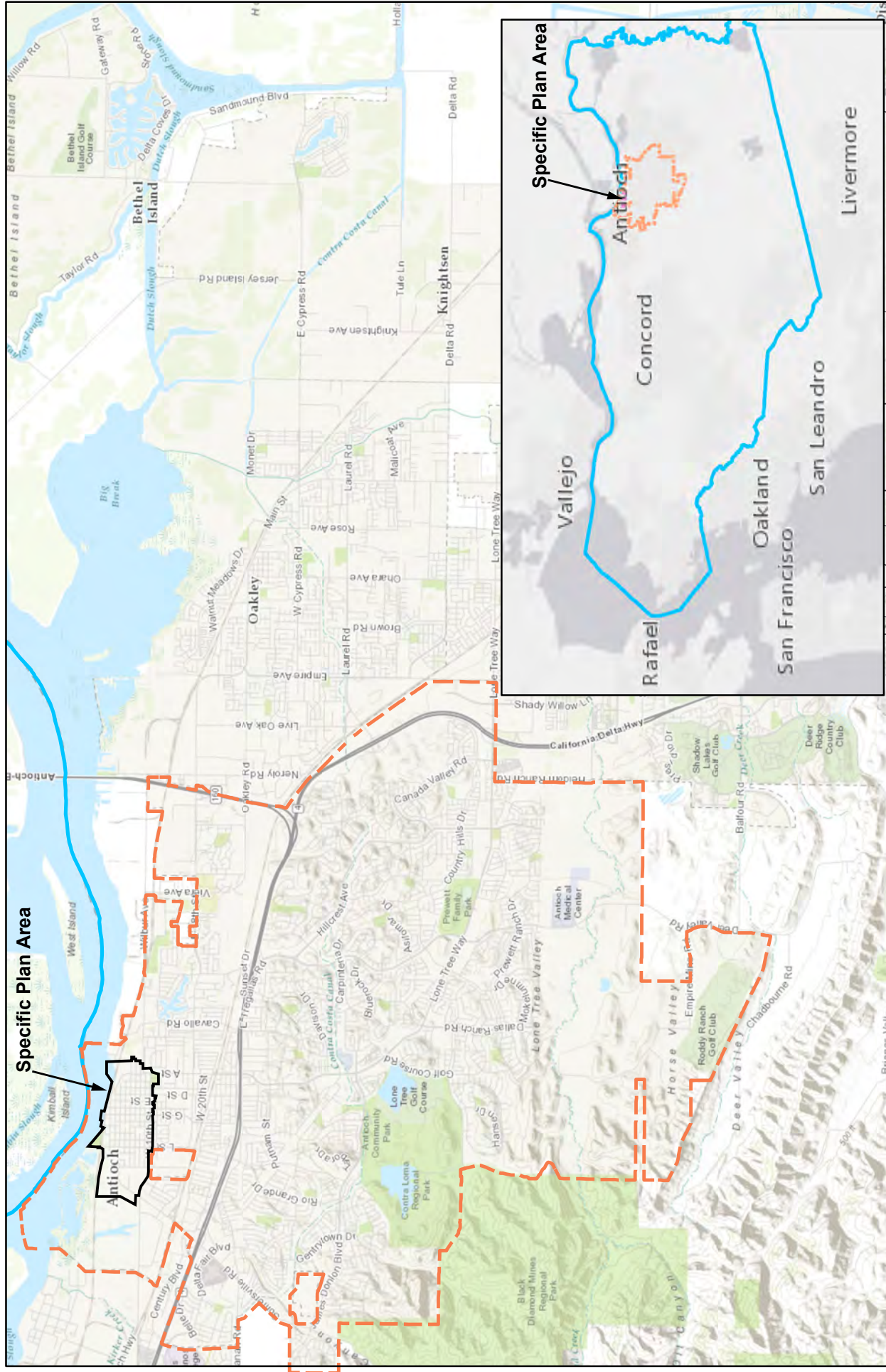
The City of Antioch intends to adopt the proposed Downtown Specific Plan pursuant to Section 15164 of the CEQA Guidelines, which states that an EIR Addendum is considered the appropriate document when “only minor technical changes or additions are necessary” and which would not generate or otherwise contribute to significant environmental effects. An Addendum is the most appropriate document pursuant to the CEQA Guidelines because the Downtown Specific Plan does not introduce any new impacts or more severe impacts relative to what was previously analyzed in the 2003 General Plan Update EIR, and none of the conditions described in Section 15162 have occurred.

This Addendum has been prepared in accordance with Section 15164 of the CEQA Guidelines and analyzes the potential impacts of the Downtown Specific Plan relative to those impacts previously identified in the General Plan Update EIR (SCH #2003072140), which was certified on November 24, 2003 through City Council Resolution No. 2003/134. While the Downtown Specific Plan does include minor changes such as those outlined below, it is consistent with what was identified in the EIR and would not result in any new significant environmental impacts or substantially increase the severity of previously

identified significant impacts from those previously identified in the certified General Plan Update EIR.

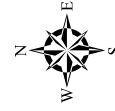
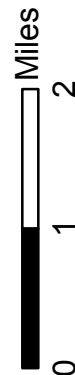
The Downtown Specific Plan has been reviewed against the impacts and mitigation measures presented in the certified General Plan Update EIR. As set forth below, this Addendum finds that there would be no change to the impacts evaluated for any environmental categories.

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Regional Location

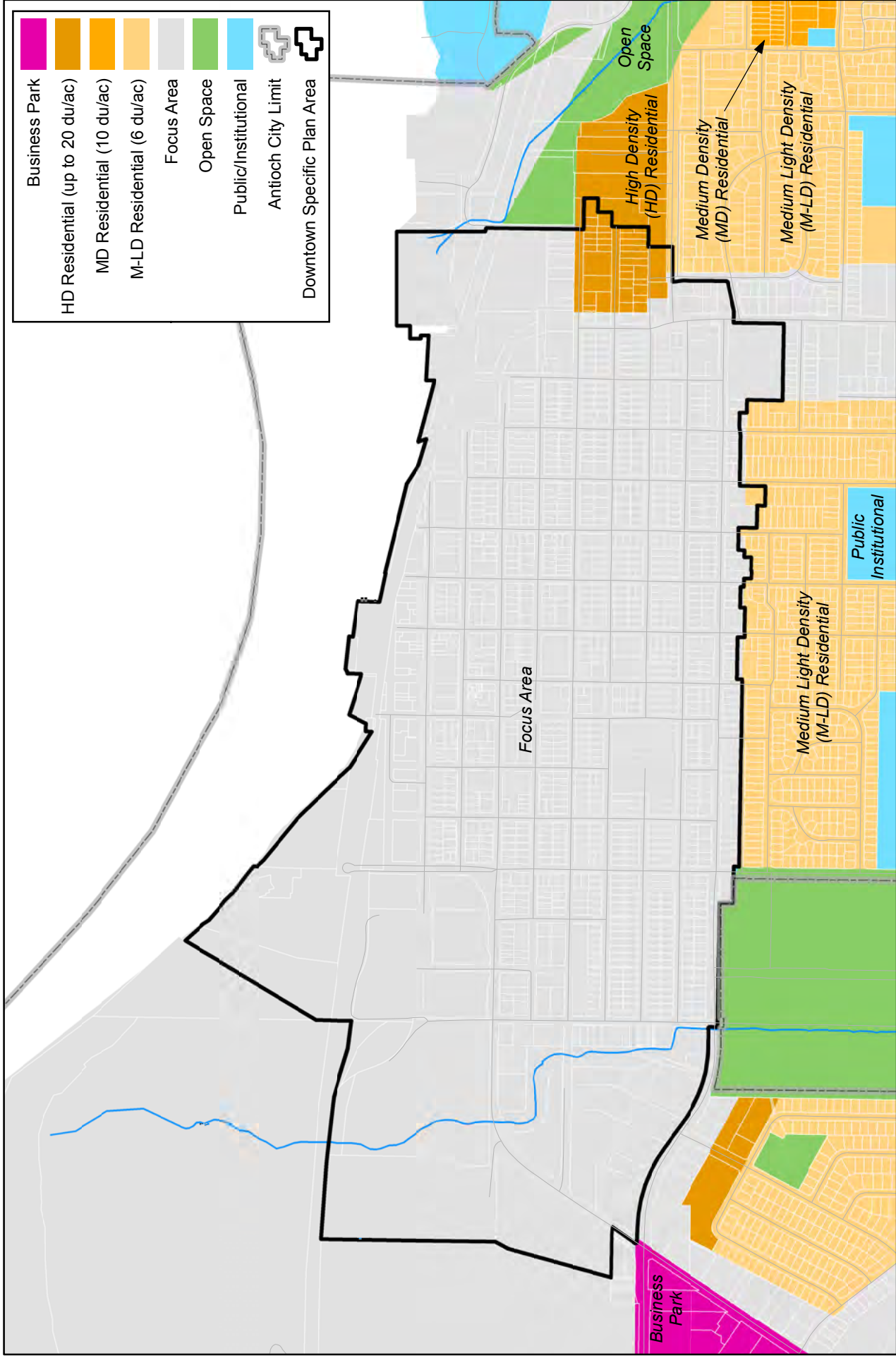
Downtown Specific Plan Antioch, California



Source: Contra Costa County

Figure 1

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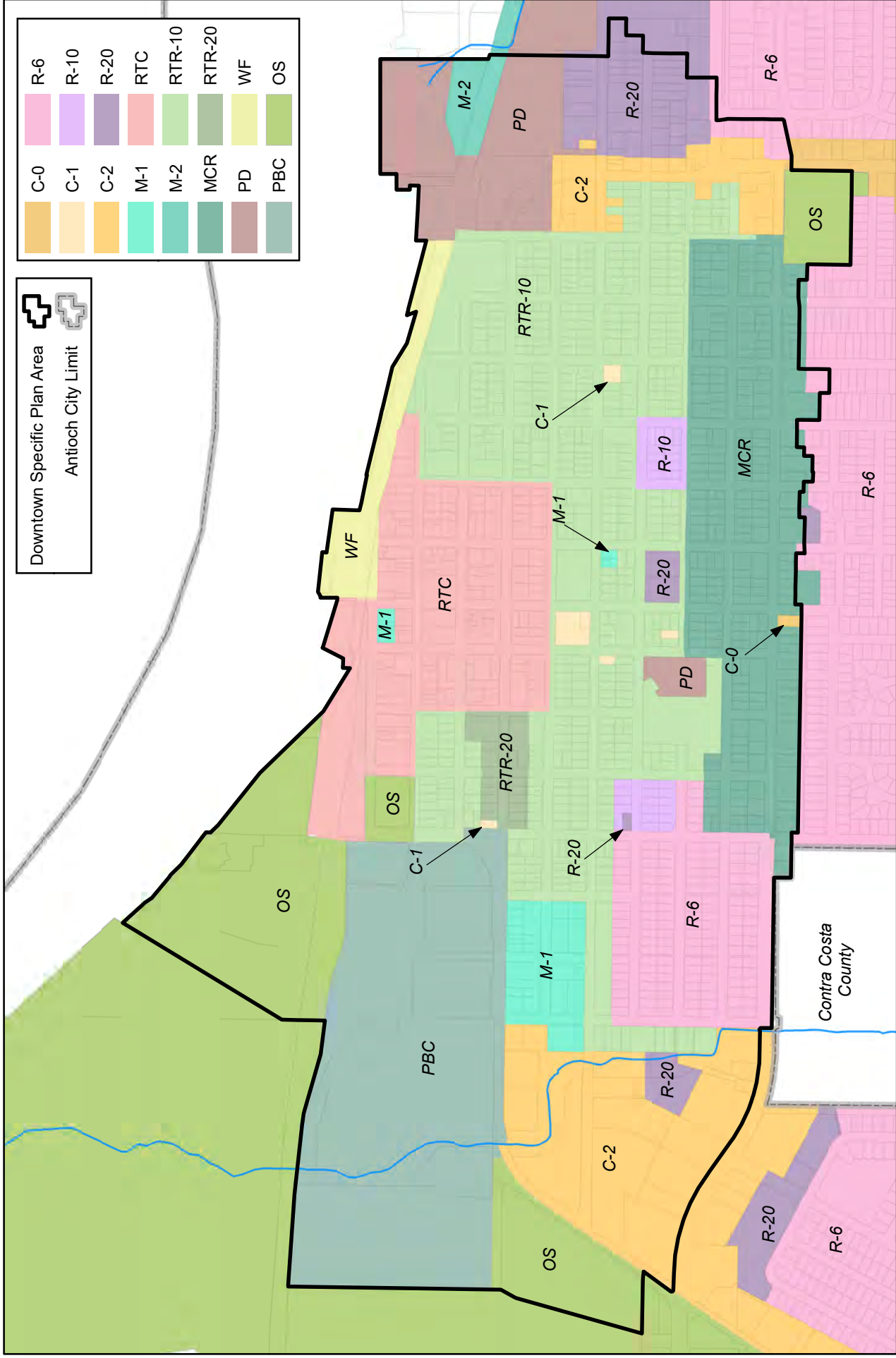
Existing General Plan Land Use

Downtown Specific Plan
Antioch, California

Source: Contra Costa County, City of Antioch

Figure 2

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Existing Zoning

Downtown Specific Plan
Antioch, California

Source: Contra Costa County, City of Antioch

Figure 3

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B. GENERAL PLAN EIR BACKGROUND

A General Plan Update EIR was prepared for the City of Antioch in July 2003 and certified in November 2003 (SCH #2003072140). According to the General Plan Update EIR, the City of Antioch's Downtown is defined as the area between B Street on the east and L Street on the west; from the railroad on the north to 4th Street on the south. Along G Street, the downtown area extends as far south as 6th Street. The downtown core includes the portion of 2nd Street between E and I Streets, and G Street from 4th Street to the railroad. According to the 2003 General Plan Update EIR, the current General Plan land use designations for the areas to be included in the Downtown Specific Plan are Rivertown/Urban Waterfront and Somersville Road Corridor, Open Space, and High Density Residential. There are no new areas within the Downtown Specific Plan which were not included and analyzed in the General Plan Update EIR.

The City of Antioch prepared an EIR to assess the physical environmental impacts of the General Plan, its policies and implementing programs in accordance with the California Environmental Quality Act (CEQA) Guidelines. The Final EIR (FEIR) was certified by the City Council on November 24, 2003 (City Council Resolution No. 2003/134). The certified EIR consists of the following volumes:

- Antioch General Plan Update Environmental Impact Report (EIR); July 2003; and
- Antioch General Plan Update FEIR/Response to Comments to the Draft EIR; November 2003

The certified EIR (including the DEIR, FEIR and subsequent 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.

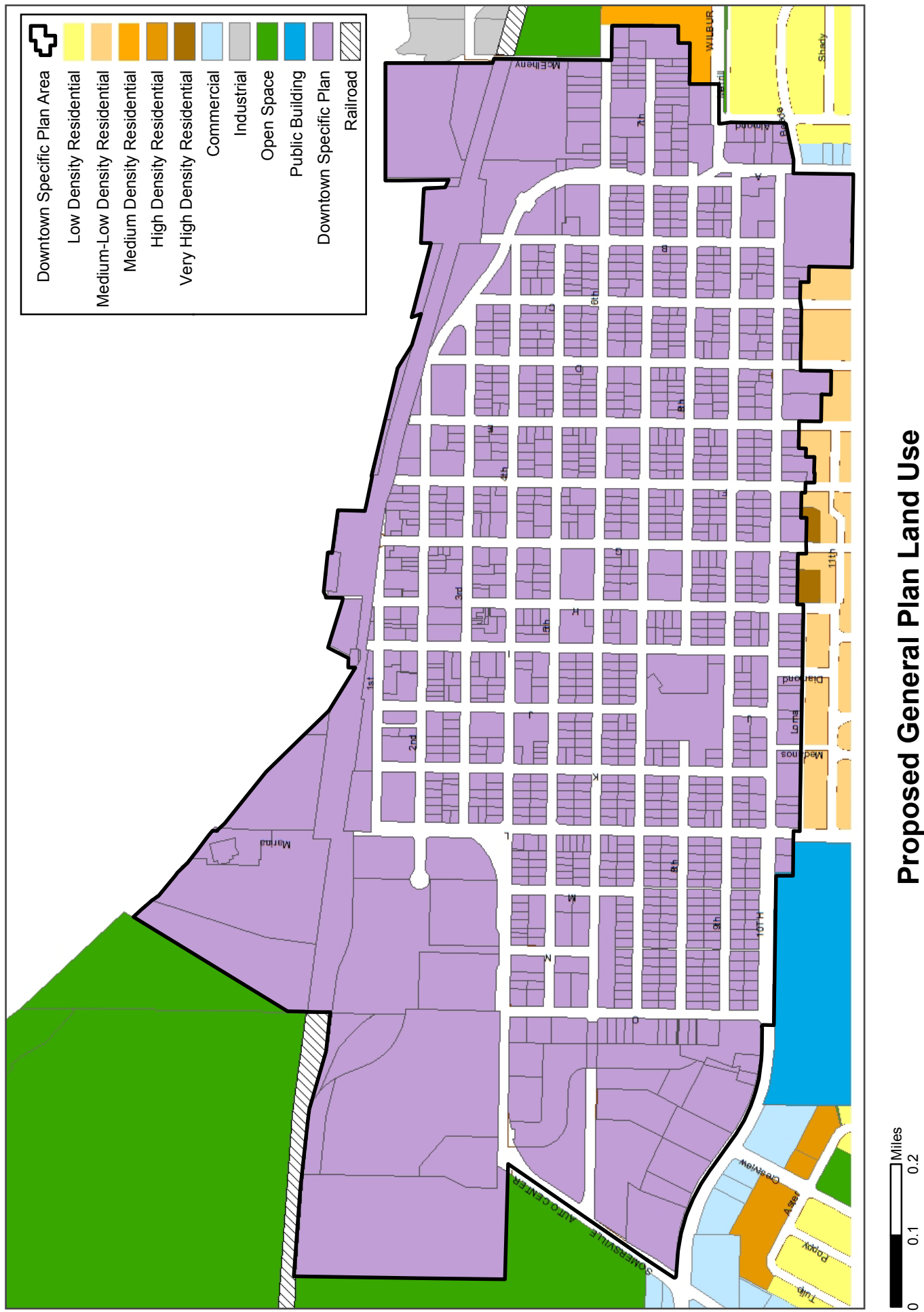
City of Antioch Approvals

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**).

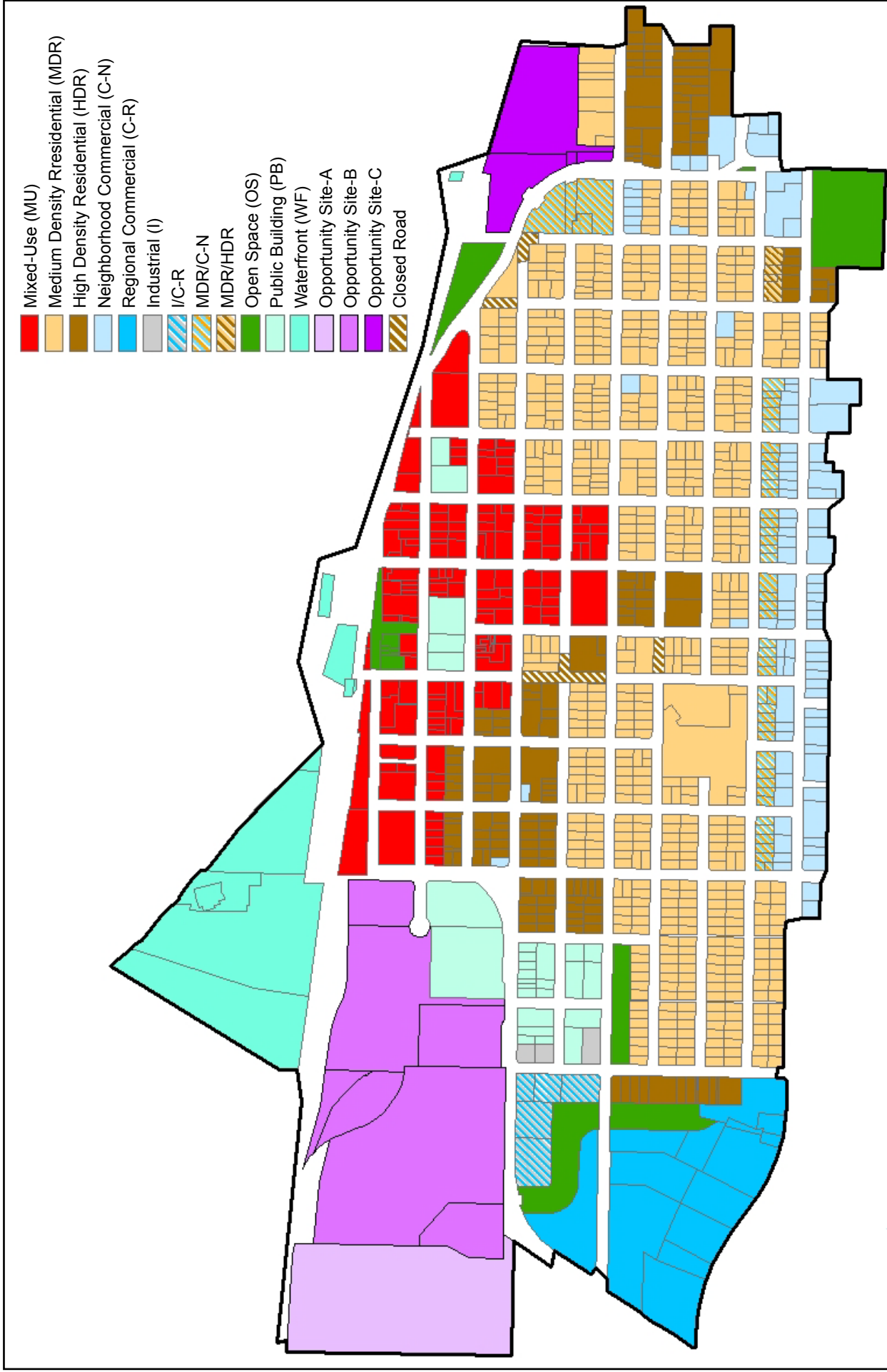


Downtown Specific Plan Antioch, California

Source: Contra Costa County, City of Antioch

Figure 4

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Downtown Specific Plan Land Use

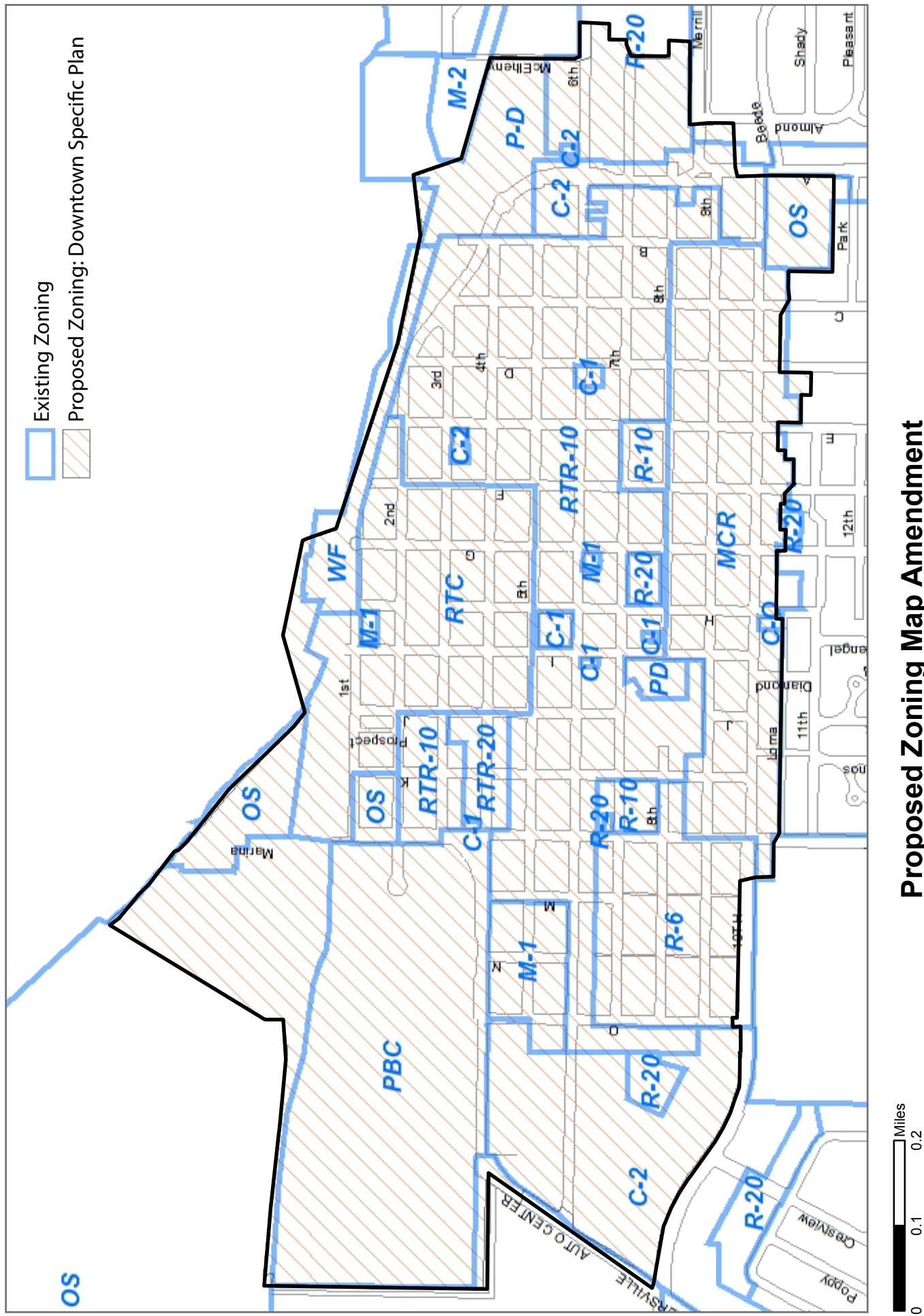
Downtown Specific Plan
Antioch, California



Source: City of Antioch

Figure 5

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Proposed Zoning Map Amendment

Downtown Specific Plan Antioch, California

Source: Contra Costa County, City of Antioch

Figure 6

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D. RATIONALE FOR PREPARATION OF GENERAL PLAN EIR ADDENDUM

This General Plan EIR Addendum has been prepared in accordance with the standards identified in Section 15164 of the CEQA Guidelines. As discussed herein, the Downtown Specific Plan calls for residential densities, non-residential intensities, and buildout that are consistent with, or below those identified in the General Plan. The Downtown Specific Plan proposes land uses that differ slightly from the development intensity anticipated by the General Plan; however the overall intensity proposed by the Downtown Specific Plan is within or below the range envisioned by the General Plan and analyzed in the General Plan Update EIR.

In determining whether an addendum is the appropriate document to analyze the modifications to the project and its approval, State CEQA Guidelines Section 15164 (Addendum to an EIR) states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

New significant effects or other grounds require preparation of a subsequent EIR or supplemental EIR in support of further agency action on a project pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162 and 15163. Under these guidelines, a subsequent or supplemental EIR shall be prepared if any of the following criteria are met:

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

It is the conclusion of this analysis that none of the conditions identified in CEQA Guidelines Sections 15162 and 15163 apply to the Downtown Specific Plan.

This document serves as the Addendum to the Final Environmental Impact Report (FEIR) prepared for the City of Antioch General Plan Update. The Addendum has been drafted pursuant to Section 15164 of CEQA and provides evidence demonstrating that the proposed Downtown Specific Plan is consistent with the certified General Plan Update EIR.

As demonstrated herein, the proposed changes set forth in the Downtown Specific Plan do not meet the criteria for requiring preparation of a Subsequent or Supplemental EIR, pursuant to CEQA Sections 15162 and 15163 respectively. The proposed Downtown Specific Plan will not result in one or more significant effects not previously discussed in the General Plan Update EIR, nor does the Downtown Specific Plan create substantially more severe significant effects than previously examined. Additionally, none of the conditions analyzed under the certified General Plan EIR have substantially changed.

Several policies and programs are presented in the Downtown Specific Plan that address the specific design, intensity and compatibility of future development and revitalization. In addition, policies and programs have been set forth that ensure development intensity and reuse minimize potential impacts to the established character and environment. Collectively, policies and programs in the Downtown Specific Plan are consistent with those mitigation measures set forth in the certified General Plan EIR.

The City of Antioch, as the lead agency, supports and recommends an Addendum rather than the preparation of a Subsequent EIR or Supplemental EIR. Therefore, the Downtown Specific Plan may be approved as activity covered within the scope of the 2003 certified General Plan Update EIR.

The purpose of this review is to determine if the project would result in new significant impacts, an increase in the severity of impacts, or new or expanded mitigation measures from those analyzed and determined in the General Plan EIR. The Impacts Summary Table below presents those General Plan Update EIR impacts and recommended mitigation measures that are pertinent to the Downtown Specific Plan, and compares the proposed Downtown Specific Plan to those impacts and mitigation measures set forth in the General Plan Update EIR.

Table 2 below, provides a summary of potential impacts identified in the General Plan EIR, discloses General Plan policies and mitigation measures intended to reduce or offset impacts and demonstrates consistency of the Specific Plan with the General Plan EIR.

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Table 2: Consistency of Downtown Specific Plan with General Plan EIR

GENERAL PLAN EIR IMPACT	GENERAL PLAN EIR POLICIES/MITIGATION MEASURE	RELATIONSHIP OF PROPOSED DOWNTOWN SPECIFIC PLAN TO GENERAL PLAN EIR
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.	Policies: 10.7.2a and b Mitigation Measure 4.4.3A requires the City to modify the proposed General Plan to incorporate a policy requiring the presence of a paleontologist during site grading if the site may contain paleontological resources.		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			
Impact 4.5.1. Ground Shaking. The GP EIR determined that new development would likely be subject to some level of seismic ground shaking. Considered significant pre mitigation, but less than after mitigation. Impact 4.5.5. Unstable Geologic Conditions. The GP EIR determined that development in certain areas may become unstable and potentially result in landslides, lateral spreading, subsidence, liquefaction, or collapse. Considered significant before mitigation, but less than significant after mitigation.	Policies: 11.3.2 and 11.8.2. Mitigation Measures 4.5.1A and 4.5.1B require the City to modify the proposed General Plan to incorporate a policy requiring the preparation of a site-specific ground shaking assessment for any proposed development in the city.		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.	<p>Policies: 3.4.4, 3.4.5, and 7.3.2</p> <p>Mitigation Measure. There are no feasible mitigation measures that the City could adopt to reduce traffic impacts to a less than significant level.</p>	<p>There would be no change or increase in the severity of the significant and unavoidable impact as identified in the General Plan EIR. All new development facilitated by the proposed Downtown Specific Plan is subject to the 2003 General Plan, GP Policies 3.4.4, 3.4.5, and 7.3.2, DSP Implementation Measures, including Policies 1.5.1 through 1.5.6, and the Design Guidelines incorporated by reference into the DSP. Impacts may be decreased, as development Downtown will be lessened under the Downtown Specific Plan.</p>

E. INITIAL STUDY CHECKLIST

Initial Study Checklist

- | | |
|---|---|
| 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 |

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

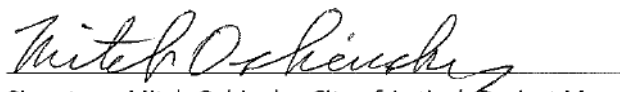
None of the following environmental categories would be potentially affected, as indicated by the following evaluation of environmental impacts.

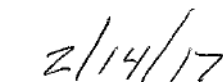
- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Hazards & Hazardous | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / | <input type="checkbox"/> Utilities / Service | <input type="checkbox"/> Mandatory Finding of |

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☒ I find that, in preparing the attached Initial Study, the proposed project would not result in any new significant information, new significant impacts or new mitigation measures that had not been previously considered, analyzed or disclosed in the City of Antioch General Plan 2003 certified EIR (ENVIRONMENTAL IMPACT REPORT). Consistent with CEQA Guidelines Section 15164, an ADDENDUM to the certified ENVIRONMENTAL IMPACT REPORT will be prepared.


Signature: Mitch Oshinsky, City of Antioch Project Manager


Date

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EVALUATION OF ENVIRONMENTAL IMPACTS

I.AESTHETICS

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant Impact with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: California Scenic Highway Mapping System, accessed December 5, 2016; City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

Aesthetics Setting:

The City of Antioch extends from Pittsburg on the west to the Antioch Bridge on the east, and from the foothills of Mt. Diablo on the south to the San Joaquin River on the north. The City is bisected by State Route 4 (SR 4). Major ridgelines associated with the foothills of Mount Diablo occur along the entire southwest boundary of the City. Most of the open lands in the southwest area of the City are located within either Black Diamond Mines Regional Preserve, Contra Loma Regional Park, or privately-owned ranch land that is planned for development. North of SR 4, major portions of the San Joaquin River shoreline are in park or open space uses. North of Downtown, the Antioch Riverwalk Promenade, an urban walkway and linear park, runs adjacent to the River, connecting the Marina and the Barbara Price Marina Park to G Street. To the west of Downtown and bordering Pittsburg, the Dow Wetland Preserve forms part of the City's shoreline. To the east of Downtown, the Antioch Dunes National Wildlife Refuge and other open areas occupy the City's shoreline.

The Downtown core is walkable, with one- and two-story turn-of-the-century buildings fronting wide sidewalks. Street traffic is low volume; large display windows encourage browsing; and streetscape improvements include planters, street furniture, historically-themed light fixtures, monument street name signs, and underground utilities. Conducive to walking and window shopping, the Downtown provides small-scale commercial services including specialty stores, a few restaurants, a community center, and stores that serve the needs of workers employed in and around Downtown. Local government services are also situated in the Downtown area in newer modern-style buildings. The Riverwalk Promenade and Waldie Plaza include pedestrian plazas, lawns, sitting areas, seat walls, and urban landscaping including mature trees.

Aesthetics Impact Discussion:

- a) **(Affect a Scenic Vista) Same Impact as 2003 General Plan Update EIR.** Some of the scenic vistas within the City of Antioch include views of the San Joaquin River, moderate to steep hills (including Mount Diablo), broad valleys, narrow canyons, and lakes. The majority of the Downtown Specific Plan area is built-up and urban in nature. Future development envisioned within the Downtown Specific Plan would consist of infill development to primarily replace existing buildings with new buildings of similar scale and mass. Future projects will be subject to Design Review to ensure compatibility with the Design Guidelines within Appendix A of the Downtown Specific Plan, in order to preserve and enhance scenic vistas within the City of Antioch. Future projects will also adhere to all applicable General Plan policies and programs related to the protection of scenic vistas. For example, new development will be located to preserve existing views and would allow new dwellings access to views similar to those enjoyed from existing dwellings. Additionally, the overall scale and massing of structures will incorporate designs to minimize bulk and mass and reduce visual intrusion on the natural landscape. With adherence to design guidelines and General Plan policies and programs, impacts to scenic vistas from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- b) **(Affect a Scenic Resource) Same Impact as 2003 General Plan Update EIR.** According to the California Scenic Highway Program, the nearby SR 4 and SR 160 are not designated scenic highways within the City of Antioch, nor are they considered eligible to be officially designated. Implementation of the Downtown Specific Plan is not expected to substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings viewable from a designated (or eligible) State scenic highway, as no scenic highways are present within or in close proximity to the Downtown area. Therefore, impacts will not be any more severe than those identified in the 2003 General Plan Update EIR.

- c) **(Degrade Visual Character) Same Impact as 2003 General Plan Update EIR.** The existing visual character for the majority of the Downtown Specific Plan area is primarily built-up and urban in nature; undeveloped land that could be considered undisturbed or unaltered from its original natural condition is limited. Future development consistent with the Downtown Specific Plan has the potential to introduce new architecture and materials that could alter the existing visual character of the area. However, future development within the Downtown Specific Plan will be required to undergo site-specific environmental review on an individual basis and adhere to all applicable General Plan policies and programs related to the protection of visual resources. For example, structures would be designed to minimize bulk and mass to lessen impacts on the existing visual character of the area. Additionally, future development projects will be subject to Design Review to ensure compatibility with the Design Guidelines of the Downtown Specific Plan. Consistency with the Design Guidelines as specified in the Downtown Specific Plan will ensure that projects are designed at a scale, intensity and quality that are harmonious with existing surroundings including the built and natural environments. With adherence to design guidelines and General Plan policies and programs, impacts from the degradation of the visual character and quality from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- d) **(Light and Glare) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan area is largely built-out and contains ambient light and glare that are typical of an urban environment. The existing industrial, commercial, and residential uses currently generate light and glare within the area from existing streetlights, vehicle headlights, indoor and outdoor lights associated with buildings, and landscape lighting. Future development within the Downtown Specific Plan area has the potential to result in changes to lighting, which could potentially alter the light and glare relative to the existing condition. However, future projects will be subject to Design Review to ensure compatibility with the Design Guidelines of the Downtown Specific Plan regarding new lighting. For example, lighting sources will be shielded, diffused or indirect to avoid glare for pedestrians and motorists. Future projects are also required to adhere to all applicable General Plan policies and programs to limit sources of lighting to the minimum required for safety and provide screening for commercial and industrial lighting adjacent to residential land use designations. With adherence to design guidelines and General Plan policies and programs, impacts to the environment from the introduction of light and glare will not be any more severe than those identified in the 2003 General Plan Update EIR.

II.AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: California Department of Conservation Farmland Mapping and Monitoring Program; California Department of Conservation; City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

Agricultural and Forestry Resources Setting:

Agricultural uses of land in the City of Antioch include hayfields, vineyards, almond orchards, and walnut orchards. Most of the agricultural lands are found along the eastern edge of the City, but they can also be found scattered among the more urban areas.

The entire area contained within the Downtown Specific Plan area is designated as "Urban and Built-Up Land." There is no land within the Downtown Specific Plan that contains Prime Farmland, Unique Farmland or Farmland of Statewide Importance as designated by the

Contra Costa County Important Farmland map produced by the State Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. The area within the Downtown Specific Plan does not contain any stands of trees that would be considered forest lands.

The current zoning designations in the Downtown Specific Plan area are: Open Space/Public Use (OS), Rivertown Retail (RTC), Planned Development (P-D), Single-Family Residential (R-6), Medium Density Residential (R-20), Waterfront (WF), Industrial (M-1 and M-2), Rivertown Low Medium Density Residential (RTR-10), Rivertown High Density Residential (RTR-20), Convenience Commercial (C-1), Neighborhood/Community Commercial (C-2), Mixed Commercial/Residential (MCR), Professional Office (C-O), and Planned Business Center (PBC). With implementation of the Downtown Specific Plan the current zoning designation would be changed from those listed above to Downtown Specific Plan – Planned Development (DSP-PD).

Agricultural and Forestry Resources Impact Discussion:

- a) **(Convert Farmland) Same Impact as 2003 General Plan Update EIR.** The entire area contained within the Downtown Specific Plan area is designated as “Urban and Built-Up Land.” Therefore, the land within the Downtown Specific Plan does not contain any prime or unique farmland, nor does it contain any Farmland of Statewide importance. Implementation of the Downtown Specific Plan will not result in impacts to farmland or agricultural uses located within the City limits. Therefore, impacts to agricultural resources from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- b) **(Conflict with Agricultural Use) Same Impact as 2003 General Plan Update EIR.** The area contained within the Downtown Specific Plan does not contain any land that is zoned for agricultural use or is under a Williamson Act contract. Adoption of the Downtown Specific Plan will not by itself result in impacts to land zoned for agricultural use or under a Williamson Act contract within the City limits. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- c) **(Conflict with Forest Land) Same Impact as 2003 General Plan Update EIR.** The proposed Downtown Specific Plan does not introduce any agricultural or forest land uses. None of the land within the Downtown Specific Plan is zoned as forest land, timberland zone, or timberland zoned Timberland Production. Adoption of the Downtown Specific Plan will not by itself result in impacts to forest lands within the City limits. Therefore, impacts to forest land or timberland from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

d) (Loss of Forest Land) Same Impact as 2003 General Plan Update EIR. The area within the Downtown Specific Plan does not contain any stands of trees that would be considered forest lands. Therefore, implementation of the Downtown Specific Plan would not convert forest land to non-forest use, and no impacts would occur. Adoption of the Downtown Specific Plan will not by itself result in impacts to forest lands within the City limits. Therefore, impacts to forest land from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

E) (Changes to Farmland or Forest Land) Same Impact as 2003 General Plan Update EIR. The Downtown Specific Plan area is surrounded by land designated as “Urban and Built-Up Land” and “Other Land.” Land designated as “Unique Farmland” is located approximately 1.4 miles east of the Downtown Specific Plan area. Impacts to agricultural resources from future growth have been previously identified in the General Plan EIR. No lands in the General Plan area designated for agriculture, forestry or timberland will be redesignated or otherwise affected by implementation of the Downtown Specific Plan. Therefore, impacts from the conversion of farmland or forest land from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Bay Area Air Quality Management District Bay Area 2010 Clean Air Plan; Bay Area Air Quality Management District, CEQA Guidelines, May 2010; Bay Area Air Quality Management District, Contra Costa County Air Quality, <http://www.baaqmd.gov/in-your-community/contra-costa-county>, Accessed December 21, 2016; City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

Air Quality Setting:

The City of Antioch is located within the San Francisco Bay Area Air Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD). Air quality within the Bay Area Air Basin is affected by natural geographical and meteorological conditions as well as human activities such as construction and development, operation of vehicles, industry and manufacturing, and other anthropogenic emission sources. The Federal Clean Air Act and the California Clean Air Act establish national and state ambient air quality standards. The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin including the City of Antioch.

The BAAQMD operates several air quality monitoring stations throughout the Basin. The closest station to the City of Antioch is located in Concord, approximately 11 miles southwest. The Concord station records pollutant concentration levels for carbon monoxide (CO), Nitrogen Dioxide (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.

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Habitat Map

Downtown Specific Plan Antioch, California

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Biological Resources Impact Discussion:

a-c) (Adverse Effects to Sensitive Species, Habitats, Waters) Same Impact as 2003

General Plan Update EIR. The majority of the Downtown Specific Plan area is built-up and urban in nature and dominated by hardscape areas, buildings, and roads. Non-native grassland and ruderal habitat are located on a few undeveloped parcels throughout the Downtown area, and brackish marsh is located adjacent to the San Joaquin River. Wetlands are located within the western portion of the Downtown Specific Plan area. The wetlands between West 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.

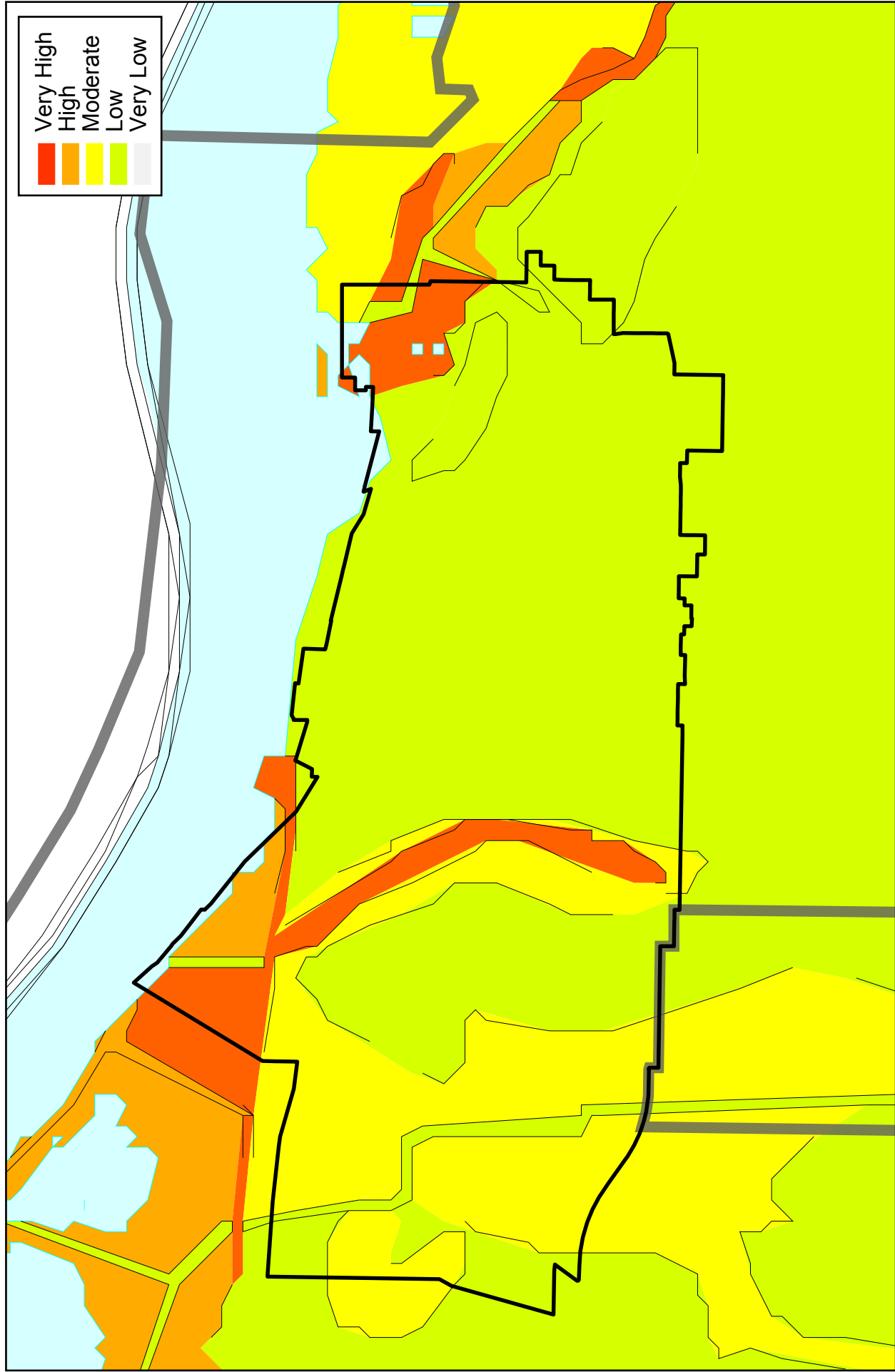
Geology and Soils Setting:

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.

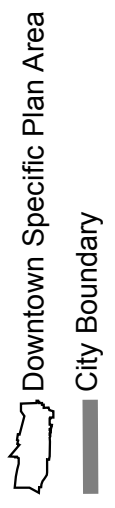
The Downtown Specific Plan area contains generally level terrain and wetlands adjacent to the San Joaquin River. The downtown area is underlain mostly by Quaternary alluvium, including alluvial fan and terrace deposits that consist of clay, silt, sand, and gravel. As shown in **Figure 8: Liquefaction 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.



Liquefaction Susceptibility

Downtown Specific Plan
Antioch, California



Source: USGS, 2000

Figure 8

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Geology and Soils Impact Discussion:

- a) **(Faults, Ground-Shaking and Ground Failure, and Landslides) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan area mostly contains level terrain that has a low potential for liquefaction and is not prone to landslides. The wetlands adjacent to the San Joaquin River have a high to very high potential for liquefaction. Although no active or potentially active faults lie under the Downtown Specific Plan area, the proximity to the San Andreas Fault Zone, Hayward Fault Zone, and other active faults may lead to strong ground-shaking experienced in the Downtown area in a seismic event.

Future development within the Downtown Specific Plan area would consist of infill development to primarily replace existing buildings with new buildings. Future development will be subject to the latest adopted edition of the California Building Standards Code, which includes structural design requirements intended to mitigate the effects of strong ground shaking and seismic related ground failure. Conformance with these design standards will be enforced through building plan review and approval by the City of Antioch Building Division prior to the issuance of building permits for any structure or facility.

Unless exempt from CEQA, future projects will also be subject to environmental review under CEQA where potential environmental impacts associated with seismic ground shaking and ground failure (e.g., liquefaction, landslides, lateral spreading, settlement, subsidence) would be analyzed. Future projects will also adhere to all applicable General Plan policies and programs related to geologic and seismic hazards. For example, General Plan Policy 11.3.2 requires geologic and soils reports to be prepared for proposed development sites, and incorporation of the findings and recommendations of these studies into project development requirements. As determined by the City of Antioch Building Division, a site-specific assessment will be prepared to ascertain potential ground shaking impacts on new development. Therefore, impacts related to geologic and seismic hazards from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- b) **(Erosion) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed at this time as part of the proposed Downtown Specific Plan that would result in substantial soil erosion or the loss of topsoil.

Future development within the Downtown Specific Plan would consist of infill development to primarily replace existing buildings with new buildings. However, some of the future development may involve ground disturbing activities that have the potential to cause soil erosion. Future projects will be subject to environmental review under CEQA, unless exempt, where potential soil erosion impacts would be analyzed, and mitigation required, such as the preparation of a Storm Water Pollution Prevention Plan during construction. Future projects will also adhere to all applicable General Plan policies and programs related to soil erosion and the loss of topsoil. For example, General Plan Policy 10.6.2 requires the implementation of Best Management Practices to minimize erosion and sedimentation resulting from new development. Therefore, impacts related to soil erosion and the loss of topsoil from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

c-d) (Unstable Geologic Unit and Expansive Soils) Same Impact as 2003 General Plan

Update EIR. Geologic impacts resulting from the anticipated growth and development of the City were addressed in the 2003 General Plan Update EIR. Future development within the Downtown Specific Plan area will be subject to environmental review under CEQA, unless exempt and compliance with all applicable General Plan policies related to landslides, lateral spreading, subsidence, liquefaction, collapse, expansive soils and other soil stability concerns. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- e) (Septic Tanks) Same Impact as 2003 General Plan Update EIR.** Future development within the Downtown Specific Plan area will be served by the Delta Diablo Sanitation District, which provides wastewater/sewer service to all properties within the City of Antioch. All future development will connect to the existing wastewater system and no septic or alternative wastewater disposal systems would be constructed. Development potential under buildout of the Downtown Specific Plan is projected to decrease as compared to development for the same areas under the 2003 General Plan Update EIR. Therefore, future development will not increase demands or necessitate additional wastewater conveyance or treatment capacity beyond what has already been anticipated. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

VII.GREENHOUSE GAS EMISSIONS

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003; Antioch Community Climate Action Plan, May 24, 2011.

Greenhouse Gas Emissions Setting:

Greenhouse gases (GHGs) trap heat in the atmosphere which results in elevated surface temperatures of the Earth. This effect contributes to changes in climate conditions, referred to as climate change or global warming. GHGs are generated both from natural geological and biological processes and through human activities including the combustion of fossil fuels, industry, and agriculture. Other than water vapor, the GHGs contributing to global climate change include carbon dioxide (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:

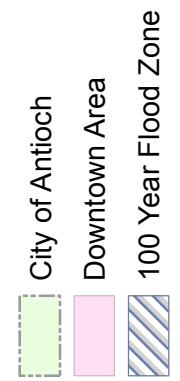
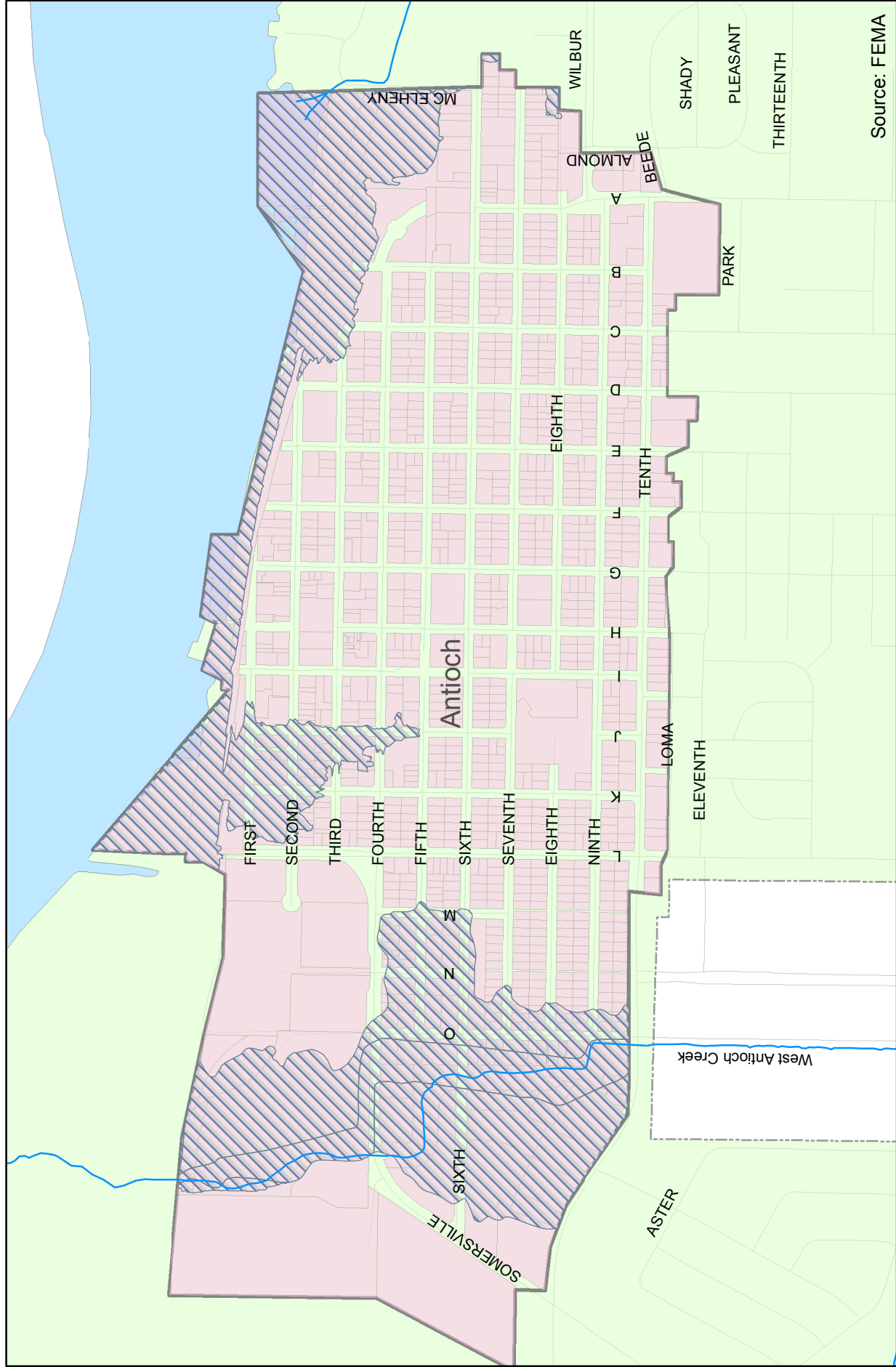
The principal waterways within the City of Antioch include the San Joaquin River, East Antioch Creek, West Antioch Creek, Markley Creek, Sand Creek, Marsh Creek, and Deer Creek. Parts of the City's naturally occurring floodplains are paved, and stretches of creek channels have been covered by culverts.

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.



Flood Hazards
Downtown Specific Plan
Antioch, California

Source: Contra Costa County

Figure 9

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Hydrology and Water Quality Impact Discussion:

a, f) (Violations of Water Quality Standards) Same Impact as 2003 General Plan

Update EIR. The San Joaquin River, which is a part of the Sacramento-San Joaquin Delta is located adjacent to the Downtown Specific Plan area. Existing water quality is dependent on the quality of stormwater runoff that contains urban pollutants generated by residential, commercial, and industrial land use. These pollutants typically include sediment, oil and grease, heavy metals, pesticides, treatment plant discharges, and debris. Future development may involve ground disturbing activities that have the potential to impact water quality if not properly controlled. Future projects will be subject to environmental review under CEQA, unless exempt, where potential water quality impacts would be analyzed, and mitigation will be required, such as the preparation of a Storm Water Pollution Prevention Plan during construction. Future projects will also adhere to all applicable General Plan policies and programs related to water quality. For example, General Plan Policy 10.6.2 requires the implementation of best management practices to minimize erosion and sedimentation resulting from new development. Any future development within the Downtown Specific Plan would be subject to the provisions of the NPDES General Permit for MS4s (issued in February 2013 by Order 2013-0001-DWQ), which may require the preparation of a Stormwater Control plan and adherence to low impact development requirements. Any future development would further be subject to Title 6, Chapter 9 of the City's Municipal Code Ordinance, which regulates water quality impacts generated by parking lots and similar structures and includes requirements for the implementation of best management practices for new development and redevelopment. Therefore, impacts related to water quality from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

b) (Groundwater Supply and Recharge) Same Impact as 2003 General Plan Update

EIR. Future development within the Downtown Specific Plan would consist of infill development to primarily replace existing buildings with new buildings and would be served with potable water provided by the City of Antioch. No groundwater wells would be drilled within the Downtown area to serve future development. Given that the site is already substantially developed and using municipal water, anticipated changes to future water use and changes in the amount of impervious surfaces are expected to be negligible. The Downtown Specific Plan area is not located in an identified groundwater recharge area. Therefore, impacts related to groundwater supply and recharge from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

c-e) (Drainage Pattern, Runoff and Storm Drain Capacity) Same Impact as 2003

General Plan Update EIR. The majority of the Downtown Specific Plan area is built-

up and urban in nature containing impervious surfaces such as parking areas, sidewalks, driveway and buildings. At present, stormwater flows are directed to the street and then into the existing storm drain system. There are no physical improvements proposed as part of the Downtown Specific Plan that would result in an alteration to existing drainage conditions.

When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including alterations to existing drainage conditions would be evaluated. Drainage facilities would also be reviewed for adequate capacity to manage stormwater flows. Should any deficiencies be identified, future development proposals would be conditioned or require mitigation in order to bring stormwater drainage systems up to acceptable standards. Additionally, future development would be subject to Municipal Code Title 6, Chapter 9, which requires the retention of stormwater runoff. Given that the Downtown Specific Plan area is already developed with hardscape, changes to the existing drainage pattern would be minimal and not expected to generate siltation, erosion, or cause flooding. Therefore, impacts related to alterations to existing drainage conditions or storm drain capacity from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

g-h) (Flood Hazards) Same Impact as 2003 General Plan Update EIR. Approximately $\frac{1}{4}$ of the surface area contained within the Downtown Specific Plan is located within the 100-year and 500-year flood hazard zones as mapped by the Federal Emergency Management Agency (FEMA), and are defined by FEMA as “flood prone.” The remainder of land within the Downtown Specific Plan area is defined by FEMA as being subject to minimal flooding. Areas subject to flooding are mainly found adjacent to the San Joaquin River and tributary creeks.

Given the site’s proximity to the San Joaquin River and its tributaries, future development within the Downtown Specific Plan could potentially expose people and/or structures to hazards generated by sea level rise (including inundation and increased flooding). To address this potential hazard, any future development located within the Downtown Specific Plan area will be required to comply with General Plan Policy 11.4.2, which prohibits all development within the 100-year floodplain, unless mitigation measures consistent with the National Flood Insurance Program are provided. General Plan Policy 11.4.2 also requires new development to prepare drainage studies to assess storm runoff impacts on the local and regional storm drain and flood control system and implement mitigation measures commensurate to the identified hazards. Therefore, impacts related to flooding from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

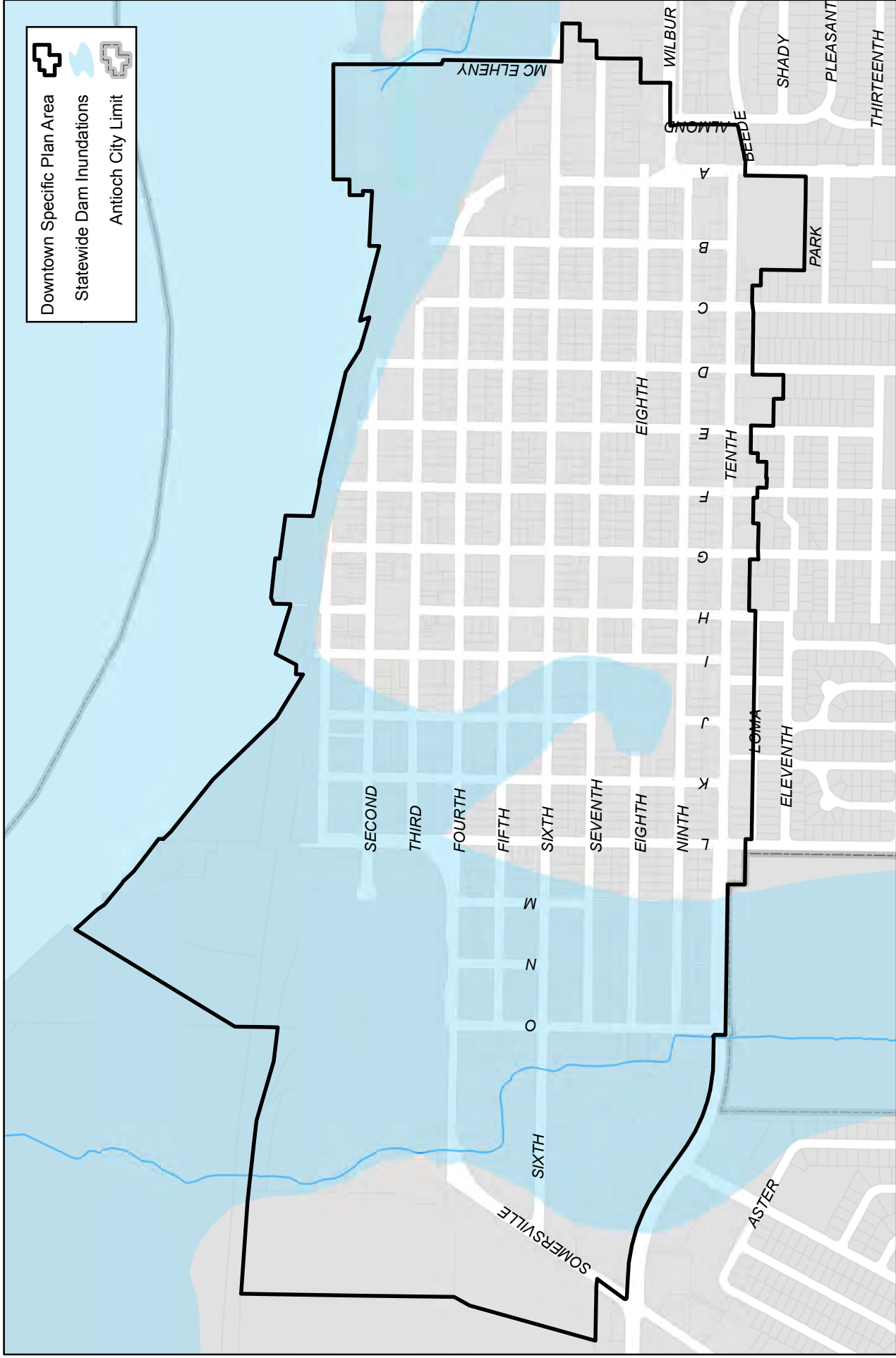
- i) **(Levee or Dam Failure) Same Impact as 2003 General Plan Update EIR.** The City of Antioch is located below the Contra Loma Reservoir. The Bureau of Reclamation Division of Dam Safety conducted a safety analysis of the Contra Loma Reservoir in 1983 and determined that “safe performance of the dam can be expected under all anticipated loading conditions, including the MCE (maximum credible earthquake) and PMF (probable maximum flood) events.” The overall safety classification of the dam is registered as satisfactory. In the unlikely event of dam failure, the estimated inundation area would essentially follow the West Antioch Creek drainage from the dam to the San Joaquin River; it would extend to a 1/2-mile-wide area south of SR 4, and a more than ½-mile wide area at West 10th Street. The anticipated maximum depth would be 19 feet directly south of the dam to 7 feet at West 10th Street to 11 feet at the San Joaquin River (see **Figure 10: Dam Inundation Map**).

Given the site’s location within a dam failure inundation zone, future development within the Downtown Specific Plan area could potentially expose people and/or structures to hazards generated by dam failure. When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential hazards from dam failure would be evaluated. Therefore, impacts related to dam failure from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- j) **(Seiche, Tsunami, Mudflow) Same Impact as 2003 General Plan Update EIR.** The City of Antioch is located over 50 miles from the Pacific Coast and is surrounded by moderate hillsides to the south. Due to this geographic location, it is unlikely that development within the City would expose people or property to flooding associated with seiches or tsunamis. However, low-lying portions of the City are located adjacent to the San Joaquin River where tsunami inundation is a possibility. While projected wave height and tsunami run-up is expected to be small in the interior portions of the San Francisco Bay and the Delta, some coastal inundation and damage could occur if a tsunami coincided with very high tides or an extreme storm.

Given the Downtown Specific Plan’s location near the San Joaquin River, future development could expose people or property to flooding associated with seiches or tsunamis. However, future development would be subject to its own project-level environmental review under CEQA, unless exempt, where impacts related to inundation by seiche, tsunami, or mudflow would be evaluated. Therefore, impacts related to these hazards from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

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A101

Dam Inundation Areas

Downtown Specific Plan
Antioch, California

Source: Contra Costa County, City of Antioch

Figure 10

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X. LAND USE AND PLANNING

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

Land Use and Planning Setting:

The project is located within an urbanized area of the City of Antioch. As shown in **Figure 2: Existing General Plan Land Use**, the current land use designations for the areas to be included in the Downtown Specific Plan are Rivertown/Urban Waterfront, Somersville Road Corridor, Open Space, and High Density Residential. As shown in **Figure 3: Existing Zoning Designation**, the current zoning designations in the Downtown Specific Plan area are: Open Space/Public Use (OS), Rivertown Retail (RTC), Planned Development (P-D), Single-Family Medium/Low Density Residential (R-6), Medium Density Residential (R-10), Medium/High and High Density Residential (R-20), Urban Waterfront (WF), Light and Heavy Industrial (M-1 and M-2), Rivertown Low/Medium Density Residential (RTR-10), Rivertown High Density Residential (RTR-20), Convenience Commercial (C-1), Neighborhood/Community Commercial (C-2), Mixed Commercial/Residential (MCR), Professional Office (C-O), Planned Development (PD), and Planned Business Center (PBC).

The proposed Downtown Specific Plan would result in a General Plan Amendment to change the land use designations to Specific Plan – Downtown (SP-D), as shown in **Figure 4: Proposed General Plan Land Use**, and the zoning to Downtown Specific Plan – Planned Development (DSP-PD), as shown in **Figure 6: Proposed Zoning Amendment**.

Land Use and Planning Impact Discussion:

a) (Divide An Established Community) Same Impact as 2003 General Plan Update

EIR. The area contained within the Downtown Specific Plan was previously analyzed in the 2003 General Plan Update EIR that was certified in November 2003. Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented; and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and do not involve any physical changes to the environment that have the potential to divide an established community (e.g., roadways).

With regard to potential indirect impacts, the Downtown Specific Plan area is already developed with roadways and is coterminous with existing urban development. Adoption of the Downtown Specific Plan will not by itself result in impacts due to the division of an established community. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where the potential to divide an established community would be evaluated. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

b) (Land Use Plan, Policy, Regulation Conflict) Same Impact as 2003 General Plan Update EIR.

The Downtown Specific Plan will require a General Plan Amendment to formalize the new land use designations. The new General Plan land use designation will be changed from Rivertown/Urban Waterfront, Somersville Road Corridor, Open Space, and High Density Residential to Specific Plan – Downtown (SP-D). The City's General Plan Land Use map (last dated August 2009) will be updated to reflect the SP-D Land Use for the Downtown Specific Plan area concurrently with adoption of the Downtown Specific Plan.

The zoning designation for the Downtown Specific Plan area would be Downtown Specific Plan – Planned Development (DSP-PD). As a result, implementation of the Downtown Specific Plan will require a Zoning Ordinance and Map Amendment. The City's Zoning Map (last dated June 2008) and Zoning Ordinance will be amended to reflect the DSP-PD zoning district for the Downtown Specific Plan area concurrently with adoption of the Downtown Specific Plan.

Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented; and a lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in the potential future buildout of residential and commercial uses and do not involve

any physical changes to the environment that have the potential to conflict with land use, zoning, or other regulations adopted for the purpose of avoiding or mitigating an environmental effect. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where the potential to conflict with land use, zoning, or other regulations would be evaluated. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- c) (Habitat Conservation Plan) Same Impact as 2003 General Plan Update EIR.** The City of Antioch is not within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). As the proposed Downtown Specific Plan would not result in any physical change to the environment, there would be no impact due to a conflict with applicable policies and programs. Future development within the Downtown Specific Plan area would be subject to General Plan policies and programs that relate to the protection of biological resources. Therefore, impacts to biological resources within a Habitat Conservation Plan from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

XI.MINERAL RESOURCES

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

Mineral Resources Setting:

The California State Department of Conservation, Division of Mines and Geology identifies sites with mineral resource potential. The City of Antioch was not identified as having significant mineral resource deposits.

Mineral Resources Impact Discussion:

a- b) (Mineral Resources or Resource Plans) Same Impact as 2003 General Plan Update EIR. None of the areas identified in the 2003 General Plan Update EIR as available for new development contain known mineral resources that would be of value to the region and residents of the State. The Downtown Specific Plan area is a fully developed urban environment and the proposed changes in land use and zoning would not result in the loss of resources nor an important mineral resource recovery site. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts to mineral resources would be evaluated. Therefore impacts related to mineral resources from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

XII.NOISE

Would the project result in:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

Noise Setting:

Land uses in the Specific Plan area include mixed commercial/office/retail, medium and high density residential, open space/park, marina, public, and industrial. Transportation noise is the single dominant noise source in the City of Antioch. The BNSF Railroad extends in an east-west direction through the Downtown Specific Plan area and runs along the

waterfront. The UP rail line extends in an east-west direction through the central portion of Antioch just north of SR 4. Freeways that contribute to the ambient noise environment in Antioch include SR 4 and SR 160. Other noise sources include routine activities of daily life and equipment noise that are part of the non-transportation noise sources.

An outdoor noise monitoring survey was conducted for the Existing Conditions: Opportunities & Constraints Report in 2014 to quantify existing noise throughout the Downtown. (See Appendix B of the Downtown Specific Plan).

The 2003 General Plan Update EIR provides an assessment of existing and long-term noise impacts associated with traffic/transportation, commercial, light industrial, and other noise generating sources. The General Plan Noise Element establishes guidelines regarding noise compatibility of various land uses with a range of environmental noise levels in terms of dBA Community Noise Equivalent Level (CNEL). Title 5, Chapter 17 of the City's Municipal Code contains the Noise Ordinance, which regulates noise levels within City limits.

Noise Impact Discussion:

a-d) (Noise Standards, Groundbourne Vibration and Noise, and Increase Ambient Noise Levels) Same Impact as 2003 General Plan Update EIR. Future development within the Downtown Specific Plan would consist of infill development. The development potential under buildout of the Downtown Specific Plan is projected to decrease as compared to development for the same areas under the 2003 General Plan Update EIR. Nonetheless, future development may involve construction activities or changes in the existing ambient noise environment in a manner that could affect the exposure of persons to or generate noise levels in excess of standards established in the General Plan, or generate excessive groundborne vibration or groundborne noise levels.

Future development applications received by the City would be subject to project-level environmental review under CEQA, unless found exempt, including site specific acoustical analyses. In accordance with General Plan Policy 11.6.2, a noise analysis will be required to assess noise exposure and recommend mitigation measures for noise attenuation. New development would also comply with General Plan Policy 11.6.2, which requires proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan.

In accordance with General Plan Policy 11.6.2, future development within the Downtown Specific Plan will be required to provide increased building setbacks between noise sources and existing and proposed sensitive receptors (e.g., residential areas, schools, and hospitals). Future development will also be required to comply with the implementation measures of the Downtown Specific Plan, including EQ-1, which requires that new residential and other noise sensitive land uses within 200

feet of the rail line incorporate adequate noise attenuation into the design and site planning of the project.

As no physical development is proposed at this time, and future development applications would be subject to environmental review under CEQA, unless found exempt, and General Plan policies, impacts due to excessive noise or vibration from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

e-f) (Airport Noise) Same Impact as 2003 General Plan Update EIR. The nearest airport to the project site is the small, private Funny Farm Airport, located approximately 10 miles to the southeast of the Downtown Specific Plan area. Other airports in the vicinity of the downtown area include Las Serpientes Airport (12 miles southeast) and Byron Municipal Airport (16 miles southeast). The distance of the Downtown Specific Plan area from these local airports precludes the possibility of exposing persons residing or working in the project vicinity to excessive noise levels. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

XIII. POPULATION AND HOUSING:

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003; California Department of Finance; City of Antioch Housing Element, August 2015.

Population and Housing Setting:

As of January 1, 2016 the City of Antioch had an estimated population of 112,968 and a total of 35,822 households (CA Department of Finance, E-5 Tables). The 2003 General Plan Update EIR projects a build-out of approximately 146,785 people, 50,615 households, and 75,255 jobs by 2030. The General Plan Housing Element, using the Association of Bay Area Government's (ABAG) population projections for the City, anticipates up to 124,600 people by 2040, which would be an increase in 17 percent from 2014.

Population and Housing Impacts Discussion:

- a) (Substantial Growth) Same Impact as 2003 General Plan Update EIR.** Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented environment; and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses relative to what was anticipated in the General Plan and do not involve the extension of any feature (e.g., roadway, utility) with the potential to induce growth. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject

to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to population growth would be evaluated. Therefore impacts related to population growth from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

b-c) (Housing or Person Displacement) Same Impact as 2003 General Plan Update EIR. The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed as part of the proposed Downtown Specific Plan that would result in the displacement of any people or existing housing, necessitating the construction of replacement housing elsewhere.

Future development applications received by the City would be subject to project-level environmental review under CEQA, including population and housing analyses. Future projects will also adhere to all applicable General Plan policies and programs related to the displacement of people or housing. Therefore impacts related to the displacement of people or housing from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

XIV.PUBLIC SERVICES:

Would the Project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

Public Services Setting:

The Contra Costa County Fire Protection District provides fire and emergency services to residents of the City of Antioch. These services include firefighting and rescue; fire prevention and training; and emergency medical care. The Downtown Specific Plan area is served by Fire Station 81 located at 315 West 10th Street, which is located within Downtown Antioch.

The primary public safety provider for the City of Antioch is the Antioch Police Department, located at 300 L Street, which is within the Downtown Specific Plan area. Police Department services include protection of life and property, prevention of crime, arrest of criminal offenders, and improvement of quality of life in the City of Antioch.

The Downtown Specific Plan area is currently well served by existing public schools within the Antioch Unified School District and by a number of private schools.

Other public facilities within the Downtown Specific Plan area include City Hall, Waldie Plaza, the Riverwalk Promenade, Prosserville Park, Williamson Ranch Park, Antioch City

Park, Animal Services, City Corporation Yard, Antioch Unified School District Administration Building, Nick Rodriguez Community Center, and the Senior Center. These facilities provide important services to the community, including administrative and public safety, recreation, and entertainment.

For details on the City's parks and recreational amenities, please see the discussion below under Section 15.

Public Services Impacts Discussion:

a-e) (Fire/Police Protection, Schools, Parks, and Other Public Facilities) Same Impact as 2003 General Plan Update EIR. Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented; and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and are not anticipated to affect: 1) fire or police protection, or result in the need for new Fire or Police Department facilities; 2) schools or result in the need for new school facilities; or 3) other public facilities or result in the need for new public facilities.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to fire protection, police protection, schools, and other public facilities would be analyzed. Future projects will be required to adhere to all applicable General Plan policies and programs related to public services. For example, General Plan Policy 8.11.2 requires that development requests be referred to the Police Department for review and comment. General Plan Policy 8.10.2 requires that development requests be referred to the Fire Department for review and comment. General Plan Policy 8.8.2 requires new development to pay developer impact fees, which contribute to the payment of costs associated with new or expanded school facilities. Therefore impacts related to public services from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

XV. RECREATION

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

Recreation Setting:

City residents have access to a variety of local parks, recreational facilities, regional parks, and open space areas. The City of Antioch oversees the local parks and recreational facilities, while the regional facilities are overseen by the East Bay Regional Park District.

The City owns and administers 28 parks, varying in size and amenities from the ½-acre Deerfield Park to the 99-acre Prewett Family Water Park. Over 400 acres of parks and open space areas are located within the City, 200 acres of which are developed. The remaining 200 acres consist of acreage awaiting parkland development or are areas managed exclusively as open space.

There are a number of parks and recreational facilities within the Downtown Specific Plan area. The Antioch Municipal Marina is located at the terminus of L Street. Facilities at the Marina consist of a fishing pier, municipal boat ramp, and marina clubhouse. The Marina is located adjacent to and shares some facilities with the Antioch Regional Shoreline. Also located along the San Joaquin River is the Riverwalk Promenade, a trail facility between Barbara Price Marina Park and G Street. Existing parks and recreational facilities within the downtown area include: Waldie Plaza, Prosserville Park, Williamson Ranch Park, and the Antioch City Park.

Recreation Impacts Discussion:

a-b) (Deterioration of Parks and Recreational Facilities) Same Impact as 2003 General Plan Update EIR. Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented, and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and are not anticipated to affect parks or recreational facilities, or result in the need for new parks or recreational facilities.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to parks and recreational facilities would be analyzed. Future projects will also adhere to all applicable General Plan policies and programs related to parks and recreational facilities. For example, General Plan Policy 8.9.2 calls for the development of a shoreline park along the San Joaquin River consisting of recreational trails, viewing areas, and natural habitat protection. General Plan Policy 8.9.2 also calls for the preservation of significant natural features and development of landscaped parkways and trail systems in new developments. Therefore impacts related to parks and recreational facilities from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

XVI.TRANSPORTATION AND CIRCULATION

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

Transportation and Circulation Setting:

SR 4 and SR 160 provide direct access to the City of Antioch. SR 4 runs east-west, connecting Antioch with Oakley, Brentwood, Pittsburg, I-680, Martinez, Pinole, and I-80. On- and off-ramps between SR 4 and Antioch's local street network occur at East Eighteenth Street, Hillcrest Avenue, "A" Street/Lone Tree Way, "G" Street, "L" Street/Contra Loma Boulevard, and Somersville Road. SR 160 begins at its SR 4 junction, and continues north over the San Joaquin River via the Antioch Bridge to Rio Vista and Sacramento. Access to and from SR 160 and Antioch's local street network occurs at Wilbur Avenue south of the Antioch Bridge.

BNSF and UP both have rail lines running through Antioch. The BNSF tracks run along the southern bank of the San Joaquin River, and the UP tracks run adjacent to SR 4. Amtrak offers passenger rail service to Antioch on the BNSF, which services the Oakland-Bakersfield corridor. The train station is located at the foot of "I" Street, and is also served by Tri-Delta Transit. Tri-Delta Transit provides transit service to Antioch as well as to Shore Acres, Bay Point, Pittsburg, Oakley, and Brentwood.

Existing and proposed bikeway facilities in Antioch are distributed throughout the City. Pedestrian access is available through the developed areas of Antioch and includes sidewalks, wheelchair ramps, and crosswalks.

The Contra Costa Transportation Authority has prepared a 2015 Congestion Management Plan to outline strategies for managing the performance of regional transportation within Contra Costa County.

Transportation and Circulation Impacts Discussion:

a-b) (Conflicts with Plans, Policies, Ordinances, or Congestion Programs) Same Impact as 2003 General Plan Update EIR. The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed as part of the Downtown Specific Plan that would result in a conflict with an applicable plan (including a congestion management plan), ordinance or policy related to transportation and circulation. Goal 1.2.5 of the Downtown Specific Plan calls for an enhanced multi-modal transportation system that provides access for motor vehicles, pedestrians, cyclists, and public transit opportunities. Policies 1.2.5.1 through 1.2.5.6 provide specific guidelines for the Downtown area in order to realize this goal.

With regard to indirect changes resulting from future development within the Downtown Specific Plan, it is speculative and not reasonably foreseeable to determine

whether a conflict with transportation and circulation plans, ordinances, and policies would arise. When and if the City were to be in receipt of a development application within the Downtown Specific Plan at a future date, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including traffic impacts and conflicts with existing traffic plans, would be analyzed.

Future projects will also adhere to all applicable General Plan and Specific Plan policies and programs related to transportation and circulation. For example, General Plan Policy 7.3.2 requires traffic impact studies for all new developments that propose to increase the approved density or intensity of development or are projected to generate 50 peak hour trips or more at any intersection of Circulation Element roadways. Specific Plan policies 1.2.5.6 directs that the existing pedestrian and bicycle network be enhanced to provide connectivity. The Specific Plan is consistent with the intent of the General Plan to improve the circulation system and further encourages the development of a multi-modal network to realize transportation opportunities for all modes of transit. Therefore, impacts related to the conflict of plans, ordinances or policies related to transportation and circulation from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

c) (Air Traffic Patterns) Same Impact as 2003 General Plan Update EIR. The Downtown Specific Plan area is not within the influence area of any airport. The nearest airport is located approximately 10 miles from the Downtown area. Future development within the Downtown Specific Plan is not expected to alter current air traffic patterns. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts to air traffic patterns would be evaluated. Therefore impacts related to air traffic patterns from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

d) (Design Feature Hazard) Same Impact as 2003 General Plan Update EIR. The majority of the Downtown Specific Plan area is built-up and urban in nature. Future development within the Downtown Specific Plan area would consist of infill development to primarily replace existing buildings with new buildings of similar intensity. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, including a review of potential design hazards. Therefore, impacts related to design hazards from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- e) **(Emergency Access) Same Impact as 2003 General Plan Update EIR.** The Downtown Specific Plan area is currently accessible to emergency vehicles and is subject to the City's Disaster Response Chapter of the General Plan and the Emergency Plan. Future development within the Downtown Specific Plan area would consist of infill development and to replace existing buildings with new buildings of similar intensity. The development potential under buildout of the Downtown Specific Plan is projected to decrease as compared to development for the same areas under the 2003 General Plan Update EIR. The Specific Plan identifies Emergency Services and objectives for their implementation within the Plan Area. Implementation of the Downtown Specific Plan is not expected to introduce any physical changes that could obstruct or inhibit emergency access. Future projects will be subject to environmental review under CEQA, unless found exempt, where potential impacts on emergency access would be analyzed and mitigated as warranted. Future projects would also require consultation with the Fire District and Police and Public Works Departments to ensure that adequate emergency access is provided for all new projects. Therefore, impacts to emergency access from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.
- f) **(Transit, Bicycle, Pedestrian Facilities) Same Impact as 2003 General Plan Update EIR.** Changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented, and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes are not anticipated to affect any policies related to alternative modes of transportation, nor are they anticipated to result in any physical changes that would impact alternative transportation facilities. Rather, the Specific Plan sets forth Goal 1.2.5, which specifically aims to enhance the multi-modal network, thereby providing safe and accessible access for all modes of transit.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to alternative modes of transportation would be analyzed. All future development will be reviewed to ensure that adequate transit, bicycle and pedestrian facilities are provided onsite and in the project vicinity in order to promote walkability and non-motor vehicle transit in accordance with General Plan Policy 7.3.2. Therefore impacts related to alternative modes of transportation from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003; CalRecycle, Keller Canyon Landfill, <http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail/>, accessed December 29, 2016; City of Antioch Urban Water Management plan, prepared May, 2016.

Utilities and Service Systems Setting:

The City of Antioch is served by existing utilities and service systems. Antioch's Sanitary Sewer system consists of gravity sewer systems, manholes, cleanouts and other access structures. In addition to the City owned and operated wastewater systems, there are several other sewer conveyance facilities that are owned and operated by Delta Diablo Sanitation District (DDSD). The Downtown area includes several gravity lines flowing northerly towards the San Joaquin River, and then flowing easterly towards the Antioch Pump Station. This area also includes two force mains flowing westerly from the Antioch Pump Station to the Waste Water Treatment Plant located west of Antioch, which is owned and operated by DDSD.

The City of Antioch has water rights to divert water directly from the San Joaquin River. Water is supplied to the Downtown Specific Plan area via the San Joaquin River through an inlet at the Roger's Point boat ramp. The water is then transferred to the water treatment plant where safe potable water is then delivered to residential, industrial, commercial, and irrigation users.

Stormwater collection in the City is overseen by the Contra Costa County Flood Control and Water Conservation District (Flood Control District). The City has over 110 miles of trunk lines to collect stormwater. These trunk lines are independent from the wastewater collection system and discharge to channels owned and maintained by both the City of Antioch and the Flood Control District.

Republic Services provides solid waste collection, disposal, recycling, and yard waste services to the City. Solid waste and recyclables from the City are taken to the Contra Costa Transfer and Recovery Station located in Martinez. Recyclables are separated out and stored at the Transfer and Recovery Station before shipment to recycling markets. Solid waste is transferred from the Transfer and Recovery Station to the Keller Canyon Landfill in Pittsburg. This landfill is permitted to receive 3,500 tons per day and at last estimate had 63,408,410 cubic yards of capacity remaining, which was estimated on November 16, 2004.

Utilities and Service Systems Impacts Discussion:

a,e) (Exceed Wastewater Treatment Requirements or Wastewater Treatment Capacity) Same Impact as 2003 General Plan Update EIR. DDSD provides wastewater treatment to the City of Antioch. The wastewater treatment plant has a treatment capacity of 16.5 million gallons per day and is in compliance with all applicable water quality permits. Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate upgrades to existing utilities and infrastructure; and lower density residential and commercial intensity than is now permitted by the existing General Plan and Zoning regulations. These changes will

result in an overall decrease in residential and commercial uses and are not anticipated to affect the composition or quantity of the existing wastewater generated within the Downtown Specific Plan area.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to wastewater treatment standards and capacity would be analyzed. Future projects will also adhere to all applicable Specific Plan and General Plan policies and programs related to wastewater capacity. For example, General Plan Performance Standard 3.5.5.2 requires written verification from the DDSD that a proposed project will not cause the rated capacity of treatment facilities to be exceeded during normal or peak flows. Goal 1.2.7 of the Specific Plan calls for sustainable infrastructure including maintenance, upgrades and enhancement. Therefore impacts related to wastewater treatment standards and capacity from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- b) (New On-Site Water or Wastewater Treatment Facilities) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature. Existing water and wastewater facilities are able to meet current demand within the Downtown area. The project evaluated herein is limited to the adoption of a Downtown Specific Plan and does not involve an application for development that would result in any physical development.

Future development within the Downtown Specific Plan area would consist of infill development and replacement of existing buildings with new buildings of similar scale. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, including a review of the adequacy of existing facilities and the need for new onsite or offsite water and wastewater treatment facilities. New development will have the opportunity to exceed Title 24 and incorporate indoor and outdoor water conservation including gray water systems, smart irrigation and low flow appliances, faucets and fixtures. Therefore, impacts related to the new onsite water or wastewater treatment facilities from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- c) (Require New Stormwater Facilities) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature. At present, stormwater flows are directed to the street and then into the existing storm drain system. The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and

industrial land uses. Specific approaches to each of these areas are identified for use, reuse, and revitalization. There are no physical improvements proposed at this time as part of the Downtown Specific Plan that would require the construction of new or expanded stormwater facilities.

When and if the City were to be in receipt of a development application, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where individual site characteristics, including a review of the adequacy of existing stormwater facilities and the need for new or expanded stormwater facilities. Additionally, future development would be subject to Municipal Code Title 6, Chapter 9, which requires the retention of stormwater runoff. Given that the Downtown Specific Plan area is already developed with hardscape, changes to existing stormwater facilities are expected to be minimal. Nonetheless, future development will be reviewed and considered on a case by case basis to evaluate any project specific contributions to the stormwater system. Therefore, impacts related to the need for new stormwater facilities from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- d) (Sufficient Water Supplies) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature. Existing water supplies are sufficient to meet current demand within the Downtown area. Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented, and lower density residential and commercial land use pattern, than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and are not anticipated to affect water demand within the Downtown Specific Plan area.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to water supply would be analyzed. Given that the Downtown Specific Plan area is already developed with a water supply system, changes to existing water facilities are expected to be minimal. Nonetheless, future development will be reviewed and considered on a case by case basis to evaluate any project specific potential impacts to the water system.

The City's long term water supply and management plan is detailed in the 2015 Urban Water Management Plan (UWMP). The UWMP sets forth water supply and demand projections through 2040 based on historic use, population trends and per capita usage. The Plan also identifies goals and objectives to realize water supply reliability,

demand management measures, and contingency measures during a water supply shortage. The Specific Plan population projections are below the range anticipated by the General Plan and are in line with ABAG population projections, which serve as the basis for the UWMP supply demand analysis. Therefore impacts related to water supply from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

f,g) (Landfill Capacity) Same Impact as 2003 General Plan Update EIR. Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented, and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in residential and commercial uses and are not anticipated to affect landfill capacity.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential impacts related to solid waste disposal and landfill capacity would be analyzed. All future development will be subject to applicable solid waste reduction laws as well as local policies and programs regarding waste reduction. For example, General Plan Policy 8.6.2 requires builders to incorporate interior and exterior storage areas for recyclables into new commercial, industrial, and public buildings. Therefore impacts related to landfill capacity from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE (CAL. PUB. RES. CODE §15065)

A focused or full environmental impact report for a project may be required where the project has a significant effect on the environment in any of the following conditions:

Would the project:	"New" Potentially Significant Impact	"New" Less Than Significant with Mitigation Incorporated	"New" Less Than Significant Impact	Same Impact as 2003 General Plan Update EIR
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: City of Antioch Downtown Specific Plan, 2017; City of Antioch General Plan Update EIR, July 2003; City of Antioch General Plan, November 2003.

- a) (Degrade the Environment) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature and dominated by hardscape areas, buildings, and roads. Non-native grassland and undeveloped ruderal habitat are located on a few patches throughout the Downtown area, and brackish marsh is located adjacent to the San Joaquin River. Wetlands are located within the western portion of the Downtown Specific Plan area. The Downtown area contains a variety of historical resources, including historical structures, historical archaeological deposits, shipwrecks, and one submerged vessel.

The Downtown Specific Plan identifies five districts, three opportunity sites, three blended land use designations, public facilities land uses, and industrial land uses.

Specific approaches to each of these areas are identified for use, reuse, and revitalization. As such, there are no physical improvements proposed as part of the proposed Downtown Specific Plan that would result in impacts to biological resources or eliminate important examples of the major periods of California history or prehistory.

Any future development would be subject to CEQA on an individual project basis, unless found exempt, and would be analyzed for potential impacts to the quality of the environment, habitat of fish and wildlife species or populations, plant or animal communities, rare or endangered plants or animals, or examples of major periods of California history/prehistory. And if necessary, a biological and/or cultural report would be prepared for future projects to analyze such effects. Therefore, impacts from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

- b) (Cumulatively Affect the Environment) Same Impact as 2003 General Plan Update EIR.** Updates and changes proposed by the Downtown Specific Plan are limited to: minor changes in land use district names and density; revised permitted uses and policies that would facilitate a more pedestrian and transit oriented, and lower density residential and commercial land use pattern than is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in the potential buildout of residential and commercial uses and will not result in impacts that are cumulatively considerable.

When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, where potential cumulative impacts would be analyzed. Therefore cumulative impacts from implementation of the Downtown Specific Plan will not be greater than those identified in the 2003 General Plan Update EIR.

- c) (Substantial Adverse Effect on Humans) Same Impact as 2003 General Plan Update EIR.** The majority of the Downtown Specific Plan area is built-up and urban in nature. Future development within the Downtown Specific Plan area will consist of infill development to primarily replace existing buildings with new buildings of similar scale and mass, with a lower overall potential buildout than allowed by the 2003 General Plan. When and if the City were to be in receipt of a development application within the Downtown Specific Plan area, it would be subject to its own project-level environmental review under CEQA, unless found exempt, including any impacts to human beings. Future projects will also be required to adhere to all applicable Specific Plan and General Plan policies and programs related to direct and indirect environmental effects on human beings. Therefore, impacts on human beings from implementation of the Downtown Specific Plan will not be any more severe than those identified in the 2003 General Plan Update EIR.

F. CONCLUSION

As demonstrated herein, the proposed Downtown Specific Plan will not result in one or more significant effects not previously discussed in the 2003 General Plan Update EIR, nor does the Downtown Specific Plan create substantially more severe significant effects than previously examined. The Downtown Specific Plan provides for revised permitted uses and policies that would facilitate a more pedestrian and transit oriented, lower density residential and commercial land use pattern relative to what is now permitted by the existing General Plan and Zoning regulations. These changes will result in an overall decrease in potential residential and commercial land use buildout. Furthermore overall air emission levels have declined as cars are more fuel efficient and there's a greater mix of hybrids, PZEVs & electric vehicles. Due to the lower buildout potential of the DSP relative to the GP, and due to the overall reduction in air emissions, potential environmental impacts are expected to be lower than those analyzed in the GP EIR. Additionally, none of the conditions analyzed under the certified 2003 General Plan Update EIR have substantially changed.

Several policies and programs are presented in the Downtown Specific Plan that address the specific design, intensity and compatibility of future development and revitalization. In addition, policies and programs have been set forth that ensure development intensity and reuse minimize potential impacts to the established character and environment. Collectively, policies and programs in the Downtown Specific Plan are consistent with those set forth in the certified 2003 General Plan Update EIR.

G. REFERENCES

1. Antioch Community Climate Action Plan, May 24, 2011
2. Bay Area Air Quality Management District, 2010 Clean Air Plan
3. Bay Area Air Quality Management District, CEQA Guidelines, May 2010
4. California Department of Toxic Substances Control, EnviroStor Database, December 2016
5. California Geological Survey, Earthquake Fault Zone Maps, <http://maps.conservation.ca.gov/cgs/informationwarehouse/>, accessed December 30, 2016.
6. CalRecycle, Keller Canyon Landfill, <http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail/>, accessed December 29, 2016
7. City of Antioch Downtown Specific Plan, 2017
8. City of Antioch General Plan Update EIR, July 2003
9. City of Antioch General Plan, November 2003
10. City of Antioch Housing Element, August 2015
11. City of Antioch Urban Water Management plan, prepared May, 2016
12. Regional Water Quality Control Board, GeoTracker Database, December 2016

H. PUBLIC REVIEW

Pursuant to the CEQA Guidelines [§15164(c)], this addendum to the 2003 General Plan Update EIR does not need to be circulated for public review, and shall be included in, or attached to, the certified General Plan EIR. Although not required by statute, the City will make this General Plan EIR Addendum available for public review and comment. Hardcopies of the General Plan EIR Addendum will be available to the public at the Community Development Department and online at the following web address:
<http://ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/>

Additionally, the Downtown Specific Plan and General Plan EIR Addendum will be considered by the Planning Commission and City Council and the public will be provided with an opportunity make any public comments during those hearings. Hearing dates and times will be noticed in accordance with the City's noticing procedures which includes a public notice in the paper at least 10 days prior to the hearing date.

The work upon which this publication is based was funded in whole or in part through a grant awarded by the California Strategic Growth Council.

Prepared By: Metropolitan Planning Group

Reviewed By: Mitch Oshinsky

ATTACHMENT “B”

DOWNTOWN SPECIFIC PLAN



Adopted xxx xx, 2017 by City Council Resolution xx-xx

ACKNOWLEDGEMENTS

City of Antioch Councilmembers

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

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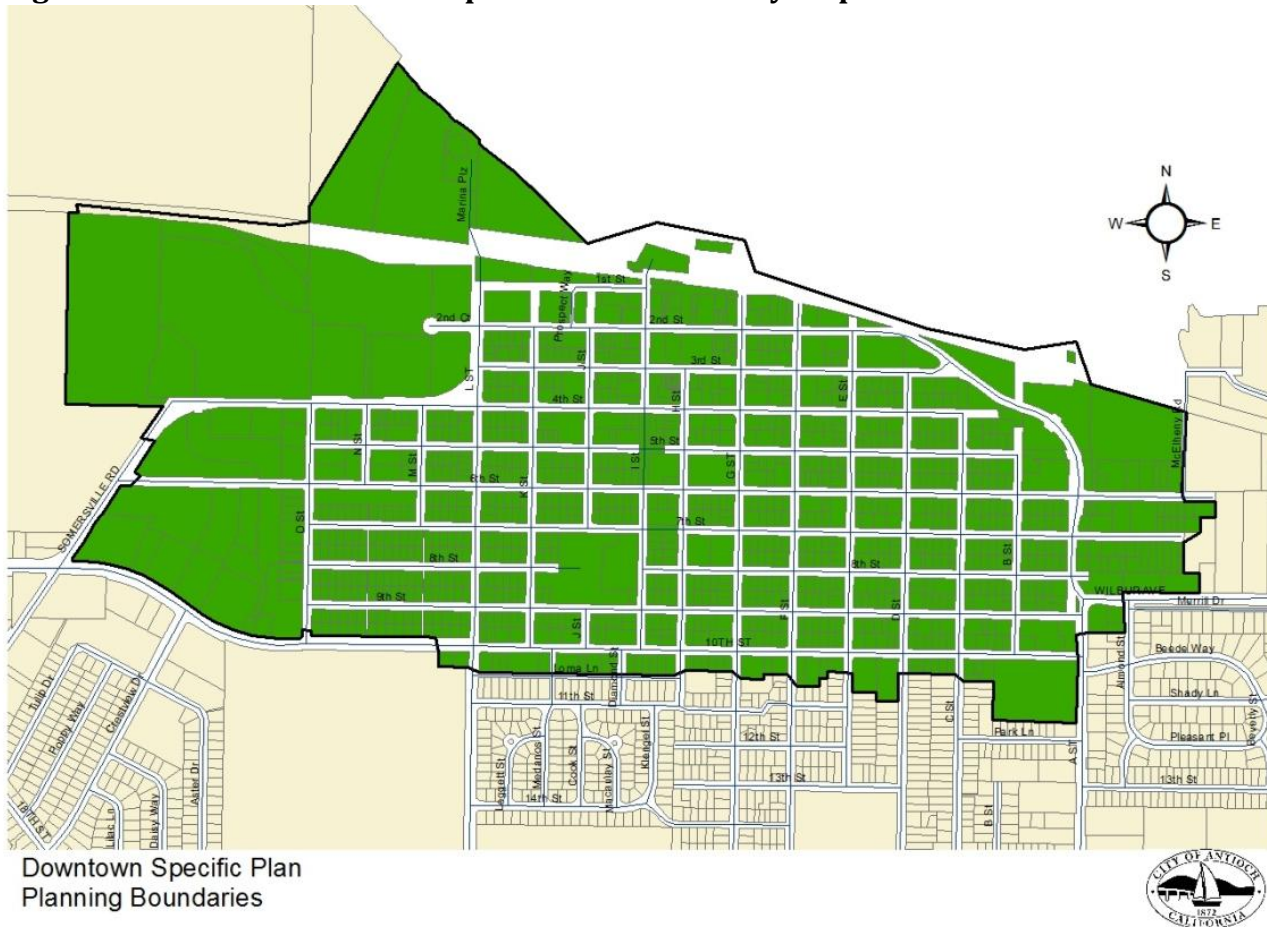
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Downtown Antioch

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

Figure 1.2 Downtown Antioch Specific Plan Boundary Map



History

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

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

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

1.2 Vision, Guiding Principles, Goals and Policies

Vision

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

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

Figure 1.3 Downtown Aerial



Guiding Principles for a Successful Downtown

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

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

Unique Identity

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

Variety of Uses

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

Walkability, Accessibility and Parking

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

Attractive, Well Designed Environment

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

Goals and Policies

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

Goal I: Preserve Downtown Antioch's Unique Character

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

pleasing and safe experience.

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

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

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

Goal II: Preserve and Enhance Public Spaces

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

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

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

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

Goal III: Preserve Economic Vitality

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

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

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

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

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

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

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

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

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

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

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

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

Goal IV: Support a Housing Renaissance

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

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

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

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

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

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

Goal V: Support Mobility

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

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

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

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

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

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

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

Goal VI: “Park Once” Management Strategy

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

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

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

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

Goal VII: Sustainable Infrastructure

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

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

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

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

1.3 Planning Context

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

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

1.4 Relationship to Existing Plans

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

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

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

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

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

1.5 Planning Process and Public Participation

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

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

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

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

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

1.6 Related Documents

Environmental Review

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

Background Technical Work

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

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

2.0 Land Use

2.1 Districts, Land Use, and Development Standards

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

Mixed Use District (MU)

Introduction

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

Maximum Floor Area Ratio: 2.0

Maximum Residential Density: 18 units per acre.

Major Issues

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

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

Goals, Objectives, Policies, and Programs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Program 2.4.3b: The City will prioritize street tree plantings and replacements, sidewalk improvements, and pedestrian infrastructure maintenance on the areas of highest pedestrian use.

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

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

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

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

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

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

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

Neighborhood Commercial District (C-N) _____

Introduction

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

Maximum Floor Area Ratio: 1.0

Major Issues

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

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

Goals, Objectives, Policies, and Programs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Downtown Residential Districts (MDR & HDR)

Introduction

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



arrangement and contains interspersed institutional and cultural buildings, churches, lodges, and Prosserville Park. Though most of the neighborhood consists of single-family dwellings, there are also several areas where apartment buildings and higher density housing is available.

Maximum Residential Density:

MDR – 12 units per acre

HDR – 18 units per acre

Major Issues:

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



Example of 18 units per acre residential density



Example of 12 units per acre residential density

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

Goals, Objectives, Policies, and Programs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commercial - Regional District (C-R)

Introduction

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

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

Maximum Floor Area Ratio: 0.40

Major Issues

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

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

Goals, Objectives, Policies, and Programs

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

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

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

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

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

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

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

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

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

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

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

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

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

Waterfront (WF)

Introduction

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



Maximum Floor Area Ratio: 0.50

Major Issues

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

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

Goals, Objectives, Policies, and Programs

Goal E: A popular, safe and attractive waterfront recreational facility that serves the community and offers an attraction to visitors.

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

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

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

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

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

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

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

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

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

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

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

Opportunity Sites (OP) _____

Introduction

Within the boundaries of the Downtown Antioch Specific Plan, there are three large parcels whose revitalization would have a major impact on the Downtown Antioch. Because of the

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

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

Opportunity Site A

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

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

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

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

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

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

Opportunity Site B

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

- OP Site B Policy-1:** The property may be continued to be used for industrial purposes indefinitely, consistent with the all zoning regulations currently assigned to the M-1 Light Industrial District. This district is described as follows:
- a. This district allows light industrial uses and excludes those heavy industrial uses with potentially hazardous or negative effects. Uses include the fabrication, assembly, processing, treatment, or packaging of finished parts or products from previously prepared materials typically within an enclosed building.
- OP Site B Policy-2:** Both the development standards and land uses regulations of the M-1 Light Industrial District shall apply, in general. Should the M-1 Light Industrial District be eliminated, the site shall be subject to the comparable provisions of a replacement light industrial district.
- OP Site B Policy-3:** Future revitalization of the site should be comprehensive in nature. To that effect, a comprehensive development plan is required for any land use or revitalization that is not consistent with the M-1 Light Industrial District regulations. Such a comprehensive development plan shall be subject to review and approval through the Planned Development (PD) process through the Planning Commission and City Council.
- OP Site B Policy-4:** Minor improvements and modifications to the site for continued industrial purposes, provided that said actions do not result in the demolition and replacement of more than 10,000 square feet or construction of 10,000 square feet or more of new building area. Any such larger projects are subject to the requirement for a comprehensive development plan.
- OP Site B Policy-5:** Future revitalization should contribute to the vitality of Downtown Antioch and may include the following:
- a. A mixed use village, containing a variety of residential and commercial/service uses.
 - b. A large residential complex offering river views, Marina access, and high-quality on-site amenities.
 - c. A large office complex providing employment at a rate comparable to business parks.
- OP Site B Policy-6:** To improve circulation, a connection between 2nd St. and O St. should be explored.

Opportunity Site C

This 10.5-acre site is the home of the former Hickmott Cannery and is currently vacant. The site is bisected by railroad tracks and access is to 6th Street and McElheny Road. Due to the historic use of the site for industrial purposes, there may be issues related to soils contamination that would need to be fully addressed prior to development. These issues may even dictate the level of development appropriate for the site. This site, has nearly unobstructed views of the San Joaquin River and is ideal for a major anchor project. The following policies apply to Opportunity Site C.

- OP Site C Policy 1:** The property is not currently in use and any new development or land use requires a comprehensive development plan.
- OP Site C Policy 2:** The reuse of the property should provide a strong anchor to the east side of Downtown Antioch.
- OP Site C Policy 3:** Future revitalization should contribute to the vitality of Downtown Antioch and may include the following:

- a. A mixed use village, containing a variety of residential and commercial/service uses.
 - b. A large residential complex offering river views, Downtown access, and high-quality on-site amenities.
 - c. A large office complex providing employment at a rate comparable to business parks.
 - d. A large open space or park complex.
- OP Site C Policy 4:** The existing houses on E. 6th Street must be incorporated into any future development plan.
- OP Site C Policy 5:** With revitalization of the site, McElheny Road should be examined for its potential to provide a pedestrian/cycle connection to the waterfront on Fulton Shipyard Road.
- OP Site C Policy 6:** Direct linkages to the existing enhanced sidewalk on A Street should be provided throughout the project.
- OP Site C Policy 7:** The project should capitalize on the views of the waterfront and the San Joaquin River.
- OP Site C Policy 8:** New development should include historical monuments or interpretation of the site's history as a cannery.
- OP Site C Policy 9:** Architectural styles may reflect the industrial traditions of the site.

Blending Land Use Designation

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

For example, the MDR/C-N blending district combines the Medium Density Residential with the Neighborhood Commercial District. This blending allows for the continuation of the current low-density, single-family residential uses under the MDR District, but would allow for the entire site to be reused as a neighborhood commercial site under the C-N District designation. In order to be reused for neighborhood commercial purposes, the site would have to meet all of the development standards for the C-N District, including the 10,000 square-foot minimum lot size and all parking requirements. As most residential lots are 5,000 square feet in size, conversion to commercial use would require the accumulation of multiple sites. This would deliver more reasonable, comprehensive conversions and well-functioning commercial sites and would avoid the piecemeal conversion of individual 5,000 square-foot lots to commercial use, which is not generally beneficial to a community. In some instances, the lots might be combined with adjacent commercial sites to the rear, such as along 10th Street.



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

Public Buildings (PB)

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

Table 2.1 Allowable Uses and Permit Requirements

TABLE 2.1 Allowed Uses and Permit Requirements		A	Allowed Use					Specific Use Regulations					
		UP	Use Permit Required					OS/PB	WF	I	HDR	MUP	
		MUP	Minor Use Permit Required										
		—	Use Not Allowed										
LAND USE		PERMIT REQUIRED BY DISTRICT											Specific Use Regulations
		MU	C-N	C-R	MDR	HDR	I	WF	OS/PB				
AGRICULTURE AND OPEN SPACE													
Production of Crops		—	—	—	—	—	—	MUP	—	—	—	—	—
RESIDENTIAL USES													
Accessory uses (Residential)		A	A	—	A	A	A	—	—	—	—	—	—
Caretaker quarters		UP	UP	—	—	—	—	MUP	UP	UP	—	—	—
Home occupations		A	A	—	A	A	A	—	—	—	—	—	9-5.901
Live/work projects		MUP	MUP	—	—	—	—	MUP	—	—	—	—	—
Mixed Use Projects		MUP	—	—	—	—	—	—	—	—	—	—	—
Mobile home/RV park		—	—	—	—	—	—	—	UP	UP	—	—	—
Multi-family dwellings (3 or more units)		A	—	—	—	A	A	—	—	—	—	—	—
Emergency shelters		—	—	—	—	—	—	UP	—	—	—	—	9-5.3839
Second dwelling units		A	A	—	A	A	A	—	—	—	—	—	9-5.3805
Single family dwellings		A	A	—	A	A	A	—	—	—	—	—	—
Transitional and Supportive Housing		—	—	—	—	UP	UP	UP	—	—	—	—	—
Two family dwellings (Duplex)		A	A	—	MUP	MUP	MUP	—	—	—	—	—	—
RETAIL TRADE													
Accessory retail uses		A	A	A	—	—	—	—	A	—	—	—	—
Adult entertainment business		—	—	—	—	—	—	—	—	—	—	—	9-5.3808
Alcoholic beverage sales, off-site		UP	UP	UP	—	—	—	—	—	UP	—	—	—
Alcoholic beverage sales, on-site		UP	UP	UP	—	—	—	—	—	UP	—	—	—
Animal sales and grooming		—	MUP	MUP	—	—	—	—	—	—	—	—	—
Animal keeping		—	—	—	—	—	—	—	—	—	—	—	—
Art, antique, collectible, and giftstores		A	A	A	—	—	—	—	—	—	—	—	—
Auto parts sales		A	A	A	—	—	—	MUP	—	—	—	—	—
Auto sales and rental		—	—	UP	—	—	—	UP	—	—	—	—	—
Building material stores		A	A	A	—	—	—	A	—	—	—	—	—
Construction/heavy equipment sales and rental		—	—	UP	—	—	—	MUP	—	—	—	—	—
Convenience stores		UP	UP	UP	—	—	—	UP	—	—	—	—	—
Drive-in and drive-through sales and services		—	UP	UP	—	—	—	—	—	—	—	—	—
Firearms sales		UP	—	UP	—	—	—	UP	—	—	—	—	—
Furniture, furnishings & appliance stores		A	A	A	—	—	—	MUP	—	—	—	—	—
Gas stations		—	—	UP	—	—	—	UP	UP	UP	—	—	9-5.3815
General retail sales		A	A	A	—	—	—	—	—	—	—	—	—
Grocery stores		A	A	A	—	—	—	—	—	—	—	—	—
Mobile home and RV sales		—	—	—	—	—	—	UP	—	—	—	—	—

TABLE 2.1 Allowed Uses and Permit Requirements		A	Allowed Use						
		UP	Use Permit Required						
		MUP	Minor Use Permit Required						
		—	Use Not Allowed						
LAND USE	PERMIT REQUIRED BY DISTRICT								Specific Use Regulations
	MU	C-N	C-R	MDR	HDR	I	WF	OS/PB	
Night clubs, bars, and cardrooms	UP	—	—	—	—	—	—	—	—
Plant nurseries and garden supply stores	—	A	A	—	—	A	—	—	—
Restaurants	A	A	A	—	—	MUP	UP	—	—
Tobacco and paraphernalia business	—	—	—	—	—	UP	—	—	—
Warehouse retail	—	—	—	—	—	MUP	—	—	—
SERVICES – BUSINESS, FINANCIAL, PROFESSIONAL									
Automated teller machines (ATMs)	A	A	A	—	—	A	A	—	—
Banks and financial services	A	A	A	—	—	A	—	—	—
Business support services	A	A	A	—	—	A	—	—	—
Medical - Clinics, offices, and laboratories	A	A	A	—	—	A	—	—	—
Medical - Extended care	—	—	A	—	—	—	—	—	—
Medical – Hospitals	—	—	—	—	—	—	—	—	—
Offices	A	A	A	—	—	A	A	A	A
Professional Services	A	A	A	—	—	A	—	—	—
SERVICES									
Audio & video rental	A	A	A	—	—	—	—	—	—
Auto repair and maintenance	—	—	UP	—	—	UP	—	—	—
Boat repair and maintenance	—	—	UP	—	—	UP	UP	—	—
Car wash	—	—	UP	—	—	UP	—	—	—
Residential care facility (6 or fewer)	A	A	—	A	A	—	—	—	—
Residential care facility (7 or more)	—	—	—	MUP	MUP	—	—	—	9-5.3840
Small Family day care home (up to 8)	A	A	—	A	A	—	—	—	9-5.3817
Large family day care home (9 to 14)	—	—	—	MUP	MUP	—	—	—	9-5.3818
Day care center	MUP	MUP	UP	UP	UP	—	—	UP	—
Computer gaming and internet access business	—	—	—	—	—	UP	—	—	—
Contractor storage yard	—	—	—	—	—	MUP	—	—	—
Food locker/distribution	UP	—	—	—	—	UP	—	UP	—
Hotels and motels	UP	—	MUP	—	—	—	—	—	—
Mortuaries & funeral homes	MUP	—	MUP	—	—	A	—	—	—
Personal services	A	A	A	—	—	A	—	—	—
Pharmacies	A	A	A	—	—	—	—	—	—
Research and development	A	A	A	—	—	A	—	—	—
Storage – indoor	—	—	A	—	—	UP	—	—	—
Upholstering shops	—	—	—	—	—	A	—	—	—
Veterinary clinics, outpatient treatment only	MUP	MUP	MUP	—	—	A	—	—	—
Veterinary clinics, animal hospitals, kennels	—	—	UP	—	—	MUP	—	—	—

INDUSTRIAL, MANUFACTURING & PROCESSING, WHOLESALING												
Accessory uses – industrial	—	—	—	—	—	—	—	—	—	A	—	—
Auto dismantling	—	—	—	—	—	—	—	—	—	UP	—	—
Chemical manufacturing and processing	—	—	—	—	—	—	—	—	—	—	—	—
Electronics, equipment, and appliance	—	—	—	—	—	—	—	—	—	UP	—	—
Food and beverage product manufacturing	—	—	—	—	—	—	—	—	—	UP	—	—
Furniture/fixtures manufacturing, cabinet shops	—	—	—	—	—	—	—	—	—	UP	—	—
Handcraft industries, small-scale manufacturing	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	A	—	—
Laundries and dry cleaning plants	—	—	—	—	—	—	—	—	—	MUP	—	—
Lumberyards	—	—	—	—	—	—	—	—	—	MUP	—	—
Metal products fabrication, machine/welding	—	—	—	—	—	—	—	—	—	A	—	—
Milling	—	—	—	—	—	—	—	—	—	—	—	—
Paper and allied product manufacturing	—	—	—	—	—	—	—	—	—	—	—	—
Petroleum/coal product storage and processing	—	—	—	—	—	—	—	—	—	—	—	—
Plastics manufacturing	—	—	—	—	—	—	—	—	—	—	—	—
Printing and publishing	—	—	—	—	—	—	—	—	—	—	—	—
Product assembly and packaging	—	—	—	—	—	—	—	—	—	—	—	—
Quarry materials storage and processing	—	—	—	—	—	—	—	—	—	—	—	—
Railroad/aircraft manufacturing and repair	—	—	—	—	—	—	—	—	—	UP	—	—
Recycling - Reverse vending machines	—	—	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	—	9-5.3811
Recycling - Small collection facility	—	—	—	—	—	—	—	—	—	MUP	—	9-5.3812
Recycling - Large collection facility	—	—	—	—	—	—	—	—	—	UP	—	9-5.3813
Recycling - Heavy collection facility	—	—	—	—	—	—	—	—	—	UP	—	9-5.3814
Warehouses, wholesaling and distribution	—	—	—	—	—	—	—	—	—	A	—	—
TRANSPORTATION, COMMUNICATIONS & INFRASTRUCTURE USES												
Broadcast studios	UP	UP	UP	UP	UP	UP	UP	UP	UP	A	UP	—
Ferry Terminal	UP	—	—	—	—	—	—	—	—	—	UP	—
Marina	UP	—	—	—	—	—	—	—	—	—	UP	—
Parking facilities/vehicle storage	—	—	—	—	—	—	—	—	—	UP	UP	—
Telecommunications facilities	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	17.36.140
Truck and freight terminals	—	—	—	—	—	—	—	—	—	UP	—	—
Utility Facility	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	—
Assembly - Major (over 30) (churches, schools, Assembly - Minor (30 or fewer)	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	—
Cemetery	A	A	A	A	A	A	MUP	MUP	MUP	MUP	—	UP
City offices	—	—	—	—	—	—	—	—	—	—	UP	UP
Clubs, lodges, & membership halls	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP	—	—
Community centers	A	A	A	A	A	A	A	A	A	A	A	A
Indoor sports facilities	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	—	—
Health/fitness facilities	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	—	—
Indoor amusement/entertainment facilities	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	—	Bingo: 9-5.3844
Indoor sports facility (private)	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	MUP	—	A

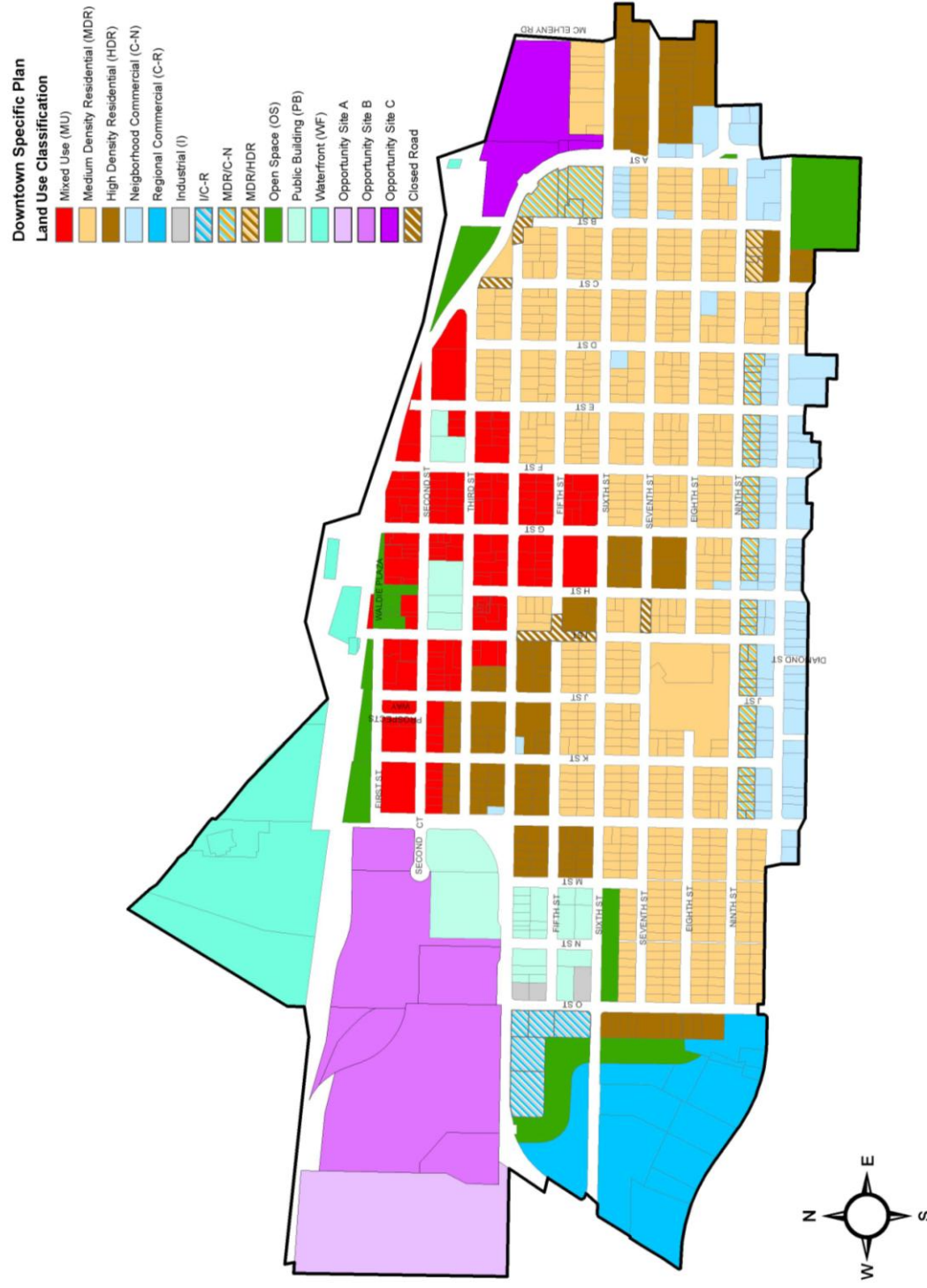
Libraries, museums, galleries (public)	A	A	A	A	A	A	A	A	—	A	A	
Outdoor recreation facilities (private)	A	A	A	A	—	—	A	MUP	A	A	UP	
Parks and playgrounds	A	A	A	A	A	A	A	A	A	A	A	
Public safety facilities	A	A	A	A	A	A	A	A	A	A	A	
Theaters and auditoriums	A	A	A	A	—	—	—	—	A	A	A	

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

Table 2.2: Development Standards

TABLE 2.2 Development Standards		MINIMUM LOT SIZE								Notes
	MU-D	C-N	C-R	MDR	HDR	I	WF	PB		
Area	5,000 sq. ft.	10,000 sq. ft.	1 acre	3,300 sq. ft.	5,000 sq. ft.	1 acre	By Use Permit		Minimum area, width, and depth required for new parcels.	
Width	50 ft.	100 ft.	200 ft.	33 ft.	50 ft.	200 ft.				
Depth	100 ft.	100 ft.	500 ft.	100 ft.	100 ft.	500 ft.				
MINIMUM SETBACKS										
Front	0 ft. min. (10 ft. max.)	0 ft.	30 ft.	15'	15'	5 ft.	By Use Permit		Minimum and, maximum setbacks required. Exceptions are per AMC 9-5.601	
Sides (each)	0 ft. min.	0 ft.	15 ft.	5'	5'	5 ft.				
Street side	0 ft. min. (10 ft. max.)	0 ft.	15 ft.	5'	5'	5 ft.				
Rear	0 ft.	0 ft. (20' to res.)	20 ft.	15'	15'	5 ft.				
OTHER STANDARDS										
Maximum height limit	4 stories/45 ft.	3 stories/35 ft.	3 stories/50 ft.	2 stories/30 ft.	2 stories/30 ft.	60 ft.	By Use Permit			
Maximum residential density	28 dwellings per acre *18 at 2 nd /A St.	16 dwellings per acre	-	13 dwellings per acre	16 dwellings per acre	-				
Minimum land area per unit	1,500 square feet	2,750 square feet	-	3,300 square feet	2,750 square feet	-				
Site coverage	1	0.75	0.5	0.6	0.6	0.5				
Parking	No requirement	0-5,000 sq. ft.=no requirement; 5,001+ sq. ft.=1/1,000 square feet	Per AMC 9-5.1703.1	1 covered space per residential unit; visible carports are prohibited		Per AMC 9-5.1703.1				

Figure 2-1: Downtown Specific Plan Land Use Map



Downtown Specific Plan Land Use Map

3.0 Streetscape and Design Guidelines

3.1 Introduction and Background

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



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

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

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

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

3.2 Purpose and Goals

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



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

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

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

3.3 Applicability

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

4.0 Circulation and Access

4.1 Introduction

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

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



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

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

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

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

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

General Plan Circulation and Growth and Management Elements

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

4.2 Existing Street Network

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

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

Future Street Improvements

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

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

Goals, Objectives, Policies, and Programs

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

Objective 4.1: Maintain a pedestrian-friendly environment.

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

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

Internal Circulation

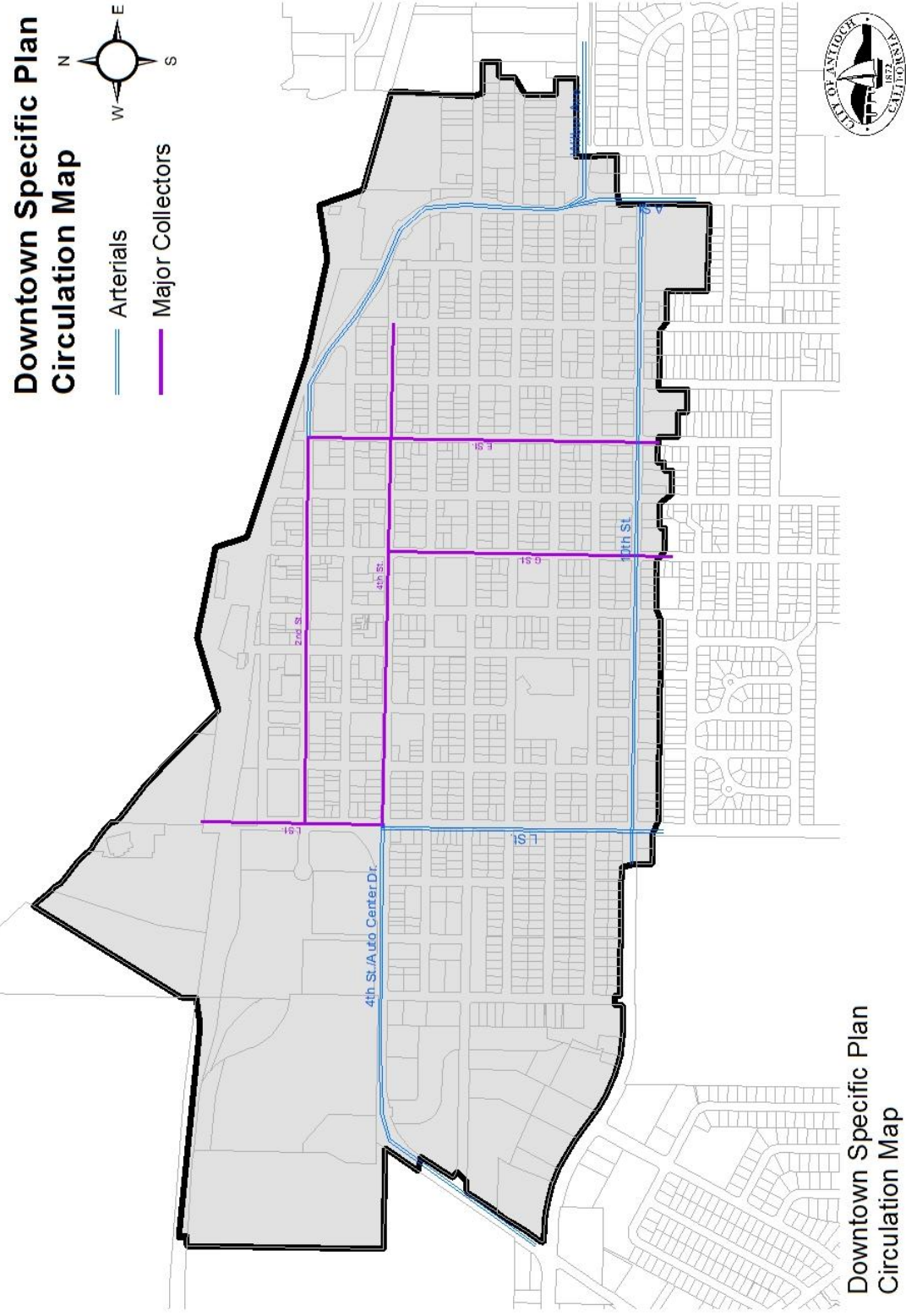
General Plan Circulation Element Figure 7.1 (Circulation) designates 9th and 10th Streets between A and L Streets as an Arterial (one-way) Couplet, and 2nd and 4th Streets between A and L Streets as a Major Collector (one-way) Couplet that are intended to serve as one way traffic loops on those streets,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

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

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

Program 4.1.1c: The City of Antioch will consider changing street names for L and/or A Streets to more distinctive names that reflect the importance of these roadways, and their link to the history and character of Antioch and the Downtown.
Program 4.1.1d: The City of Antioch will study the potential benefits and costs of aesthetic or other enhancements to “A and/or L Streets between State Route 4 and the Downtown, to determine the feasibility of making them more inviting corridors for bringing visitors directly Downtown.

Figure 4.1 Circulation Map



4.3. Pedestrian and Bicycle Connections

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

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

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



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

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

Current Conditions

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

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

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

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

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

Future Bicycle Improvements

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

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

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

Objectives, Policies, and Programs

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

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

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

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

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

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

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

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

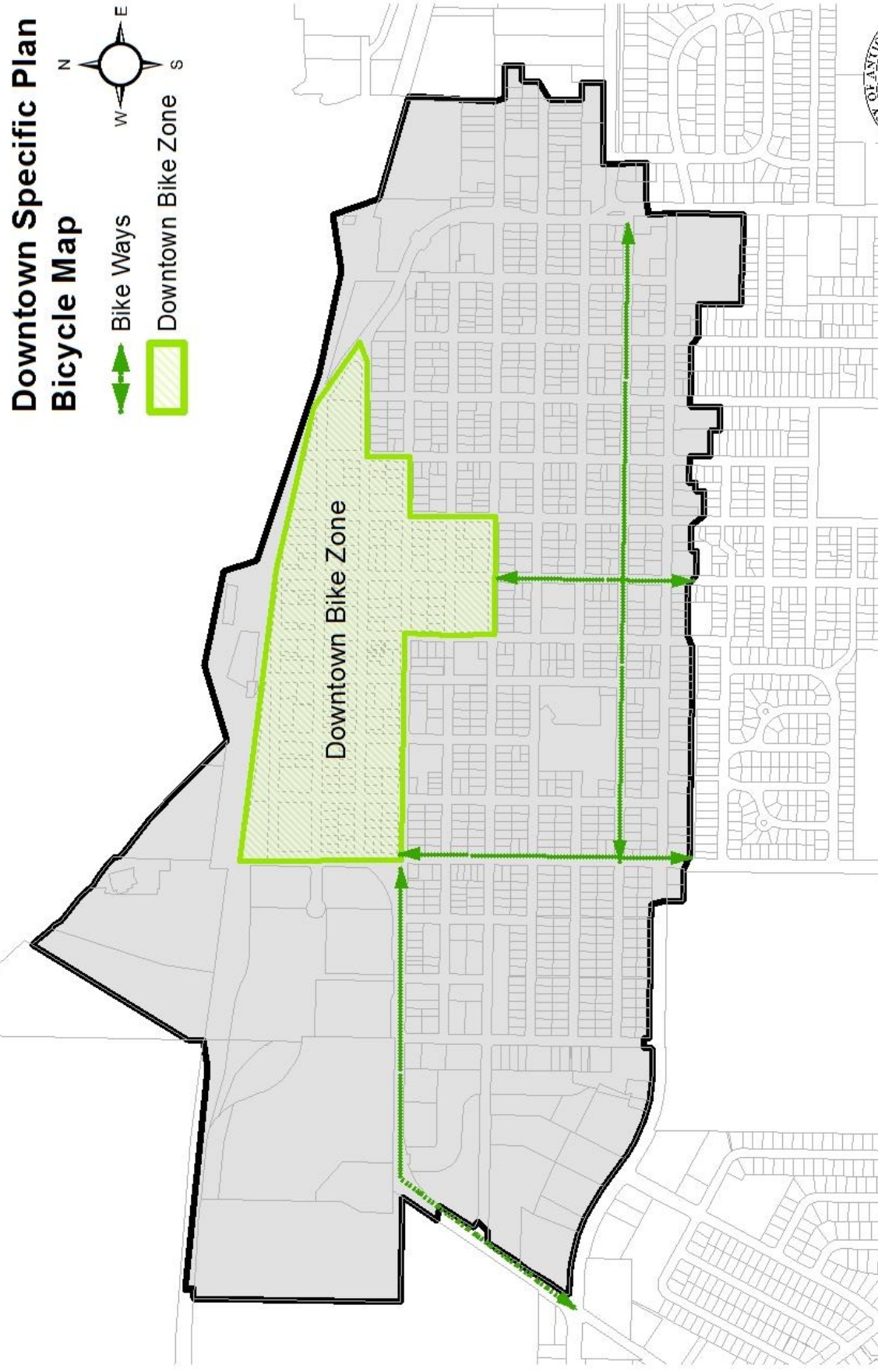
Program 4.3.1c: G Street: Bike route from 6th Street south.

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

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

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

Figure 4.2 Bicycle Map



Downtown Specific Plan
Bicycle Map



4.4. Transit

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



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

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

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

Objectives and Implementation Measures

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

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

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

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

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

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

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

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

in Chapter 3: Streetscape, Building Design, and Development Standards. TDM measures consider a range of approaches appropriate for development in Downtown.

Objectives and Implementation Measures

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

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

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

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

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

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

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

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

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

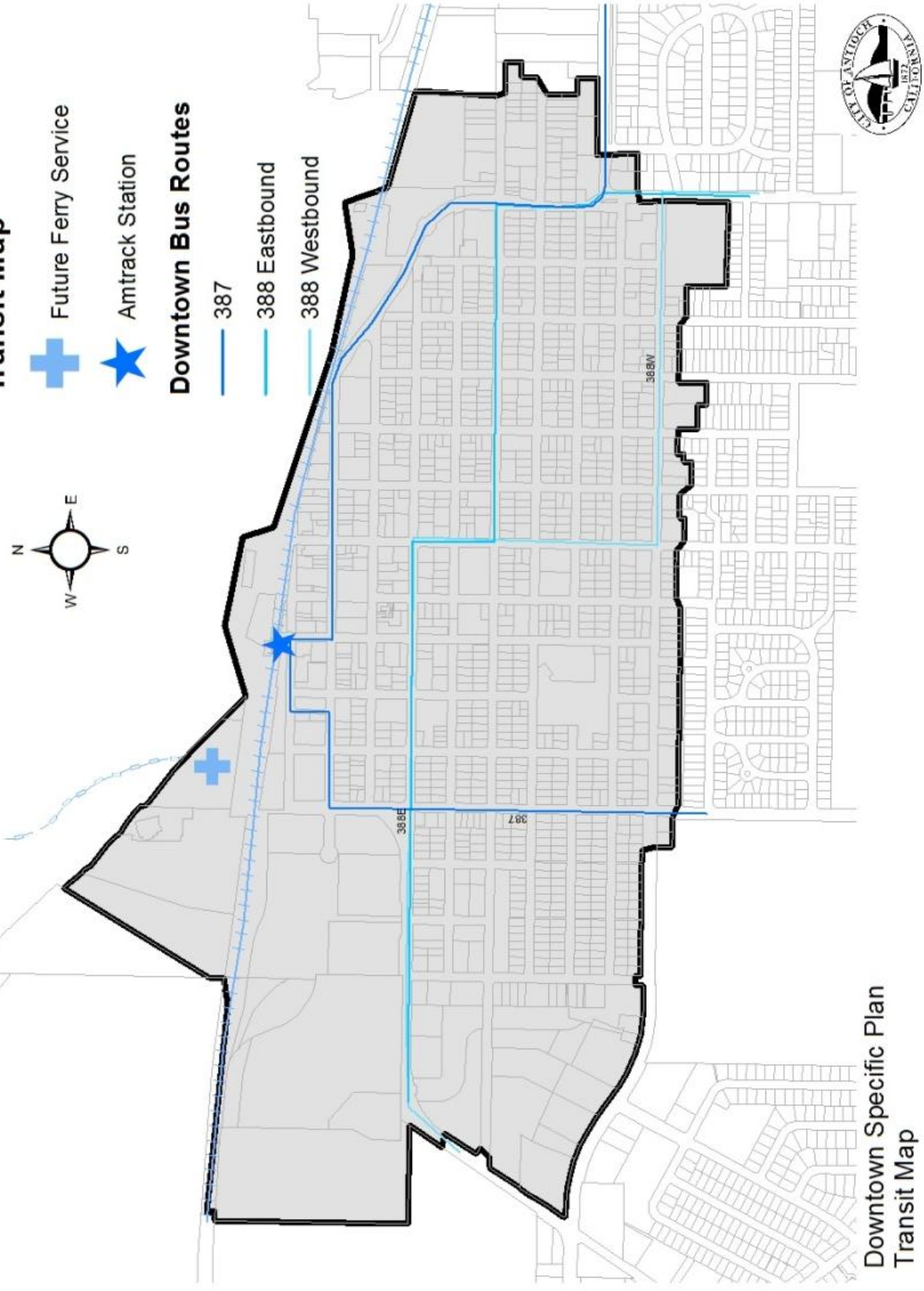
Objective 4.6: Reduce transportation demand by promoting alternative modes of transportation and ridesharing.

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

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

Downtown Specific Plan Transit Map

Figure 4.3 Transit Map



5.0 Environmental Quality

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

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

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

5.1 Noise

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

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



Existing Noise Environment

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

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

Objectives and Implementation Measures

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

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

5.2 Hazardous Materials, Flooding, and Air Quality

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

Hazardous Materials

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

Flooding

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

Air Quality

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

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

Objectives and Implementation Measures

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

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

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

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

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

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

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

5.3 Biological Resources

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



Biological Resource Habitats

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

Special Status Resources

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

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

Biological Constraints

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

- Low – Assumes existing development is present.
 - Minimal or no biological sensitivity.
 - Primary biological concerns include potential presence of bat species in buildings and nesting avian species in vegetation.
 - Assumes that no resource agency permitting would be required.
- Medium – Assumes no development but may include managed (disked) lands or areas which have experienced minor grading in the past.
 - Includes moderately sensitive habitat.
 - Biological concerns would include potential for special-status plants and wildlife species typical of grassland communities including burrowing owls, California tiger salamander, Lange's metalmark butterfly, and various avian species.
 - Resource agency permits may be needed depending on presence/absence of listed plant and wildlife species.
 - Species mitigation may be required.
- High – Assumes presence of native habitat or areas which have experienced little or no disturbance. Would also include shoreline areas and those areas adjacent to creeks or containing wetlands.
 - Includes highly sensitive biological habitats.
 - Biological concerns would include high probability for occurrence of federally and state listed plants and wildlife species typical associated with dune, creek, wetland and shoreline communities.
 - Resource agency permits would be needed for activities in these areas.
 - Habitat and species mitigation would be required.

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

Objectives Policies, and Programs

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

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

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

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

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

5.4 Seismic Hazards Identification and Mitigation

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

Buildings at Risk Due to Earthquakes

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

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

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

Objectives, Policies, and Programs

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

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

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

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

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

5.5 Cultural and Historic Resources

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

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

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

Objectives, Policies, and Programs

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

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

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

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

6.0 Public Facilities, Services, and Infrastructure

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

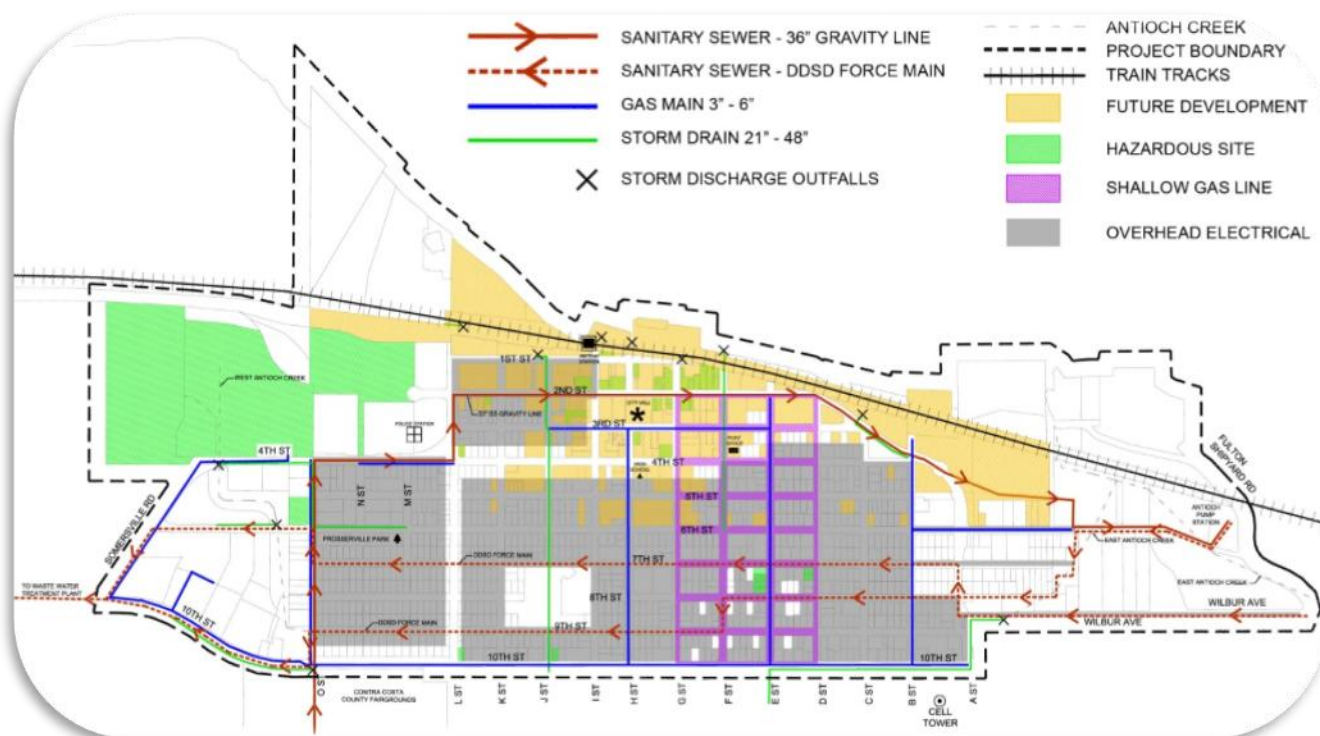
6.1 Sanitary Sewer Service

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

Utility System Constraints

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

Figure 6.1 Summary of Utility Constraints within Downtown



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

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

6.2 Electrical Service

Existing Conditions

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

Electrical System Constraints

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

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

6.3 Water Service

Existing Conditions

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

Water System Constraints

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

6.4 Gas Service

Existing Conditions

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

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

Gas Line Constraints

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

6.5 Cellular Service

Existing Conditions

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

Cellular Service Constraints

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

6.6 Storm Drainage

Existing Conditions

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

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

Storm Drainage System Constraints

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

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

6.7 Emergency Services

Antioch Emergency Response Plan

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

Objectives, Policies, and Programs

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

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

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

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

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

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

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

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

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

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

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

6.8 Public Facilities

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

Objectives, Policies, and Programs

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

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

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

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

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

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

7.0 Implementation

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

7.1 General Plan and Zoning Ordinance Amendments

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

General Plan

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

Zoning Ordinance

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

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

7.2 Design Guidelines

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

7.3 Implementation Program and Phasing

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

Table 7.1 Implementation and Phasing Plan

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

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

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

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

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

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

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

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

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

7.4 Infrastructure Financing Strategies

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

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

Table 7.2 Infrastructure Financing – Financing Sources and Strategies

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

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

Capital Improvement Program

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

Impact Fees

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

Developer Contributions

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

Special Assessment or Benefit Districts

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

Community Facilities District

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

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

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

Landscape and Lighting District

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

Business Improvement District

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

Infrastructure Finance District

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

Parking District and In-Lieu Fee

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

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

Grants and Loans

Community Development Block Grant (CDBG) and HOME Program

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

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

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

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

- New Construction

- Acquisition
- Rehabilitation
- Home Buyer Assistance
- Rental Assistance

Other Grant Possibilities

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

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

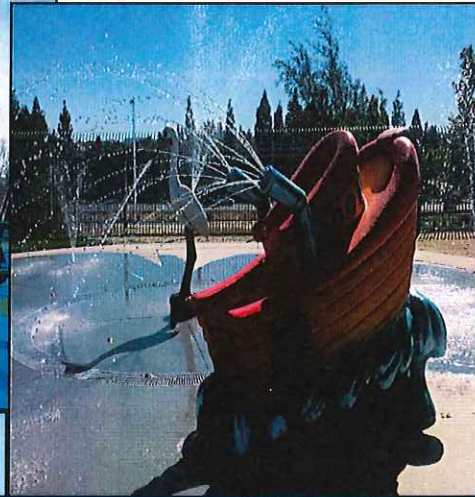
8.0 Appendices

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

Appendix A – Design Guidelines

Appendix B – Existing Conditions: Opportunities and Constraints Report

CITY OF ANTIOCH 5 YEAR CAPITAL IMPROVEMENT PROGRAM 2017-2022



DRAFT

AS OF MARCH 8, 2017

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CAPITAL IMPROVEMENT PROGRAM OVERVIEW

1. PROGRAM OBJECTIVE

The primary objectives of the City of Antioch's Capital Improvement Program (CIP) are:

- To provide professional and technical engineering services and support to all City Departments related to facility expansions and improvements, infrastructure rehabilitation and development.
- To provide leadership in implementing Federal, State and Local programs.

The CIP relates the City's annual capital expenditures to a long-range plan for public improvements. California Government Code Section 66002 requires local agencies that have developed a fee program to provide the approximate location, size and timing of projects, in addition to an estimate for the cost of all facilities or improvements to be financed by fees. This is frequently done by the adoption of a CIP and is the process Antioch uses to meet this requirement.

The Capital Improvement Budget document is different from the Operating Budget document, but the two budgets are closely linked. The Capital Improvement Budget, as distinguished from the Operating Budget, is used as a planning tool by the City to identify specific Capital Improvement needs consistent with the financing and timing of those needs in a way that assures the most responsible and efficient use of resources.

Projects within the City's CIP are allocated over five years using both existing and projected revenue sources. The CIP staff:

- In consultation with other departments, determines upcoming capital needs.
- Prepares bid packages (plans, specifications, and estimates) for the needed projects or prepares procurement documents, as needed.
- Provides project management and oversight during and after construction.

The CIP is a five-year plan to guide the construction or acquisition of capital improvements, and includes the capital budget for the upcoming fiscal years, which is a two-year authorization from the City Council to expend dedicated revenues for specified projects. Prior to adoption by the City Council each year, the CIP is reviewed by the City's Planning Commission to assure its consistency with the City's current General Plan.

The five-year CIP is reviewed annually to enable the City Council to reassess projects in the program. Staff continues to prioritize the five-year CIP projects taking into account the City's continued reductions of incoming revenues for several project categories. Project expenditures for outlying years beyond the two-year approval are provided in the CIP for planning purposes only and do not reflect a Council commitment of funds.

CIP Division Personnel:

Ron Bernal	Assistant City Manager/Director of Public Works/City Engineer
Lynne Filson	Assistant City Engineer
Ahmed Abu-Aly	Associate Engineer
Scott Buenting	Associate Engineer
Sal Rodriguez	Senior Engineering Technician
Lori Medeiros	Senior Administrative Assistant

2. CIP PROCESS

The CIP is developed as a coordinated effort between the CIP staff, including the Assistant City Manager/Director of Public Works/City Engineer, and the Director of Finance.

The annual CIP process begins with a memo and a CIP Project Request form sent out to all City departments requesting proposals for capital projects. New CIP project requests are evaluated and prioritized based on goals and objectives of the City Council, as well as available funding, consequences of not completing the project, and the impacts on the operating budget. Some projects have specified funding sources, such as assessment districts, Federal and State grants or special fees.

The Draft CIP is prepared by Capital Improvement staff and reviewed by the Finance Department before being circulated and presented to the Planning Commission, the Parks & Recreation Commission, and the City Council as part of the annual review. The Final CIP budget is presented to the City Council in June and is adopted concurrently with the annual operating budget.

3. CAPITAL IMPROVEMENT PROGRAM CATEGORIES

The program is divided into six major categories:

- **Community Facilities**
This category includes new and renovated public buildings as well as the Marina. The majority of the projects in this category are located in the City's former redevelopment areas.
- **Parks & Trails**
This category includes improvements and renovations for local and community parks, open space, and trails in the City.
- **Roadway Improvements**
This category includes new streets, street widening, street rehabilitation, grade separations, bridges, the overlay program, sidewalk repair program, and the City's Pavement Management System.
- **Traffic Signals**
This category includes new traffic signals and signal modifications throughout the City.
- **Wastewater and Storm Drain Systems**
This category includes extensions, replacements, rehabilitations and modifications of the sewer and storm drain system.
- **Water Systems**
This category includes projects related to the Water Treatment Plant, and extensions, replacements, rehabilitations and modifications of water distribution system.

4. READING THE CIP PROGRAM

In order to facilitate the use of the CIP document, it is divided into categories. The following category references are of special interest:

- “Program Categories” contains a summary of each project by program category and contains a project number, project name and funding source. It also provides a subtotal of expenditures for each program category.
- “Project Details” lists projects sorted by project number in numerical order and contains detailed information for each project, such as project location, project description, project justification, expenditures, and source of funding.

5. SOURCE OF FUNDING FOR CAPITAL IMPROVEMENT PROJECTS

Many of the CIP projects are funded from restricted funding sources.

5.1 CAPITAL IMPROVEMENT FUND

This fund was established to set aside money from the General Fund for any Capital Improvement project not provided for in one of the other funds, such as parks and community facilities improvement projects. Revenue sources for this fund are annexation fees and the proceeds of sales of surplus properties. The City may transfer General Fund dollars to the Capital Improvement Fund as funding becomes available. Decisions to transfer funds from various funding sources to the Capital Improvement Fund are made annually by the City Council.

5.2 GAS TAX FUND

The City receives gas tax funds from the State of California, as provided by the State Street and Highways Code. The gas tax funds are limited to research, planning, construction, improvement, maintenance, and operation of public streets. The city also uses these funds to pay for maintenance and operation of streetlights and traffic signals.

5.3 LOW AND MODERATE INCOME HOUSING FUND

This fund was for the Redevelopment tax increment, which no longer exists due to the dissolution of Redevelopment.

5.4 MARINA FUND

This fund accounts for the operation, including capital improvements, of the City's Marina and the Fulton Shipyard Boat Ramp. Funds are collected from lease agreements, berth rentals and launch fees.

5.5 MEASURE “J” RETURN TO SOURCE

The source of money for this fund is the voter approved one-half cent sales tax. Provided the City has complied with the Growth Management Program, each year the City receives return to source funding from the Contra Costa Transportation Authority to be used for transportation improvement and maintenance projects.

5.6 MELLO ROOS FUND

Formed in 1989, the Mello-Roos District (District) is a joint agreement between the Antioch Unified School District (AUSD) and City. This fund is for the construction of eight AUSD schools and new facilities at the Prewett Family Water Park. Funds for the District come from a fee assessed on each new home located primarily in the Southeast Area. The fees, which are based on the square footage of each home, are used to pay off construction bonds used to finance the District's construction projects.

5.7 TRAFFIC SIGNAL FUND

Fees are collected from developers to fund offsite traffic signals.

5.8 WATER & SEWER RELATED RESERVE FUNDS

The City collects user fees and developer fees to fund offsite water and sewer facility improvements. The fees are placed into one of the following four funds:

Water Fund
Sewer Fund
Water Facilities Expansion Fund
Sewer Facilities Expansion Fund

5.9 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM FUND

NPDES – The National Pollutant Discharge Elimination System was mandated by the Clean Water Act of 1987 to reduce storm water related pollution. The program is funded by a parcel assessment.

5.10 FUNDING AGREEMENT FOR THE NORTHEAST ANNEXATION INFRASTRUCTURE IMPROVEMENT

In 2013 the City entered into reorganization and a property tax revenue allocation agreement with Contra Costa County for the annexation of the northeast area. Per the agreement, the City will receive property tax revenue from the Contra Costa County for the construction of the infrastructure improvements needed within the northeast annexation area.

6. GRANTS FUNDING OPPORTUNITIES

CMAQ – Congestion Mitigation Air Quality funds are federal funds used to reduce emission from vehicle travel and provide alternatives to driving alone. Signal timing is another example of emission reduction.

HBRR - Highway Bridges Repair and Replacement. This money is for renovation and replacement of substandard bridges only.

CDBG - Community Development Block Grant Fund. This fund accounts for grant funds received from the Federal Government for the purpose of developing community programs and urban renewal projects.

HES - Hazard Elimination Safety. These funds are available for upgrading high accident locations on major arterial.

TEA 21-Transportation Equity Act for the 21st Century is a six-year program that provides the state and the local governments funding for transportation improvement and roadway rehabilitation projects.

TDA - Transportation Development Act provides state funding, from sales taxes, to each county and city, for transit operations and bicycle facilities.

TFCA - Transportation Fund for Clean Air. Funding under this program is intended to support projects contributing to a reduction in vehicle emissions. Local governments are eligible to apply for TFCA-Regional funds from the Bay Area Air Quality Management District.

ATP – Active Transportation Program. Funding under this program is intended to encourage increased use of active modes of transportation, such as biking and walking. Safe Routes to School is now included in this grant program.

STP – Surface Transportation Program. The program provides funding for construction projects to help preserve local streets and roads such as rehabilitation, resurfacing, restoration, and roadway improvements.

Proposition 1B - As approved by the voters in the November 2006 general elections, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief and traffic safety.

DBW Grant - State Department of Parks and Recreation, Division of Boating and Waterways (DBW) may grant funds to a county, city, district, or other public agency for the construction and development of small craft launching facilities.

Proposition 1E Storm Water Flood Management Grant - The storm water management portion of Proposition 1E is designed for projects that manage storm water runoff to reduce flooding and are ready, or nearly ready to proceed to implementation. The Storm Water Flood Management Grants are being disbursed to local agencies through the Integrated Regional Water Management (IRWM) Grant program and provides a 50 percent cost match for the project.

7. ROADWAY MAINTENANCE PROJECTS

The City of Antioch has approximately 316.58 centerline miles of roadway or 680.34 Lane Miles within City limits.

As part of the City Pavement Management System Program, the City of Antioch selected a pavement management consultant to perform a Pavement Management Update for the City by inspecting the pavement conditions of arterial, collector and residential streets.

The 2016 Pavement Management System Report rated the City's overall network condition as a 71 PCI (Pavement Condition Index). The PCI is a value on a rating scale from 0 to 100 (where 100 is equivalent to a new street). Approximately 64.5% of City streets have a PCI of 70 or greater ("Very Good"). According to the 2016 Pavement Management System Report, the City's current backlog (deferred maintenance) is \$52.9 million. Backlog is defined as the unfunded needs to bring the overall network condition to optimum levels (81-82 PCI).

In addition to the City's Capital Improvement Program funds allocated to roadway improvements projects, the City's Street Maintenance Division also contributes to roadway improvements each fiscal year by using gas tax revenue to resurface neighborhood streets, and repairing or paving utility service cuts and utility trenches.

The work is performed using a combination of City public work forces and private contractors as part of the City's local street and utility maintenance programs.

8. DEVELOPMENT IMPACT FEES AND PARK-IN-LIEU FEES PROJECTS

On March 25, 2014, City Council adopted the Development Impact Fees and Quimby Act/Park In-Lieu Fees, which become effective April 24, 2014. These fees are one-time charges on new development that are collected and used by the City to cover the cost of capital facilities and infrastructure that are required to serve new growth. Implementation of these future projects is based on the rate of growth, timing of fee collection, and full project funding. The following projects will occur beyond the five-year term of this document:

EXPENDITURES	COST ESTIMATE	FUNDING SOURCES	
		Development Impact Fees	FUTURE CIP (UNFUNDED)
General Administration Capital Facilities Needs			
City Hall	\$4,978,000	\$4,978,000	\$-
Land Purchase	\$124,000	\$124,000	\$-
Vehicles	\$161,000	\$161,000	\$-
Information Technology	\$237,000	\$237,000	\$-
Total	\$5,500,000	\$5,500,000	\$-
Public Works Capital Improvements Needs			
Maintenance Yard Area	\$914,000	\$914,000	\$-
Building Space	\$2,568,000	\$2,568,000	\$-
Garbage Ramps	\$102,000	\$102,000	\$-
PW Vehicles	\$1,777,000	\$1,731,000	\$46,000
Total	\$5,361,000	\$5,315,000	\$46,000
Police Capital Improvement Needs			
PD Facility	\$11,923,000	\$11,923,000	\$-
Vehicles	\$1,129,000	\$1,052,000	\$77,000
Other	\$1,529,250	\$1,260,000	\$269,250
Total	\$14,581,250	\$14,235,000	\$346,250
Parks & Recreation Capital Facility Needs			
Facilities	\$35,773,000	\$7,286,000	\$28,487,000
New Community Center	\$17,761,000	\$14,498,000	\$3,263,000
New Library	\$31,872,000	\$6,492,000	\$25,380,000
Total	\$85,406,000	\$28,276,000	\$57,130,000
GRAND TOTAL	\$110,848,250	\$53,326,000	\$57,522,250

PROJECTS COMPLETED IN FISCAL YEAR 16/17

Community Facilities

❖	Prewett Park Improvements Playground	\$493,000
❖	Prewett Park Improvements Spray Ground	\$980,000
	Total:	\$1,473,000

Parks & Trails

❖	Park Facilities Upgrade	\$250,000
	Total:	\$250,000

Roadway Improvements

❖	Retaining Walls Replacement	\$150,000
❖	2016 Curb, Gutter and Sidewalk Repair Program	\$300,000
❖	Pavement Plugs & Leveling Courses	\$3,000,000
	Total:	\$3,450,000

Water System

❖	Zone 1 Transmission Pipeline Rehab at Hwy 4	\$500,000
❖	Sunset Booster Pump Station Replacement	\$800,000
❖	Country Hills/Vista Grande Water Main Replacement	\$1,000,000
	Total:	\$2,300,000

Completed Projects Grand Total: \$7,473,000

PROJECTS IN PROGRESS

Community Facilities

❖	Marina Kayak Launch Facility	\$35,000
❖	Marina Launch Ramp Restroom Facility	\$400,000
❖	Marina Parking Lot Rehabilitation	\$50,000
	Total:	\$485,000

Roadway Improvements

❖	Transportation Impact Fee Study	\$85,000
❖	Pedestrian/ADA Improvements	\$650,000
❖	Pavement Preventative Maintenance Program	\$2,600,000
❖	L Street Improvements Study	\$100,000
❖	Hillcrest Ave. Left Turn at Wild Horse Rd.	\$230,000
❖	CDBG Downtown Roadway Rehabilitation Program	\$1,250,000
❖	Sidewalk Repair Program	\$300,000
❖	Lone Tree Way/Golf Course Road Pavement Resurfacing	\$1,800,000
	Total:	\$7,015,000

Traffic Signals

❖	Traffic Signals at Folsom/Wild Horse	\$340,000
	Total:	\$340,000

Wastewater & Storm Drain System

❖	Sewer Main Improvements Program	\$320,000
❖	Sewer Facility Rehabilitation Program	\$200,000
❖	Sewer Main Trenchless Rehabilitation & Facilities Installation	\$2,000,000
❖	West Antioch Creek Channel Improvements	\$7,000,000
❖	Northeast Annexation Infrastructure Improvements	\$2,500,000
❖	Trash Capture Devices	\$200,000
	Total:	\$12,220,000

PROJECTS IN PROGRESS

(Continued)

Water System

❖	Water Treatment Plant Disinfection Improvements	\$4,400,000
❖	Water Studies and Planning	\$500,000
❖	Cathodic Protection Assessment	\$200,000
❖	Water Treatment Plant Improvements	\$225,000
❖	Water Treatment Plant Drainage Capture	\$100,000
❖	River Pumping Station Rehabilitation	\$250,000
❖	Brackish Water Desalination	\$6,250,000
	Total	\$11,925,000
	Projects in Progress Grand Total:	\$31,985,000

PROJECTS ADDED TO CIP

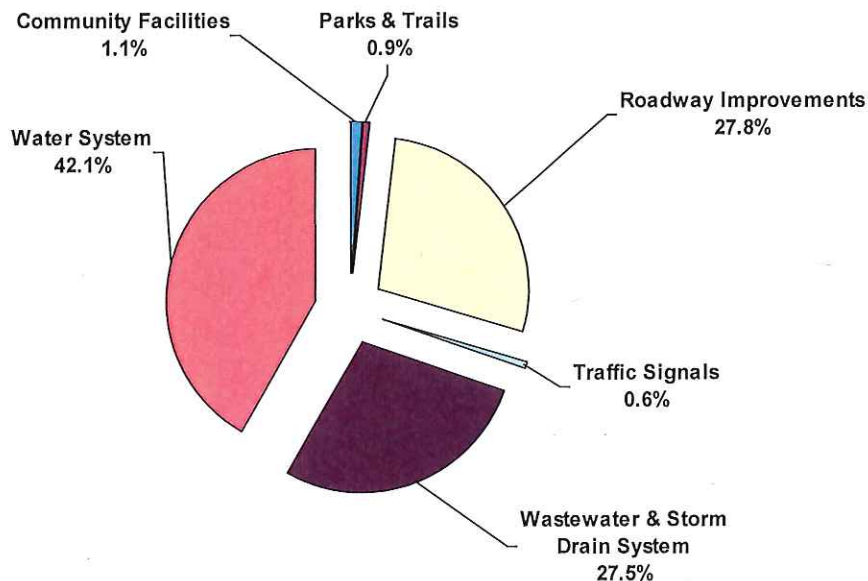
Project No.		Project Estimate	Projected Completion Date
7016	Marina Kayak Launch Facility	\$35,000	FY 16/17
7703	Water Treatment Plant "A" Applied Channels	\$1,000,000	FY 18/19
7927	Pavement Rehabilitations	\$3,000,000	FY 18/19
7702	Plant "A" Filter Valves Replacement	\$1,000,000	FY 19/20

2017-2022 CIP

Projected Capital Expenditures

(\$ in thousands)

Program Category	Revised FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Total
Community Facilities	\$82	\$400	\$0	\$0	\$0	\$0	\$400
Parks & Trails	\$250	\$0	\$300	\$0	\$300	\$0	\$600
Roadway Improvements	\$5,085	\$2,630	\$4,030	\$4,000	\$1,450	\$1,900	\$14,010
Traffic Signals	\$340	\$0	\$0	\$0	\$0	\$800	\$800
Wastewater & Storm Drain System	\$3,130	\$7,358	\$3,550	\$600	\$600	\$600	\$12,708
Water System	\$7,436	\$7,800	\$2,815	\$3,705	\$3,930	\$4,030	\$22,280
Total	\$16,323	\$18,188	\$10,695	\$8,305	\$6,280	\$7,330	\$50,798



Community Facilities

\$ in thousands

<i>Project No</i>	<i>Project Title</i>	<i>Source of Funding</i>	<i>Revised FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>
<input type="checkbox"/> 7015	Marina Launch Ramp Restroom Facility							
		DBAW Grant	\$0	\$400	\$0	\$0	\$0	\$0
Project Status: Planning/Design Stage			\$0	\$400	\$0	\$0	\$0	\$0
<input checked="" type="checkbox"/> 7016	Marina Kayak Launch Facility							
		ABAG Grant	\$32	\$0	\$0	\$0	\$0	\$0
Project Status: Ongoing			\$32	\$0	\$0	\$0	\$0	\$0
<input type="checkbox"/> 7019	Marina Parking Lot Rehabilitation							
		General Fund	\$50	\$0	\$0	\$0	\$0	\$0
Project Status: Not Initiated			\$50	\$0	\$0	\$0	\$0	\$0
Total	Community Facilities		\$82	\$400	\$0	\$0	\$0	\$0

Parks & Trails

\$ in thousands

<i>Project No</i>	<i>Project Title</i>	<i>Source of Funding</i>	<i>Revised FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>
<input type="checkbox"/> 7018	<i>Park Facilities Upgrade</i>							
		Delta Fair Fund	\$150	\$0	\$50	\$0	\$50	\$0
		Park In Lieu Fund	\$100	\$0	\$250	\$0	\$250	\$0
<i>Project Status:</i>		Ongoing	\$250	\$0	\$300	\$0	\$300	\$0
<i>Total</i>	Parks & Trails		\$250	\$0	\$300	\$0	\$300	\$0

Roadway Improvements

\$ in thousands

Project No	Project Title	Source of Funding	Revised FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
<input type="checkbox"/> 7355	Pedestrian/ADA Improvements							
		TDA Grant	\$70	\$0	\$0	\$0	\$0	\$0
		Measure J	\$580	\$150	\$150	\$150	\$150	\$150
Project Status: Ongoing Program			\$650	\$150	\$150	\$150	\$150	\$150
<input type="checkbox"/> 7358	Sidewalk Repair Program							
		Sewer Fund	\$100	\$100	\$100	\$100	\$100	\$100
		Water Fund	\$100	\$100	\$100	\$100	\$100	\$100
		Gas Tax	\$100	\$100	\$100	\$100	\$100	\$100
Project Status: Ongoing Program			\$300	\$300	\$300	\$300	\$300	\$300
<input type="checkbox"/> 7359	Pavement Management System Program							
		Gas Tax	\$30	\$0	\$30	\$0	\$30	\$0
Project Status: Ongoing Program			\$30	\$0	\$30	\$0	\$30	\$0
<input type="checkbox"/> 7362	Pavement Preventative Maintenance Program							
		Sewer Fund	\$300	\$0	\$0	\$0	\$0	\$0
		Gas Tax	\$800	\$0	\$0	\$0	\$0	\$0
		Measure J	\$1,500	\$0	\$0	\$700	\$700	\$700
		Cal Recycle	\$0	\$0	\$0	\$0	\$0	\$0
Project Status: Ongoing Program			\$2,600	\$0	\$0	\$700	\$700	\$700
<input type="checkbox"/> 7363	Hillcrest Ave. Left Turn at Wild Horse Road							
		Hillcrest AD 26	\$20	\$210	\$0	\$0	\$0	\$0
Project Status: Planning/Design Stage			\$20	\$210	\$0	\$0	\$0	\$0
<input type="checkbox"/> 7448	Transportation Impact Fee Study							
		Measure J	\$85	\$0	\$0	\$0	\$20	\$0
Project Status: Planning/Design Stage			\$85	\$0	\$0	\$0	\$20	\$0
<input type="checkbox"/> 7746	CDBG Downtown Roadway Rehabilitation Program							
		CDBG Fund	\$850	\$250	\$250	\$250	\$250	\$250
		Gas Tax	\$200	\$0	\$0	\$0	\$0	\$0
		Measure J	\$200	\$0	\$0	\$0	\$0	\$0
Project Status: Ongoing Program			\$1,250	\$250	\$250	\$250	\$250	\$250

☒ = New Project

Roadway Improvements

\$ in thousands

<i>Project No</i>	<i>Project Title</i>	<i>Source of Funding</i>	<i>Revised FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>
<input type="checkbox"/> 7751	Lone Tree Way / Golf Course Road Pavement Resurfacing							
		Measure J	\$50	\$1,720	\$0	\$0	\$0	\$0
Project Status:	Planning/Design Stage		\$50	\$1,720	\$0	\$0	\$0	\$0
<input type="checkbox"/> 7920	Hillcrest Avenue/E 18th Street Median Landscape							
		Measure J	\$0	\$0	\$0	\$0	\$0	\$500
Project Status:	Not Initiated		\$0	\$0	\$0	\$0	\$0	\$500
<input type="checkbox"/> 7925	"L" Street Improvements							
		OBAG- Safe Route to School	\$0	\$0	\$0	\$2,200	\$0	\$0
		Measure J	\$100	\$0	\$300	\$400	\$0	\$0
Project Status:	Planning/Design Stage		\$100	\$0	\$300	\$2,600	\$0	\$0
<input checked="" type="checkbox"/> 7927	2018 Pavement Rehabilitations							
		OBAG- Local Street & Road	\$0	\$0	\$2,470	\$0	\$0	\$0
		Measure J	\$0	\$0	\$530	\$0	\$0	\$0
Project Status:	Not Initiated		\$0	\$0	\$3,000	\$0	\$0	\$0
Total	Roadway Improvements		\$5,085	\$2,630	\$4,030	\$4,000	\$1,450	\$1,900

☒ = New Project

Traffic Signals

\$ in thousands

<i>Project No</i>	<i>Project Title</i>	<i>Source of Funding</i>	<i>Revised FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>
<input type="checkbox"/> 7447	<i>New Traffic Signals-James Donlon Blvd.</i>							
		Traffic Signal Fund	\$0	\$0	\$0	\$0	\$0	\$500
Project Status:	Not Initiated		\$0	\$0	\$0	\$0	\$0	\$500
<input type="checkbox"/> 7450	<i>Traffic Signals: Folsom/ Wild Horse, Contra Loma /Longview</i>							
		Traffic Signal Fund	\$340	\$0	\$0	\$0	\$0	\$300
Project Status:	Planning/Design Stage		\$340	\$0	\$0	\$0	\$0	\$300
Total	Traffic Signals		\$340	\$0	\$0	\$0	\$0	\$800

Wastewater & Storm Drain System

\$ in thousands

<i>Project No</i>	<i>Project Title</i>	<i>Source of Funding</i>	<i>Revised FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>
<input type="checkbox"/> 7724	Sewer Main Improvements Program							
	Sewer System Improvements Fund		\$320	\$150	\$150	\$150	\$150	\$150
Project Status:	Ongoing Program		\$320	\$150	\$150	\$150	\$150	\$150
<input type="checkbox"/> 7736	Sewer Facility Rehabilitation Program							
	Sewer Fund		\$200	\$150	\$0	\$150	\$150	\$150
Project Status:	Ongoing Program		\$200	\$150	\$0	\$150	\$150	\$150
<input type="checkbox"/> 7737	West Antioch Creek Channel Improvements							
	Unfunded		\$0	\$2,000	\$0	\$0	\$0	\$0
	NPDES		\$0	\$83	\$0		\$0	\$0
	Flood Dist Drainage Area Fund		\$160	\$800	\$0	\$0	\$0	\$0
	Prop 1E Grant		\$0	\$2,997	\$0	\$0	\$0	\$0
	AD 27/31		\$70	\$928	\$0	\$0	\$0	\$0
Project Status:	Planning/Design Stage		\$230	\$6,808	\$0	\$0	\$0	\$0
<input type="checkbox"/> 7745	North East Antioch Annexation Infrastructure							
	Annexation Funding Agreement		\$230	\$50	\$2,500	\$0	\$0	\$0
Project Status:	Planning/Design Stage		\$230	\$50	\$2,500	\$0	\$0	\$0
<input type="checkbox"/> 7750	Trash Capture Devices							
	NPDES		\$200	\$200	\$100	\$100	\$100	\$100
Project Status:	Planning/Design Stage		\$200	\$200	\$100	\$100	\$100	\$100
<input type="checkbox"/> 7923	Sewer Main Trenchless Rehabilitation							
	Sewer Fund		\$1,950	\$0	\$800	\$200	\$200	\$200
Project Status:	Under Construction		\$1,950	\$0	\$800	\$200	\$200	\$200
Total	Wastewater & Storm Drain System		\$3,130	\$7,358	\$3,550	\$600	\$600	\$600

☒ = New Project

Water System

\$ in thousands

<i>Project No</i>	<i>Project Title</i>	<i>Source of Funding</i>	<i>Revised FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>
<input type="checkbox"/> 7628	Water Main Replacement Program							
	Water System Improvements Fund		\$250	\$800	\$800	\$800	\$800	\$800
Project Status:	Ongoing Program		\$250	\$800	\$800	\$800	\$800	\$800
<input type="checkbox"/> 7670	Water Treatment Plant Operations							
	Water Fund		\$0	\$950	\$0	\$0	\$0	\$0
Project Status:	Ongoing Program		\$0	\$950	\$0	\$0	\$0	\$0
<input type="checkbox"/> 7672	Water Studies and Planning							
	Water Fund		\$175	\$300	\$175	\$205	\$130	\$130
Project Status:	Planning/Design Stage		\$175	\$300	\$175	\$205	\$130	\$130
<input type="checkbox"/> 7674	Reservoir Rehabilitation							
	Water Fund		\$0	\$0	\$0	\$0	\$1,100	\$900
Project Status:	Planning/Design Stage		\$0	\$0	\$0	\$0	\$1,100	\$900
<input type="checkbox"/> 7675	Water Treatment Plant Improvements							
	Water Fund		\$225	\$200	\$240	\$200	\$200	\$200
Project Status:	Ongoing Program		\$225	\$200	\$240	\$200	\$200	\$200
<input type="checkbox"/> 7676	James Donlon Pump Station Upgrades							
	Water Fund		\$0	\$0	\$0	\$50	\$200	\$0
Project Status:	Not Initiated		\$0	\$0	\$0	\$50	\$200	\$0
<input type="checkbox"/> 7677	Hillcrest Pump Station Rehabilitation							
	Water Fund		\$0	\$0	\$0	\$100	\$500	\$0
Project Status:	Not Initiated		\$0	\$0	\$0	\$100	\$500	\$0
<input type="checkbox"/> 7682	Water Treatment Plant Solids Handling Improvements							
	Water Fund		\$0	\$0	\$500	\$0	\$0	\$0
Project Status:	Planning/Design Stage		\$0	\$0	\$500	\$0	\$0	\$0
<input type="checkbox"/> 7684	Water Treatment Plant Drainage Capture							
	Water Fund		\$0	\$100	\$0	\$0	\$0	\$0
Project Status:	Planning/Design Stage		\$0	\$100	\$0	\$0	\$0	\$0
<input type="checkbox"/> 7690	River Pumping Station Rehabilitation							

☒ = New Project

Water System

\$ in thousands

Project No	Project Title	Source of Funding	Revised FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
		Water Fund	\$0	\$250	\$0	\$0	\$1,000	\$2,000
Project Status:	Not Initiated		\$0	\$250	\$0	\$0	\$1,000	\$2,000
<input type="checkbox"/> 7693	Sunset Booster Pump Station							
		Water Fund	\$823	\$0	\$0	\$0	\$0	\$0
Project Status:	COMPLETED		\$823	\$0	\$0	\$0	\$0	\$0
<input type="checkbox"/> 7697	Water Treatment Plant Electrical Upgrade							
		Water Fund	\$60	\$0	\$0	\$1,300	\$0	\$0
Project Status:	Planning/Design Stage		\$60	\$0	\$0	\$1,300	\$0	\$0
<input type="checkbox"/> 7698	Water Treatment Plant Disinfection Improvements							
		Water System Improvements Fund	\$1,000	\$0	\$0	\$0	\$0	\$0
		Water Fund	\$3,070	\$0	\$0	\$0	\$0	\$0
Project Status:	Under Construction		\$4,070	\$0	\$0	\$0	\$0	\$0
<input type="checkbox"/> 7699	Brackish Water Desalination							
		Water Fund	\$1,155	\$0	\$0	\$0	\$0	\$0
		Unfunded	\$0	\$5,000	\$0	\$0	\$0	\$0
Project Status:	Planning/Design Stage		\$1,155	\$5,000	\$0	\$0	\$0	\$0
<input type="checkbox"/> 7700	Cathodic Protection Assessment							
		Water Fund	\$178	\$200	\$100	\$50	\$0	\$0
Project Status:	Ongoing		\$178	\$200	\$100	\$50	\$0	\$0
<input type="checkbox"/> 7701	Zone I Pipeline Rehabilitation at HWY 4							
		Water Fund	\$500	\$0	\$0	\$0	\$0	\$0
Project Status:	Under Construction		\$500	\$0	\$0	\$0	\$0	\$0
<input checked="" type="checkbox"/> 7702	Plant "A" Filter Valves Replacement							
		Water Fund	\$0	\$0	\$0	\$1,000	\$0	\$0
Project Status:	Not Initiated		\$0	\$0	\$0	\$1,000	\$0	\$0
<input checked="" type="checkbox"/> 7703	Water Plant "A" Applied Channels							
		Water Fund	\$0	\$0	\$1,000	\$0	\$0	\$0
Project Status:	Not Initiated		\$0	\$0	\$1,000	\$0	\$0	\$0

☒ = New Project

Water System

\$ in thousands

<i>Project No</i>	<i>Project Title</i>	<i>Source of Funding</i>	<i>Revised FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>	<i>FY 21/22</i>
<i>Total</i>	Water System		\$7,436	\$7,800	\$2,815	\$3,705	\$3,930	\$4,030

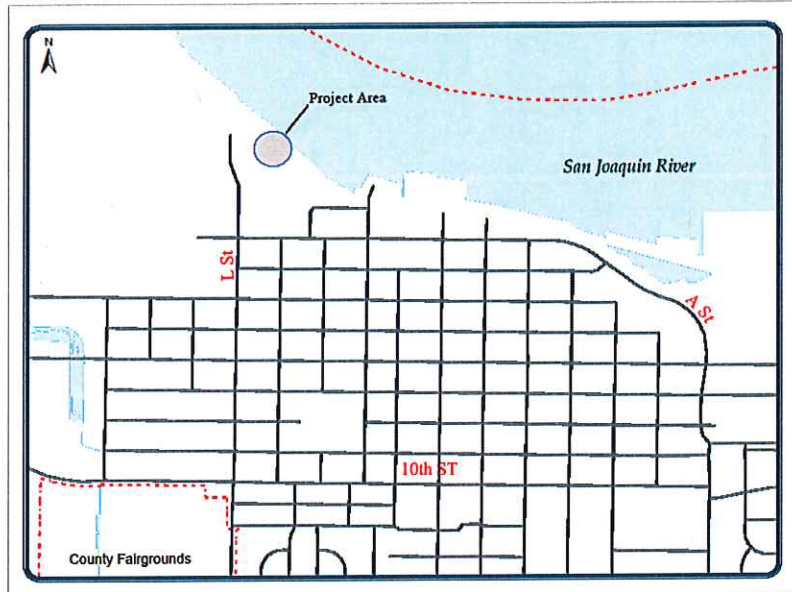
Project Title: Marina Launch Ramp Restroom Facility

Project No: 7015

Location: Antioch Marina at the foot of "L" Street

Lead Department : Public Works

Est Completion: 2017



Project Description: The project will construct a new restroom facility at the new Marina Launch Ramp parking lot.

Justification: DBAW grant funding will provide funding for the additional boarding float

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$10	\$0	\$0	\$0	\$0
Construction	\$0	\$370	\$0	\$0	\$0	\$0
Construction Management	\$0	\$20	\$0	\$0	\$0	\$0
RW and Permits	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$400	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
DBAW Grant	\$0	\$400	\$0	\$0	\$0	\$0
Total	\$0	\$400	\$0	\$0	\$0	\$0

Comments:

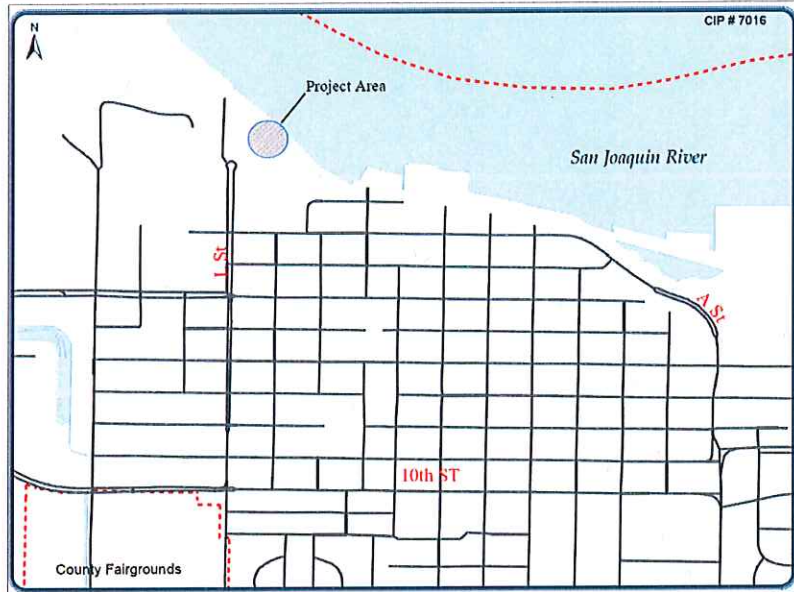
Project Title: Marina Kayak Launch Facility

Project No: 7016

Location: Antioch Marina at the foot of "L" Street

Lead Department : Public Works

Est Completion: 2017



Project Description: The project will construct a new kayak launch pad and kayak storage racks to be attached to the third float. The area around the kayak launch will be marked off by a buoy line to discourage motorized boat access.

Justification: ABAG grant funding will provide funding for purchase of kayak launch pad and storage rack at the marina Boat launch facility.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Construction	\$32	\$0	\$0	\$0	\$0	\$0
TOTAL	\$32	\$0	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
ABAG Grant	\$32	\$0	\$0	\$0	\$0	\$0
Total	\$32	\$0	\$0	\$0	\$0	\$0

Comments:

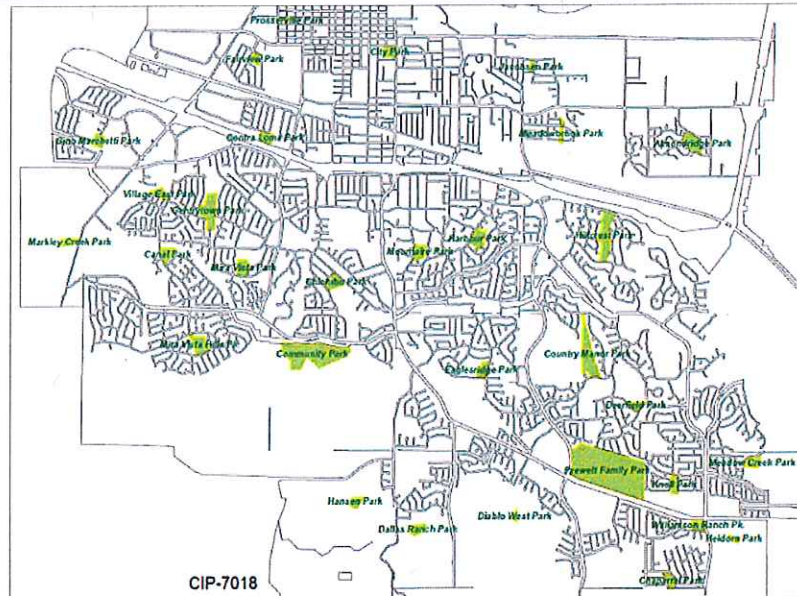
Project Title: Park Facilities Upgrade

Project No: 7018

Location: Citywide

Lead Department : Public Works

Est Completion: 2018



Project Description: Upgrade existing parks

Justification: Funding will be use to upgrade existing parks including installing new playground equipments.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Construction	\$250	\$0	\$300	\$0	\$300	\$0
TOTAL	\$250	\$0	\$300	\$0	\$300	\$0

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/221
Park In Lieu Fund	\$100	\$0	\$250	\$0	\$250	\$0
Delta Fair Fund	\$150	\$0	\$50	\$0	\$50	\$0
Total	\$250	\$0	\$300	\$0	\$300	\$0

Comments:

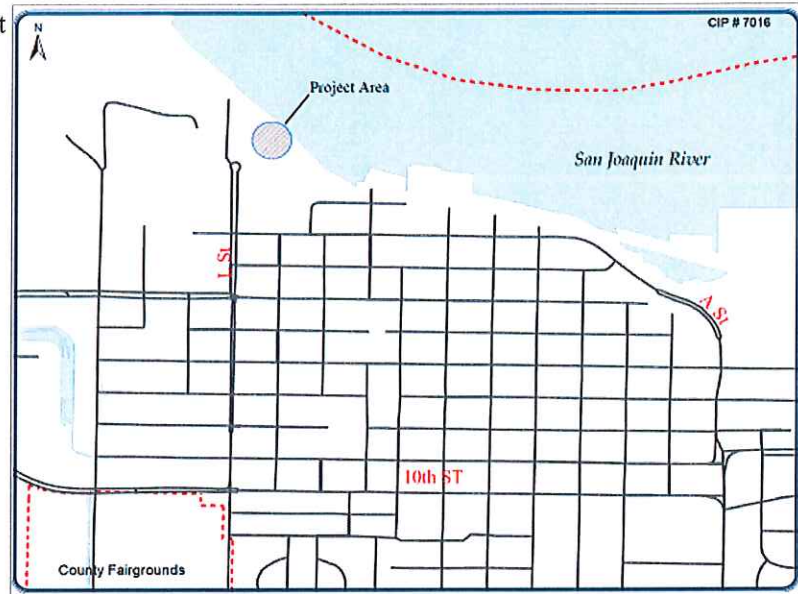
Project Title: Marina Parking Lot Rehabilitation

Project No: 7019

Location: Marina Parking Lot at the end of "L" Street

Lead Department : Public Works

Est Completion: 2017



Project Description: Construct new curb ramps to meet ADA standards, signing and striping of handicap stalls and crosswalks

Justification: In order for occupancy of the marina restaurant, the parking lot must be brought up to current ADA standards.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Construction	\$50	\$0	\$0	\$0	\$0	\$0
TOTAL	\$50	\$0	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
General Fund	\$50	\$0	\$0	\$0	\$0	\$0
Total	\$50	\$0	\$0	\$0	\$0	\$0

Comments:

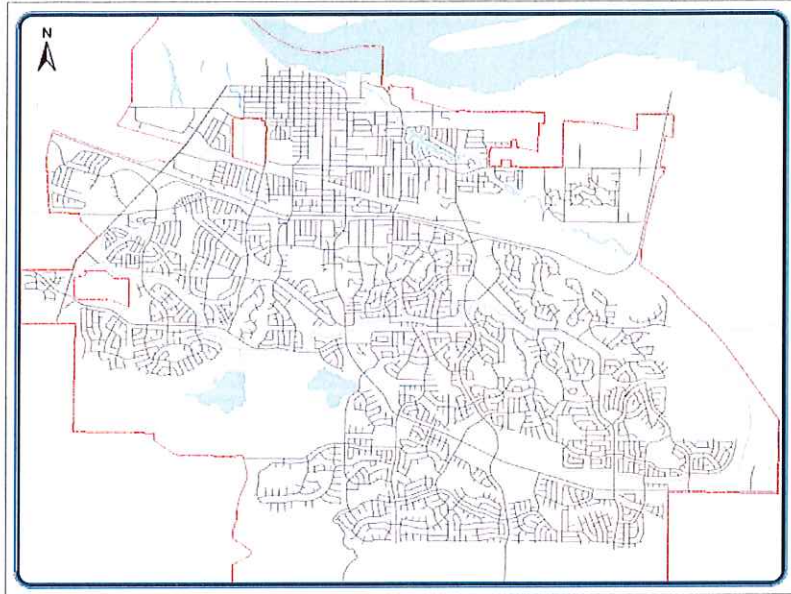
Project Title: Pedestrian/ADA Improvements

Project No: 7355

Location: Various Locations Citywide

Lead Department : Public Works

Est Completion: On-going Program



Project Description: The project will construct new crosswalks, replace damaged sidewalks, widen existing sidewalks and install new handicap ramps and detectable warning surfaces at each intersection.

Justification: The project will improve pedestrian access to nearby schools and provide new curb ramps to meet ADA standards

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$20	\$10	\$10	\$10	\$10	\$10
Construction Management	\$30	\$10	\$10	\$10	\$10	\$10
Construction	\$600	\$130	\$130	\$130	\$130	\$130
TOTAL	\$650	\$150	\$150	\$150	\$150	\$150

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Measure J	\$580	\$150	\$150	\$150	\$150	\$150
TDA Grant	\$70	\$0	\$0	\$0	\$0	\$0
Total	\$650	\$150	\$150	\$150	\$150	\$150

Comments:

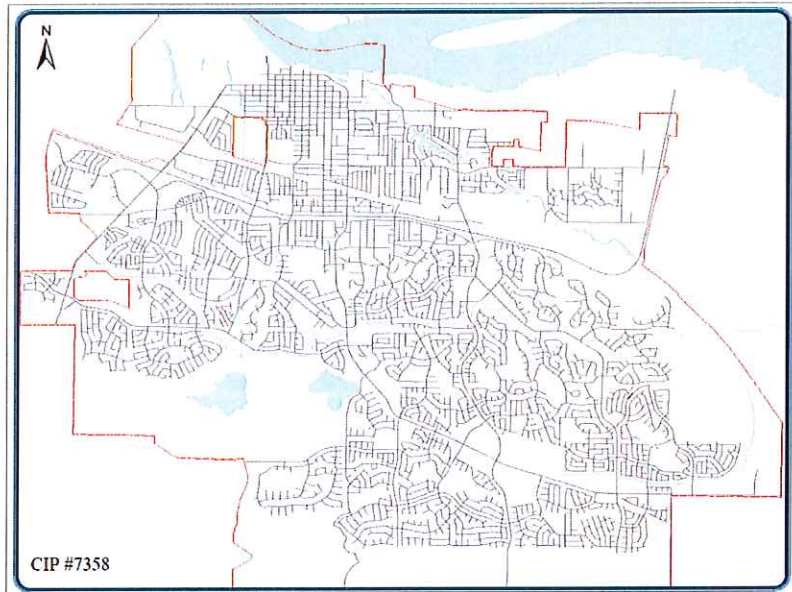
Project Title: Sidewalk Repair Program

Project No: 7358

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Program



Project Description: The program contracts with a concrete contractor to remove and replace sidewalks that have been damaged or raised due to tree roots or due to utility service repair work. The program installs new curb ramps to bring the city in compliance with ADA .

Justification: Problems arising from age and landscape impacts have caused sections of curb, gutter and sidewalk to uplift, creating a pedestrian hazard. The program removes and replaces existing non ADA compliant sidewalk at curb returns.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and design	\$10	\$10	\$10	\$10	\$10	\$10
Construction Management	\$30	\$30	\$30	\$30	\$30	\$30
Construction	\$260	\$260	\$260	\$260	\$260	\$260
TOTAL	\$300	\$300	\$300	\$300	\$300	\$300

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/221
Gas Tax	\$100	\$100	\$100	\$100	\$100	\$100
Water Fund	\$100	\$100	\$100	\$100	\$100	\$100
Sewer Fund	\$100	\$100	\$100	\$100	\$100	\$100
Total	\$300	\$300	\$300	\$300	\$300	\$300

Comments: Funds are allocated to the program from the appropriate sources in addition to the property owner's contributions to the cost of repair.

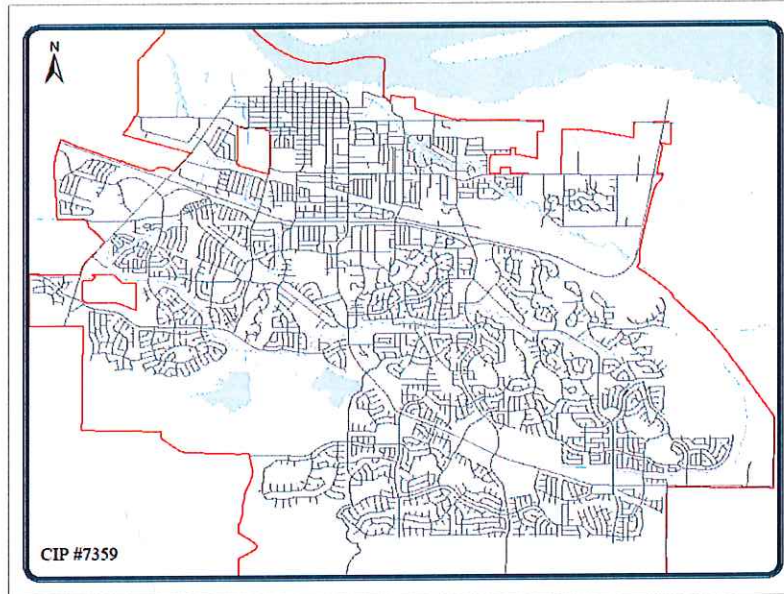
Project Title: *Pavement Management System Program*

Project No: 7359

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Program



Project Description: The Pavement Management System program evaluates all the streets based on the pavement conditions and recommends pavement repair options. The Pavement Management Reports are due every two years.

Justification: A Pavement Management Plan is required as a condition of Measure "J" funding for streets.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$30	\$0	\$30	\$0	\$30	\$0
TOTAL	\$30	\$0	\$30	\$0	\$30	\$0

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Gas Tax	\$30	\$0	\$30	\$0	\$30	\$0
Total	\$30	\$0	\$30	\$0	\$30	\$0

Comments:

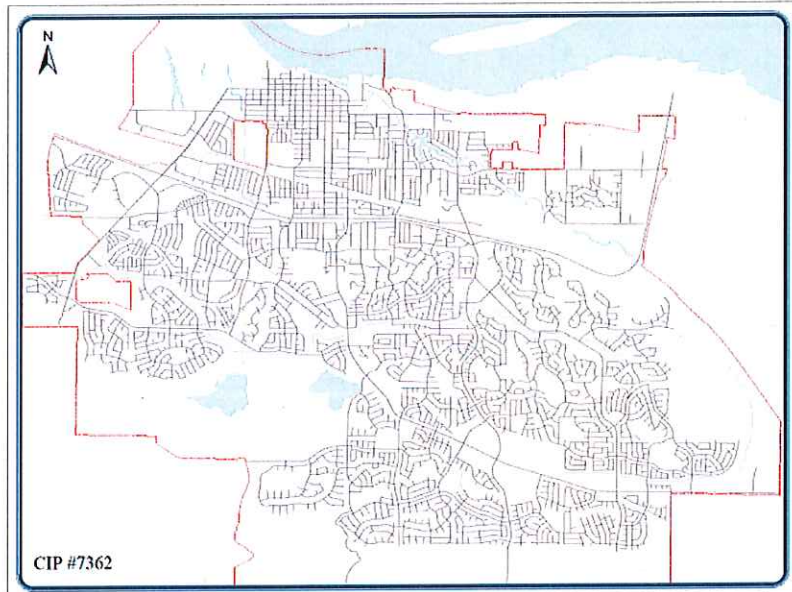
Project Title: Pavement Preventative Maintenance Program

Project No: 7362

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Program



Project Description: The City Pavement Preventative Maintenance Program provides pavement preservation treatments such as cape seal, slurry seal and other preventative maintenance treatments to extend the road's life expectancy.

Justification: The program implements the Pavement Management System program and recommendations.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$30	\$0	\$0	\$10	\$10	\$10
Construction	\$2,550	\$0	\$0	\$670	\$670	\$670
Construction Management	\$20	\$0	\$0	\$20	\$20	\$20
TOTAL	\$2,600	\$0	\$0	\$700	\$700	\$700

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Gas Tax	\$800	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$300	\$0	\$0	\$0	\$0	\$0
Cal Recycle	\$0	\$0	\$0	\$0	\$0	\$0
Measure J	\$1,500	\$0	\$0	\$700	\$700	\$700
Total	\$2,600	\$0	\$0	\$700	\$700	\$700

Comments: The program includes maintenance construction contracts such as slurry seal, crack seal and other preventative maintenance projects.

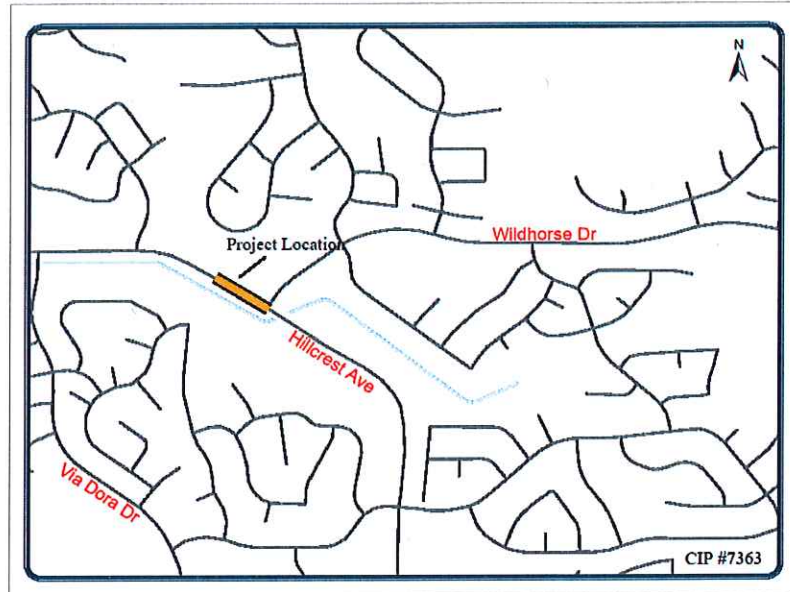
Project Title: Hillcrest Ave. Left Turn at Wild Horse Road

Project No: 7363

Location: Hillcrest Avenue at Wild Horse Road

Lead Department : Public Works

Est Completion: 2018



Project Description: Extend the Hillcrest Avenue left turn pocket at Wild Horse Road.

Justification: Additional capacity is necessary for build out of the development to the east and future extension of Wild Horse Road to Slatten Ranch Road

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$20	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$190	\$0	\$0	\$0	\$0
Construction Management	\$0	\$20	\$0	\$0	\$0	\$0
TOTAL	\$20	\$210	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Hillcrest AD 26	\$20	\$210	\$0	\$0	\$0	\$0
Total	\$20	\$210	\$0	\$0	\$0	\$0

Comments:

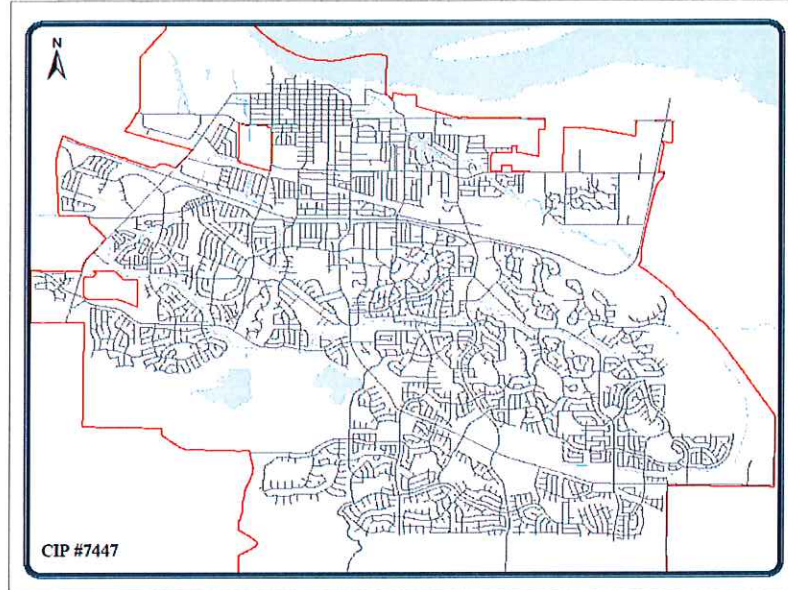
Project Title: New Traffic Signals-James Donlon Blvd.

Project No: 7447

Location: James Donlon Blvd west of Somersville Road

Lead Department : Public Works

Est Completion: 2022



Project Description: Install new traffic signals and interconnect system on James Donlon Blvd west of Somersville Road

Justification: Developer has contributed \$500,000 of funding to the City for construction of two traffic signals on James Donlon Blvd

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$0	\$0	\$0	\$25
Construction	\$0	\$0	\$0	\$0	\$0	\$460
Construction Management	\$0	\$0	\$0	\$0	\$0	\$15
TOTAL	\$0	\$0	\$0	\$0	\$0	\$500

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Traffic Signal Fund	\$0	\$0	\$0	\$0	\$0	\$500
Total	\$0	\$0	\$0	\$0	\$0	\$500

Comments:

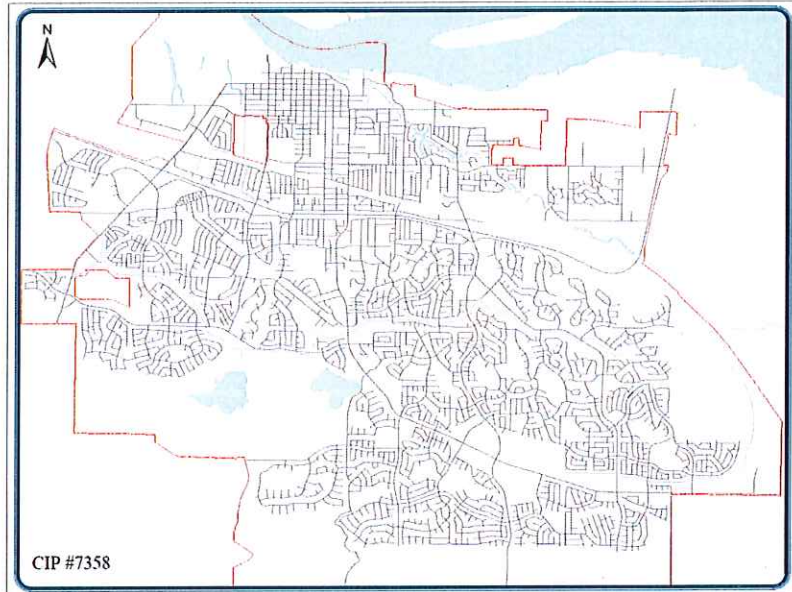
Project Title: *Transportation Impact Fee Study*

Project No: 7448

Location: Citywide

Lead Department : Public Works

Est Completion: On Going



Project Description: The study will update the current traffic impact fee program.

Justification: The existing traffic signal fee program is used to finance the construction of traffic signal improvements. The new study will be expanded to include other transportation improvements needed to support new developments throughout the City.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$85	\$0	\$0	\$0	\$20	\$0
TOTAL	\$85	\$0	\$0	\$0	\$20	\$0

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Measure J	\$85	\$0	\$0	\$0	\$20	\$0
Total	\$85	\$0	\$0	\$0	\$20	\$0

Comments:

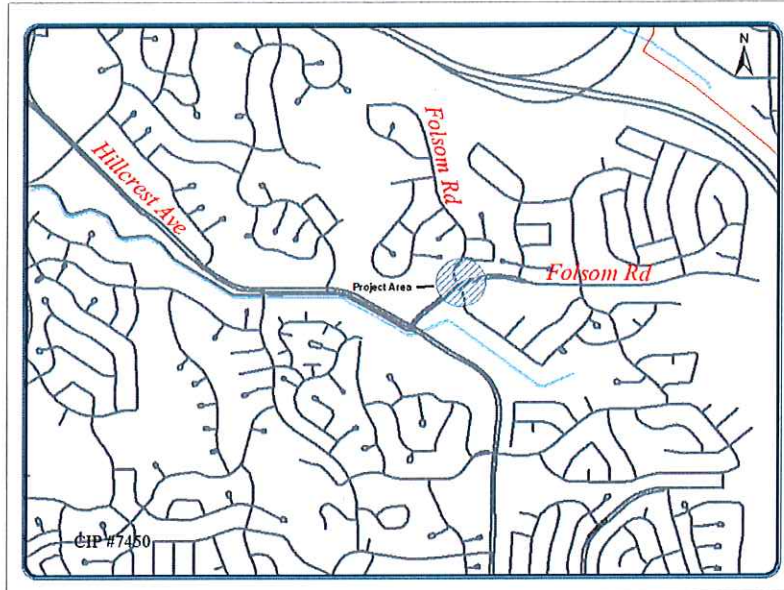
Project Title: Traffic Signals: Folsom/ Wild Horse, Contra Loma /Longview

Project No: 7450

Location: Wild Horse Road and Folsom Drive, east of Hillcrest Avenue

Lead Department : Public Works

Est Completion: 2022



Project Description: Install new traffic signals: 1. Wild Horse Road at Folsom Drive, 2. Contra Loma Bl and Longview Road.

Justification: New traffic signals are warranted at these locations

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$20	\$0	\$0	\$0	\$0	\$20
Construction Management	\$30	\$0	\$0	\$0	\$0	\$20
Construction	\$290	\$0	\$0	\$0	\$0	\$260
TOTAL	\$340	\$0	\$0	\$0	\$0	\$300

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Traffic Signal Fund	\$340	\$0	\$0	\$0	\$0	\$300
Total	\$340	\$0	\$0	\$0	\$0	\$300

Comments:

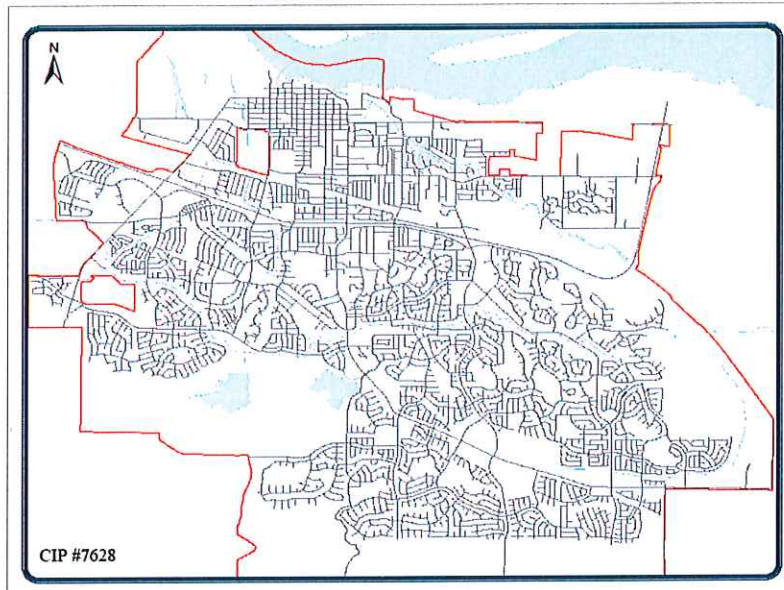
Project Title: Water Main Replacement Program

Project No: 7628

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Program



Project Description: The projects consists of replacing the existing water facilities as defined in the Water System Master Plan and as requested by Public Works Dept. to improve efficiency in the existing system.

Justification: Portions of the existing water system are aging and/or have experienced failures due to deterioration and are in need of replacement and upgrades.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$40	\$40	\$40	\$40	\$40
Construction	\$240	\$700	\$700	\$700	\$700	\$700
Construction Management	\$10	\$60	\$60	\$60	\$60	\$60
TOTAL	\$250	\$800	\$800	\$800	\$800	\$800

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/221
Water System Improvements Fund	\$250	\$800	\$800	\$800	\$800	\$800
Total	\$250	\$800	\$800	\$800	\$800	\$800

Comments:

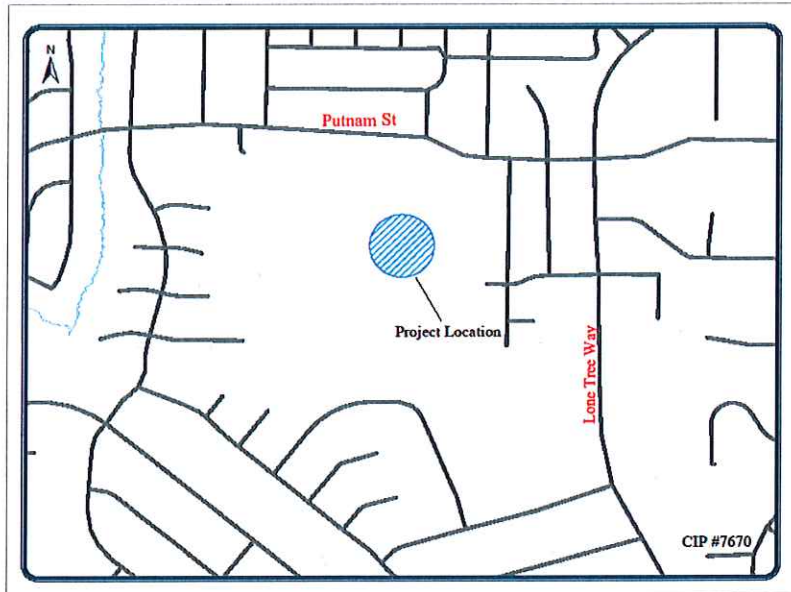
Project Title: Water Treatment Plant Operations

Project No: 7670

Location: Water Treatment Plant on "D" Street

Lead Department : Public Works

Est Completion: On-going Improvements



Project Description: Replacement of granular activated carbon (GAC) filters of both "A" and "B" Plants at the Water Treatment Plant.

Justification: The GAC filters must be replaced every four to five years to perform efficiently.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$50	\$0	\$0	\$0	\$0
Construction	\$0	\$900	\$0	\$0	\$0	\$0
TOTAL	\$0	\$950	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$0	\$950	\$0	\$0	\$0	\$0
Total	\$0	\$950	\$0	\$0	\$0	\$0

Comments:

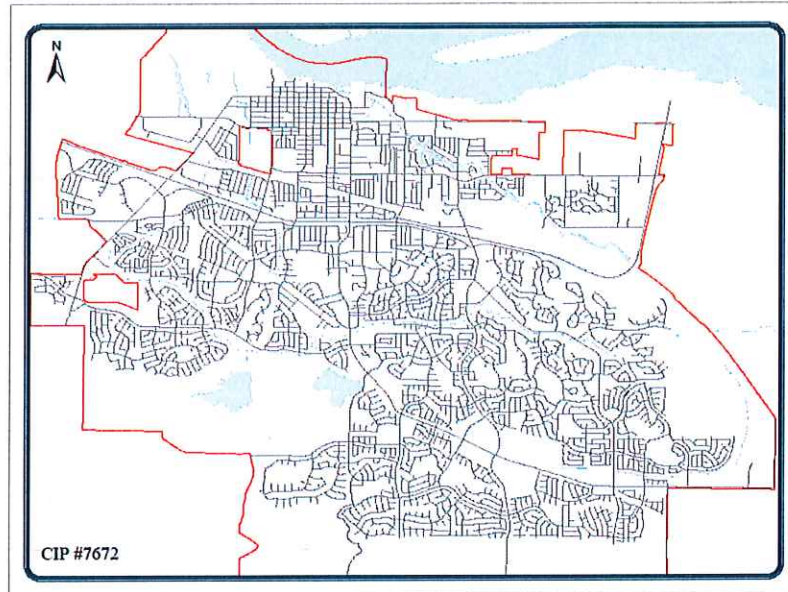
Project Title: Water Studies and Planning

Project No: 7672

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Studies



Project Description: Prepare the following studies: Water System Master Plan, Water Rate Study, Risk Mgmt Plan, Urban Water Mgmt Plan Update, Watershed Sanitary Survey Update, Integrated Regional Water Management Plan & documents to support sustainable water management act.

Justification: Provide updated information and direction regarding various water management

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$132	\$300	\$175	\$205	\$130	\$130
TOTAL	\$132	\$300	\$175	\$205	\$130	\$130

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$175	\$300	\$175	\$205	\$130	\$130
Total	\$175	\$300	\$175	\$205	\$130	\$130

Comments:

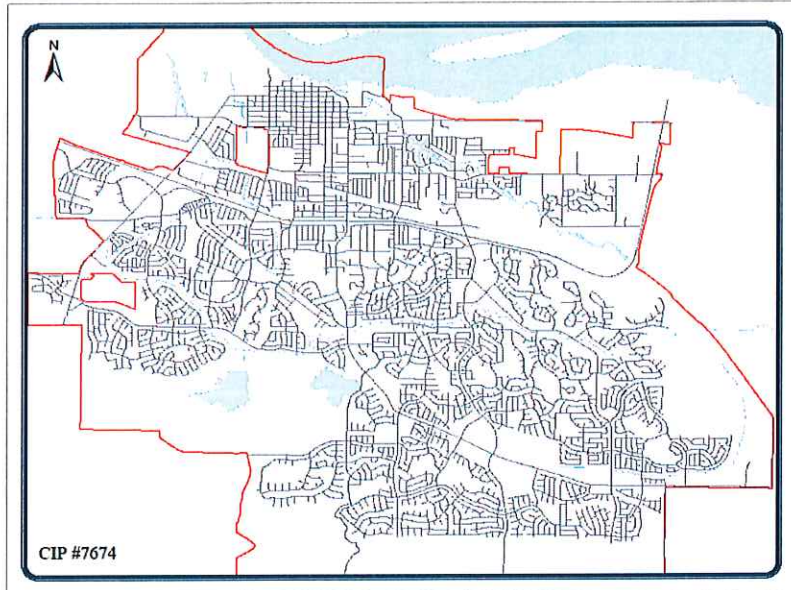
Project Title: Reservoir Rehabilitation

Project No: 7674

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Improvements



Project Description: Tank re-coating and painting, installation of mixers and sampling stations and seismic upgrades to various reservoirs.

Justification: Maintenance and upgrades of water storage reservoirs is necessary to prolong their useful lives.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$0	\$0	\$20	\$20
Construction	\$0	\$0	\$0	\$0	\$1,070	\$870
Construction Management	\$0	\$0	\$0	\$0	\$10	\$10
TOTAL	\$0	\$0	\$0	\$0	\$1,100	\$900

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$0	\$0	\$0	\$0	\$1,100	\$900
Total	\$0	\$0	\$0	\$0	\$1,100	\$900

Comments: Inspections and repairs of City's facilities are mandated by the State Department of Public Health.

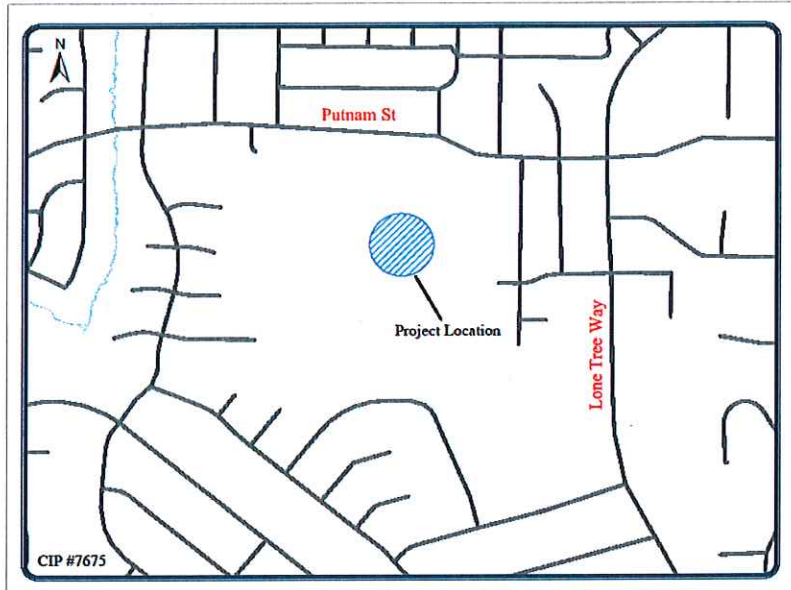
Project Title: Water Treatment Plant Improvements

Project No: 7675

Location: Water Treatment Plant on "D" Street

Lead Department : Public Works

Est Completion: On-going Improvements



Project Description: Replacement of deteriorating equipment, design and construction of new facilities, upgrade SCADA, install new controls for plant A, Plant A & B Clearwell improvements, and install Zone 1 flow meter.

Justification: Upgrades to the plant are required to maintain and/or improve the efficiency of the facility.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$25	\$20	\$20	\$20	\$20	\$20
Construction	\$200	\$180	\$220	\$180	\$180	\$180
TOTAL	\$225	\$200	\$240	\$200	\$200	\$200

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$225	\$200	\$240	\$200	\$200	\$200
Total	\$225	\$200	\$240	\$200	\$200	\$200

Comments:

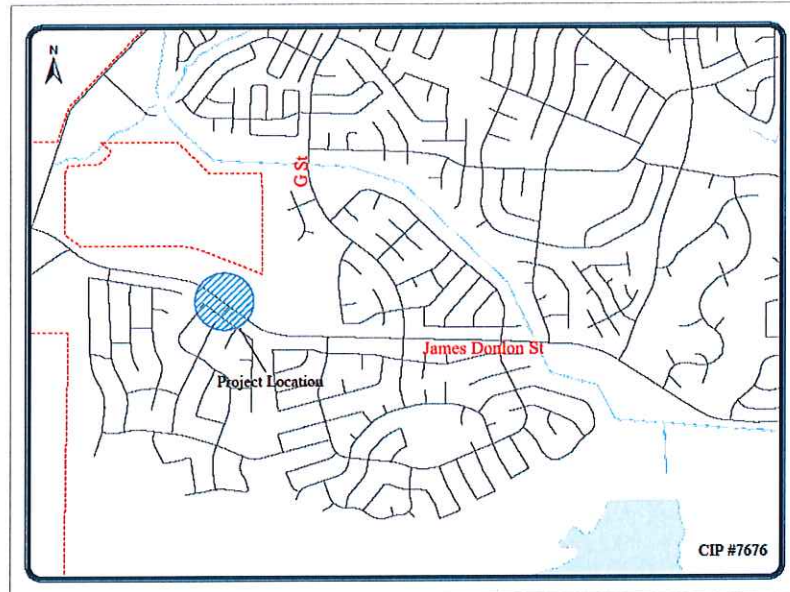
Project Title: James Donlon Pump Station Upgrades

Project No: 7676

Location: James Donlon Boulevard

Lead Department : Public Works

Est Completion: 2020



Project Description: This project will replace the water pumps and motors at this facility.

Justification: The pumps and motors at this pump station are aging and require replacement to improve reliability and efficiency.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$0	\$50	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$180	\$0
Construction Management	\$0	\$0	\$0	\$0	\$20	\$0
TOTAL	\$0	\$0	\$0	\$50	\$200	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$0	\$0	\$0	\$50	\$200	\$0
Total	\$0	\$0	\$0	\$50	\$200	\$0

Comments:

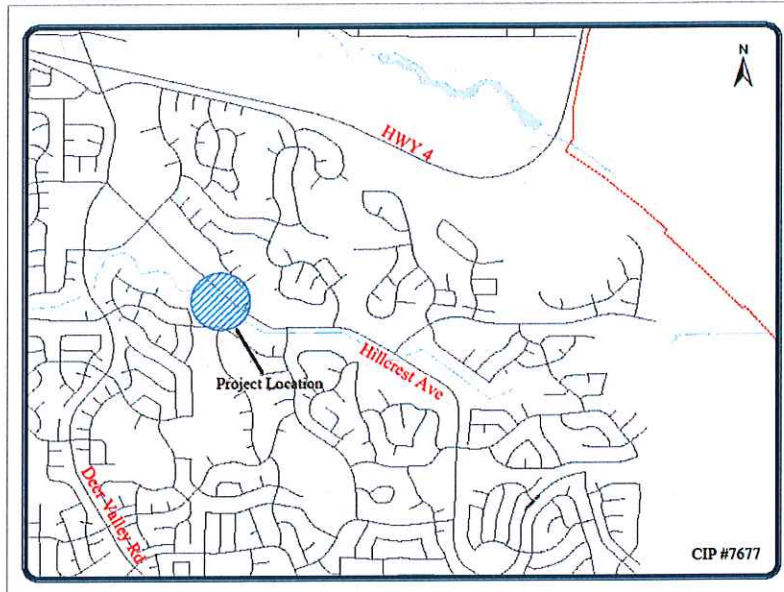
Project Title: Hillcrest Pump Station Rehabilitation

Project No: 7677

Location: Hillcrest Avenue

Lead Department : Public Works

Est Completion: 2020



Project Description: Replace outdated electrical panels, pumps, motors, control valves and install a new flow meter.

Justification: Facility is aging and requires improvements for reliability and efficiency.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$0	\$100	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$490	\$0
Construction Management	\$0	\$0	\$0	\$0	\$10	\$0
TOTAL	\$0	\$0	\$0	\$100	\$500	\$0

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22/1
Water Fund	\$0	\$0	\$0	\$100	\$500	\$0
Total	\$0	\$0	\$0	\$100	\$500	\$0

Comments:

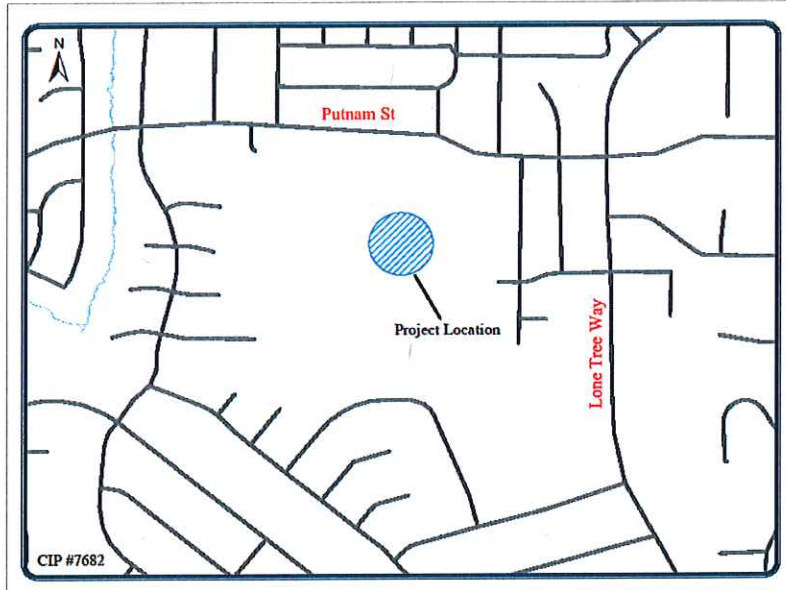
Project Title: Water Treatment Plant Solids Handling Improvements

Project No: 7682

Location: Water Treatment Plant on "D" Street

Lead Department : Public Works

Est Completion: 2019



Project Description: Evaluate the existing solids handling and dewatering operation. Design and construct an improvement to the system if warranted.

Justification: The existing facility is a rental system. A City owned permanent system may be more cost effective.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$200	\$0	\$0	\$0
Construction	\$0	\$0	\$280	\$0	\$0	\$0
Construction Management	\$0	\$0	\$20	\$0	\$0	\$0
TOTAL	\$0	\$0	\$500	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$0	\$0	\$500	\$0	\$0	\$0
Total	\$0	\$0	\$500	\$0	\$0	\$0

Comments:

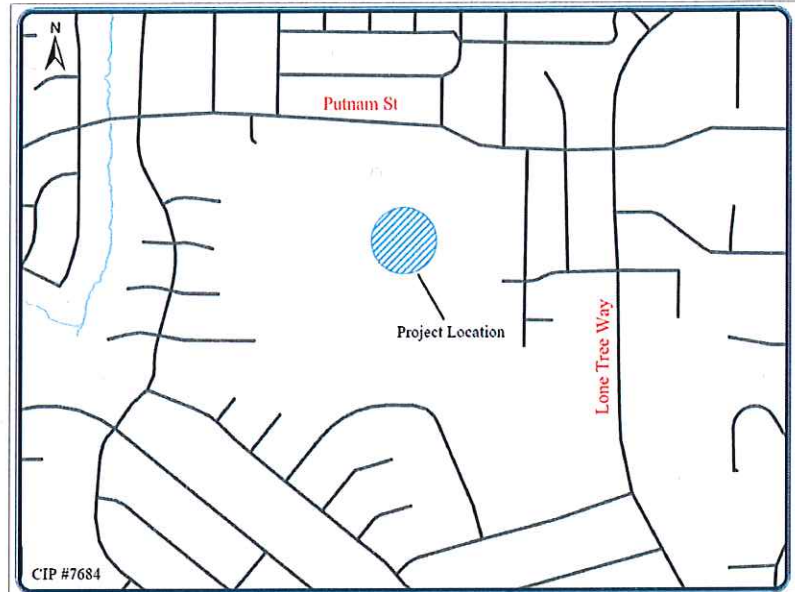
Project Title: Water Treatment Plant Drainage Capture

Project No: 7684

Location: Water Treatment Plant on "D" Street

Lead Department : Public Works

Est Completion: 2020



Project Description: Re-evaluation of the existing sludge lagoon including removal of accumulated solids, stabilization of banks and installation of decant/disposal system or construct a new facility.

Justification: The City may require additional capacity to accommodate emptying the clarifiers for routine or special maintenance.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$100	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$100	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$0	\$100	\$0	\$0	\$0	\$0
Total	\$0	\$100	\$0	\$0	\$0	\$0

Comments: Evaluate the existing sludge lagoon. Design and construct improvements if warranted.

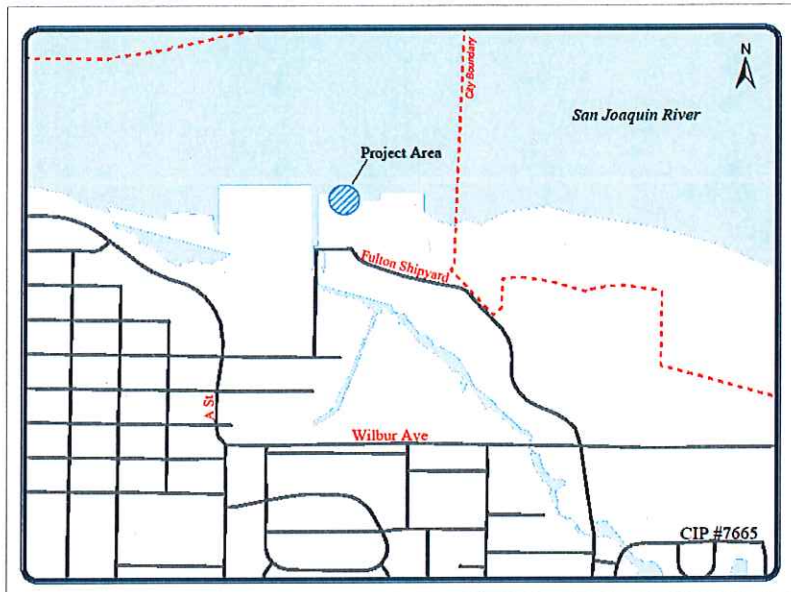
Project Title: River Pumping Station Rehabilitation

Project No: 7690

Location: Raw water pumping station at Fulton Shipyard Road Boat Ramp

Lead Department : Public Works

Est Completion: 2023



Project Description: The project will include rehabilitation of the pumping facility, improving surge control and building ventilation, replacing the pump control system and the discharge pipeline.

Justification: The existing raw water pumping facility is aging and in need of rehabilitation to continue operating efficiently.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$250	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$950	\$1,950
Construction Management	\$0	\$0	\$0	\$0	\$50	\$50
TOTAL	\$0	\$250	\$0	\$0	\$1,000	\$2,000

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22/1
Water Fund	\$0	\$250	\$0	\$0	\$1,000	\$2,000
Total	\$0	\$250	\$0	\$0	\$1,000	\$2,000

Comments:

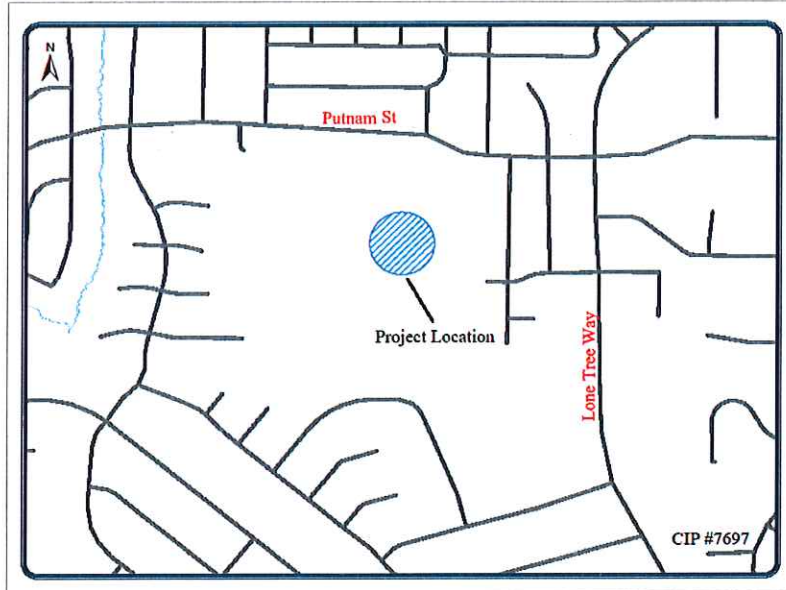
Project Title: Water Treatment Plant Electrical Upgrade

Project No: 7697

Location: Water Treatment Plant on "D" Street

Lead Department : Public Works

Est Completion: 2020



Project Description: The project will relocate and upgrade the aging electric facilities in Plant A of the Water Treatment Plant.

Justification: Electrical equipment is aging and requires upgrades to continue to function properly.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Construction	\$60	\$0	\$0	\$1,300	\$0	\$0
TOTAL	\$60	\$0	\$0	\$1,300	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$60	\$0	\$0	\$1,300	\$0	\$0
Total	\$60	\$0	\$0	\$1,300	\$0	\$0

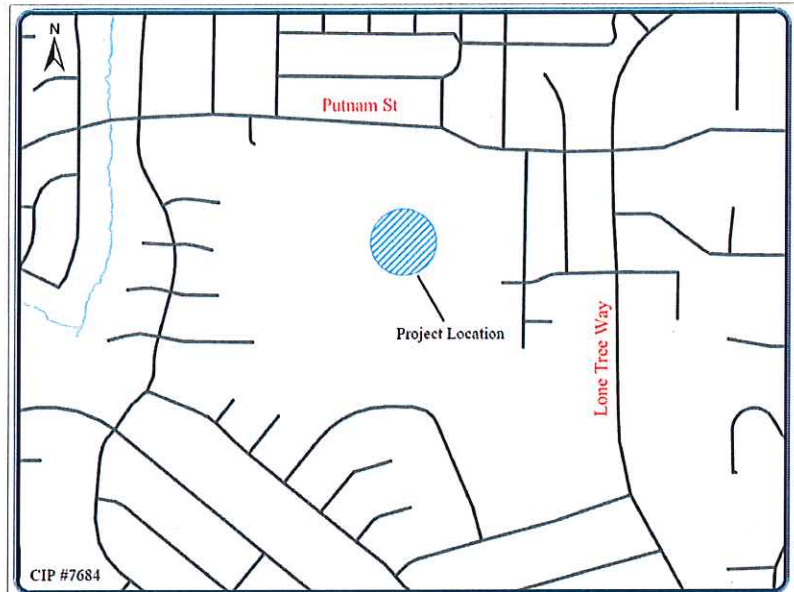
Comments:

Project Title: *Water Treatment Plant Disinfection Improvements* **Project No:** 7698

Location: Water Treatment Plant

Lead Department : Public Works

Est Completion: 2018



Project Description: This project will replace the existing disinfection chemical system with liquid chemical systems. Liquid sodium Hypochlorite will replace the chlorine gas and liquid ammonia sulfate will replace anhydrous ammonia

Justification: Due to increasingly stringent regulations requirements and increased maintenance costs associated with chlorine and ammonia gas, the City will be switching to liquid disinfection chemicals.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$570	\$0	\$0	\$0	\$0	\$0
Construction	\$3,300	\$0	\$0	\$0	\$0	\$0
Construction Management	\$200	\$0	\$0	\$0	\$0	\$0
TOTAL	\$4,070	\$0	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$3,070	\$0	\$0	\$0	\$0	\$0
Water System Improvements Fund	\$1,000	\$0	\$0	\$0	\$0	\$0
Total	\$4,070	\$0	\$0	\$0	\$0	\$0

Comments:

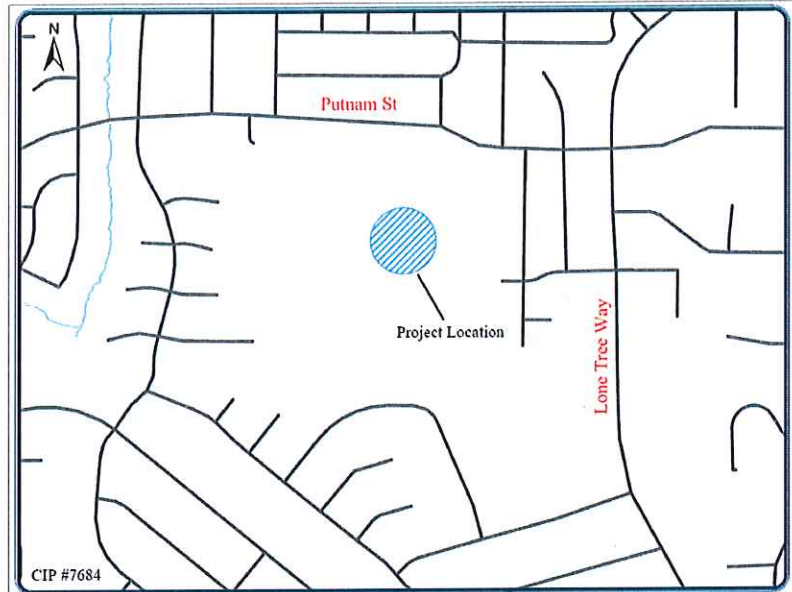
Project Title: *Brackish Water Desalination*

Project No: 7699

Location: Water Treatment Plant

Lead Department : Public Works

Est Completion: To Be Determined



Project Description: The project will investigate the feasibility of constructing a 6-16 MGD brackish water desalination plant that would treat water from the San Joaquin River during times of high chloride content.

Justification: This process will enable the City the ability to treat river water throughout the year. It would also be an alternate or additional source of water to CCWD's canal and provide the City with a sustainable source of water during drought years.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$1,155	\$5,000	\$0	\$0	\$0	\$0
TOTAL	\$1,155	\$5,000	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Unfunded	\$0	\$5,000	\$0	\$0	\$0	\$0
Water Fund	\$1,155	\$0	\$0	\$0	\$0	\$0
Total	\$1,155	\$5,000	\$0	\$0	\$0	\$0

Comments:

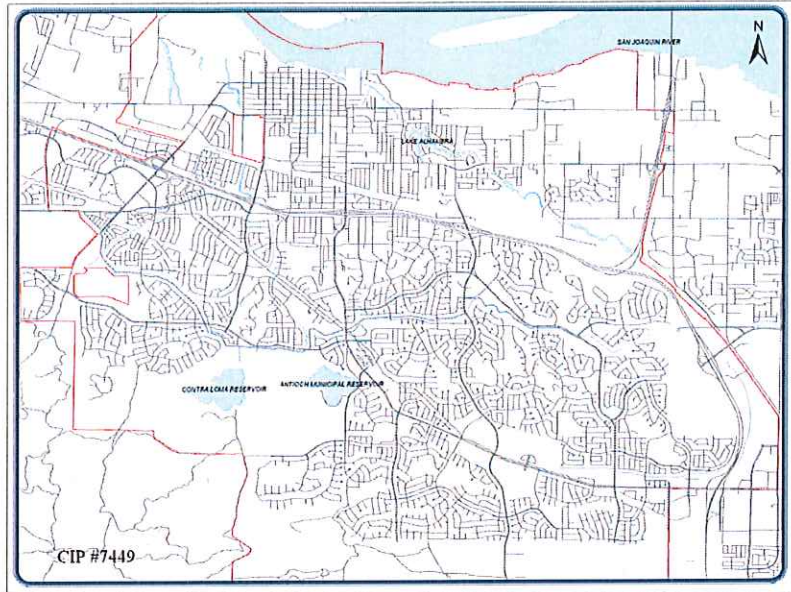
Project Title: Cathodic Protection Assessment

Project No: 7700

Location: Citywide

Lead Department : Public Works

Est Completion: 2016



Project Description: Evaluate and repair water system cathodic protection facilities throughout the City.

Justification: Aging cathodic protection facilities are in need of evaluation.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$178	\$200	\$100	\$50	\$0	\$0
TOTAL	\$178	\$200	\$100	\$50	\$0	\$0

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$178	\$200	\$100	\$50	\$0	\$0
Total	\$178	\$200	\$100	\$50	\$0	\$0

Comments:

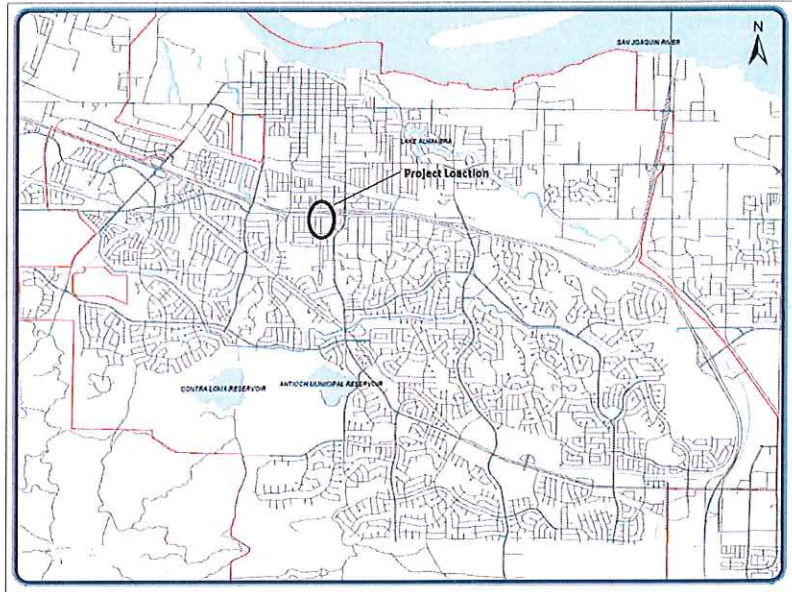
Project Title: Zone I Pipeline Rehabilitation at HWY 4

Project No: 7701

Location: "D" Street at HWY 4

Lead Department : Public Works

Est Completion: 2017



Project Description: Slip lining the existing pipeline within the State Route 4 right of way with HDPE or fusible PVC pipes. New valve and air/vacuum relief to be installed on the rehabilitated segment.

Justification: Zone I transmission pipeline is a critical portion of the City's infrastructure for conveying water to the downtown. During construction of HWY 4 project, excessive moisture was encountered exposing numerous leaking pipeline connections.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$480	\$0	\$0	\$0	\$0	\$0
Construction Management	\$20	\$0	\$0	\$0	\$0	\$0
TOTAL	\$500	\$0	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$500	\$0	\$0	\$0	\$0	\$0
Total	\$500	\$0	\$0	\$0	\$0	\$0

Comments:

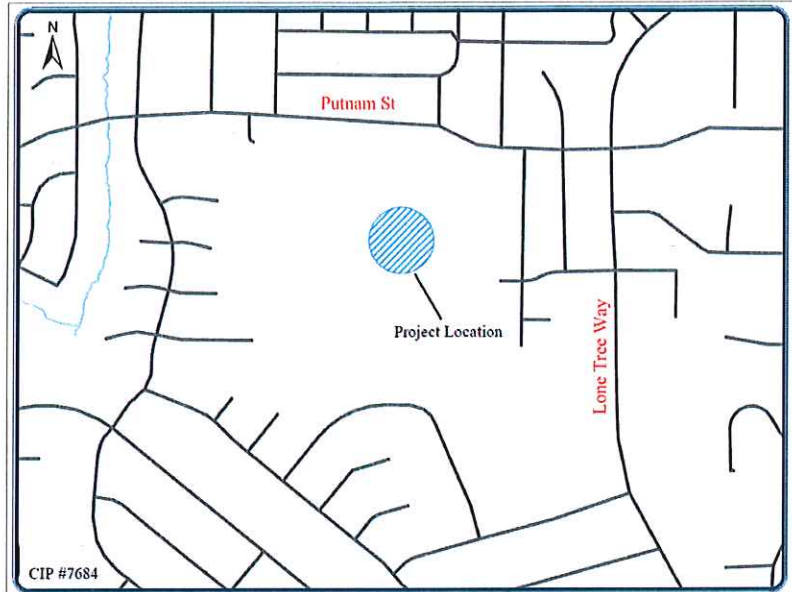
Project Title: Plant "A" Filter Valves Replacement

Project No: 7702

Location: Water Treatment Plant on "D" Street

Lead Department : Public Works

Est Completion: 2020



Project Description: The project will replace four aging filter valves at Plant "A".

Justification: Four of the eight filter valves at Plant "A" have been in the system for a long period of time and are currently leaking while in the closed position.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$0	\$1,000	\$0	\$0
TOTAL	\$0	\$0	\$0	\$1,000	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$0	\$0	\$0	\$1,000	\$0	\$0
Total	\$0	\$0	\$0	\$1,000	\$0	\$0

Comments:

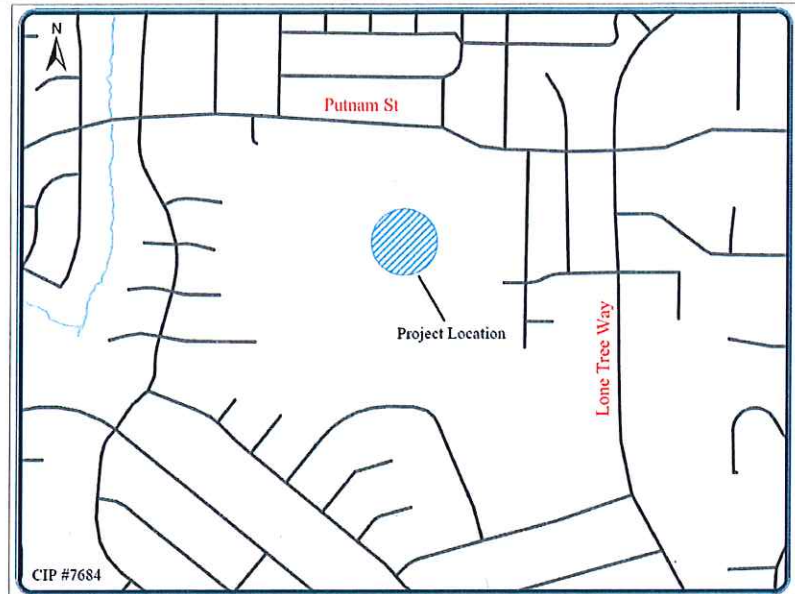
Project Title: Water Plant "A" Applied Channels

Project No: 7703

Location: Water Treatment Plant

Lead Department : Public Works

Est Completion: 2019



Project Description: The project will evaluate the existing applied water channels at the Water Treatment Plant. Modification or replacement of the channels will be designed and constructed.

Justification: The existing applied channels have settled and separated from the filters causing water to leak out.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$150	\$0	\$0	\$0
Construction Management	\$0	\$0	\$50	\$0	\$0	\$0
Construction	\$0	\$0	\$800	\$0	\$0	\$0
TOTAL	\$0	\$0	\$1,000	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Water Fund	\$0	\$0	\$1,000	\$0	\$0	\$0
Total	\$0	\$0	\$1,000	\$0	\$0	\$0

Comments:

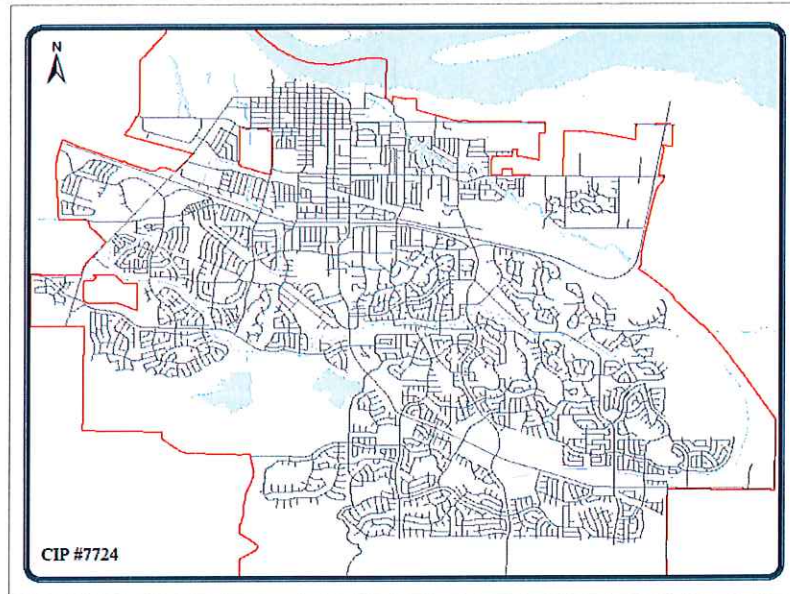
Project Title: Sewer Main Improvements Program

Project No: 7724

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Program



Project Description: Improvement to the existing sanitary sewer collection system to improve functionality or increase capacity.

Justification: The Wastewater System Collection Master Plan and the Public Works Dept. have identified existing sewer lines to be upgraded.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$10	\$0	\$10	\$10	\$10	\$10
Construction	\$290	\$140	\$130	\$130	\$130	\$130
Construction Management	\$20	\$10	\$10	\$10	\$10	\$10
TOTAL	\$320	\$150	\$150	\$150	\$150	\$150

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Sewer System Improvements Fund	\$320	\$150	\$150	\$150	\$150	\$150
Total	\$320	\$150	\$150	\$150	\$150	\$150

Comments:

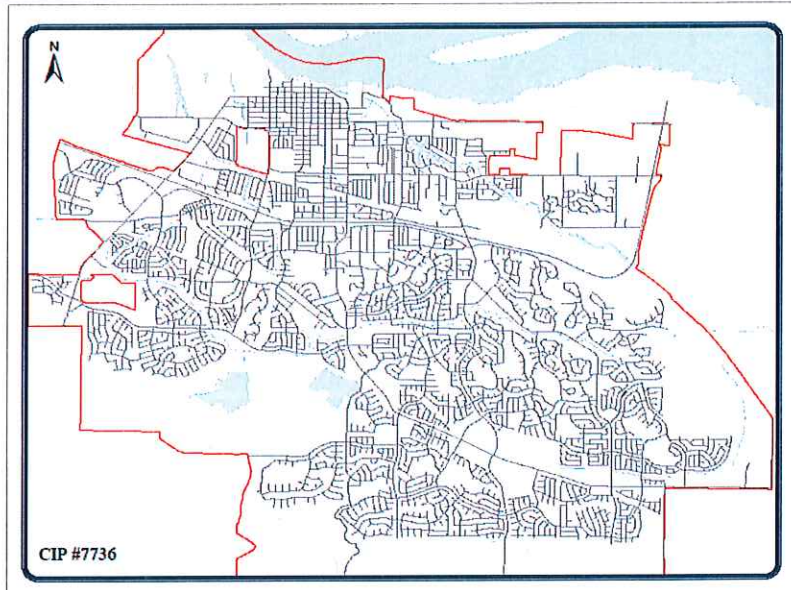
Project Title: Sewer Facility Rehabilitation Program

Project No: 7736

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Program



Project Description: This work includes pipe lining, replacement and improvements due to detritions in the sewer lines.

Justification: These improvements reduce maintenance cost, prevent overflows and improve sewer flow capacity.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$10	\$10	\$0	\$10	\$10	\$10
Construction	\$165	\$130	\$0	\$130	\$130	\$130
Construction Management	\$25	\$10	\$0	\$10	\$10	\$10
TOTAL	\$200	\$150	\$0	\$150	\$150	\$150

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Sewer Fund	\$200	\$150	\$0	\$150	\$150	\$150
Total	\$200	\$150	\$0	\$150	\$150	\$150

Comments:

Project Title: West Antioch Creek Channel Improvements

Project No: 7737

Location: West Antioch Creek from 10th Street to the railroad tracks.

Lead Department : Public Works

Est Completion: 2021

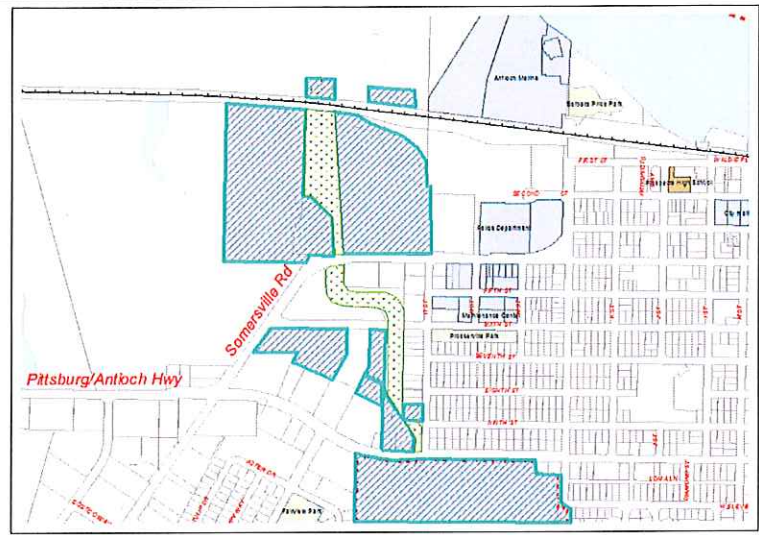


Figure 5. Potentially Impacted Parcels

Project Description: The County Flood Control is partnering with the City of Antioch to replace the concrete ditch at 10th St. with new box culverts and de-silting the West Antioch Creek. The project includes the acquisition of property in the area shown in diagram above.

Justification: This project will establish the 25-year storm flow capacity and flood protection level.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$60	\$0	\$0	\$0	\$0	\$0
RW and Permits	\$170	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$6,508	\$0	\$0	\$0	\$0
Construction Management	\$0	\$300	\$0	\$0	\$0	\$0
TOTAL	\$230	\$6,808	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Unfunded	\$0	\$2,000	\$0	\$0	\$0	\$0
NPDES	\$0	\$83	\$0		\$0	\$0
Prop 1E Grant	\$0	\$2,997	\$0	\$0	\$0	\$0
AD 27/31	\$70	\$928	\$0	\$0	\$0	\$0
Flood Dist Drainage Area Fund	\$160	\$800	\$0	\$0	\$0	\$0
Total	\$230	\$6,808	\$0	\$0	\$0	\$0

Comments: Design and permit work is under way. Staff is pursuing grant funding opportunities and other funding sources to fund the project shortfall

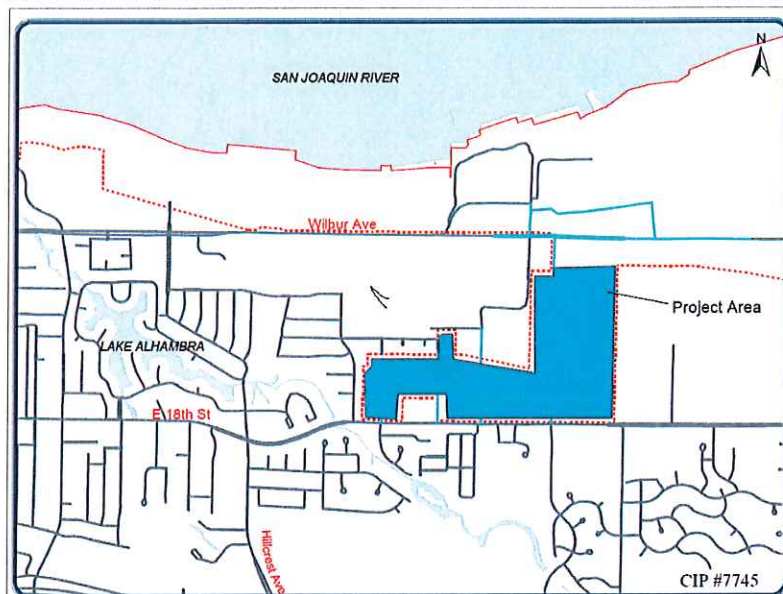
Project Title: North East Antioch Annexation Infrastructure

Project No: 7745

Location: Viera Avenue to Bridgehead Road

Lead Department : Public Works

Est Completion: 2022



Project Description: The project will initiate the engineering design for a new sewer system to serve the newly annexed area at the north east City limit.

Justification: The project will provide the infrastructures needed in this area.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$230	\$50	\$100	\$0	\$0	\$0
Construction	\$0	\$0	\$2,200	\$0	\$0	\$0
Planning and Design	\$0	\$0	\$200	\$0	\$0	\$0
TOTAL	\$230	\$50	\$2,500	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22/1
Annexation Funding Agreement	\$230	\$50	\$2,500	\$0	\$0	\$0
Total	\$230	\$50	\$2,500	\$0	\$0	\$0

Comments:

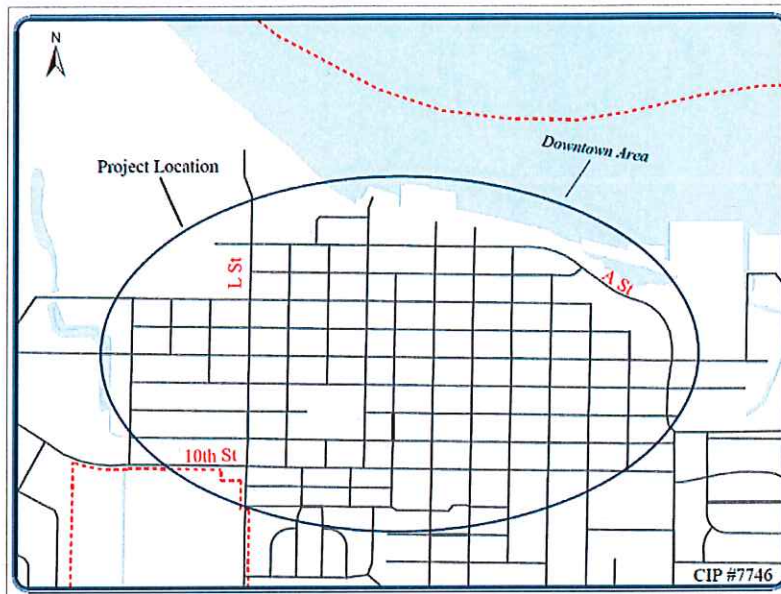
Project Title: CDBG Downtown Roadway Rehabilitation Program

Project No: 7746

Location: Downtown area

Lead Department : Public Works

Est Completion: On-going Program



Project Description: The project includes roadway rehabilitation, replacement of damaged sidewalk, curb and gutter, installation of new curb ramps and storm drain system modifications.

Justification: Existing pavement has deteriorated due to age and is in need of rehabilitation. The project will remove and replace damaged sidewalk and install curb ramps to meet ADA standards.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$20	\$5	\$5	\$5	\$5	\$5
Construction Management	\$20	\$5	\$5	\$5	\$5	\$5
Construction	\$1,210	\$240	\$240	\$240	\$240	\$240
TOTAL	\$1,250	\$250	\$250	\$250	\$250	\$250

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
CDBG Fund	\$850	\$250	\$250	\$250	\$250	\$250
Measure J	\$200	\$0	\$0	\$0	\$0	\$0
Gas Tax	\$200	\$0	\$0	\$0	\$0	\$0
Total	\$1,250	\$250	\$250	\$250	\$250	\$250

Comments:

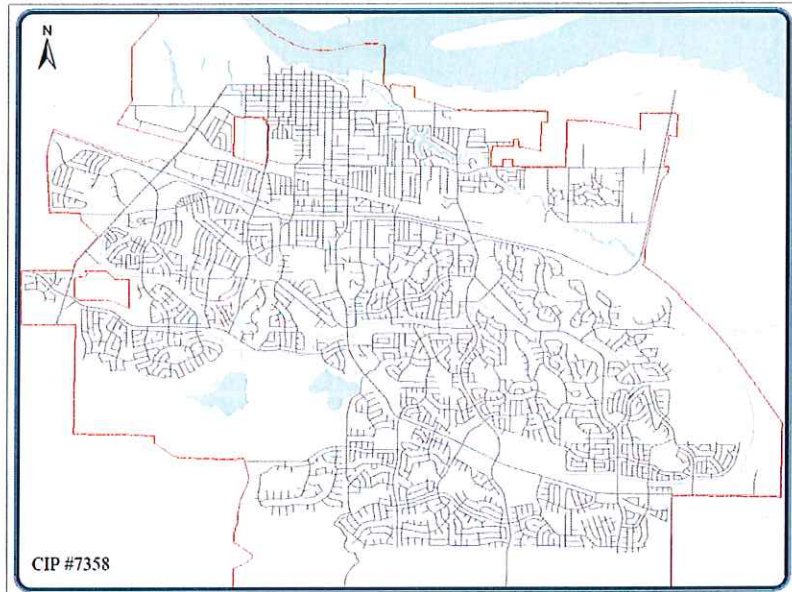
Project Title: Trash Capture Devices

Project No: 7750

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Program



Project Description: Install full trash capture devices at various locations throughout the City to prevent trash from reaching the storm drain system, channels, creeks, and San Joaquin River. Locations will be determined depending on the type of device selected

Justification: Compliance with National Pollution Discharge Elimination System (NPDES) permit R5-2010-0102, Provision C.10.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$10	\$10	\$5	\$5	\$5	\$5
Construction	\$190	\$190	\$95	\$95	\$95	\$95
TOTAL	\$200	\$200	\$100	\$100	\$100	\$100

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
NPDES	\$200	\$200	\$100	\$100	\$100	\$100
Total	\$200	\$200	\$100	\$100	\$100	\$100

Comments:

Project Title: Lone Tree Way / Golf Course Road Pavement Resurfacing

Project No: 7751

Location: Lone Tree Way from E Tregallas Road to Empire Avenue

Lead Department : Public Works

Est Completion: 2018



Project Description: The project will identify deteriorated pavement areas. These areas will be excavated and plugged with asphalt and a final pavement overlay will be placed over the entire road.

Justification: Without scheduled preventative maintenance for this major arterial, the pavement condition will deteriorate rapidly in just a few years, which would require a major repair and significantly increase the cost of the repair.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$50	\$30	\$0	\$0	\$0	\$0
Construction	\$0	\$1,670	\$0	\$0	\$0	\$0
Construction Management	\$0	\$20	\$0	\$0	\$0	\$0
TOTAL	\$50	\$1,720	\$0	\$0	\$0	\$0

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Measure J	\$50	\$1,720	\$0	\$0	\$0	\$0
Total	\$50	\$1,720	\$0	\$0	\$0	\$0

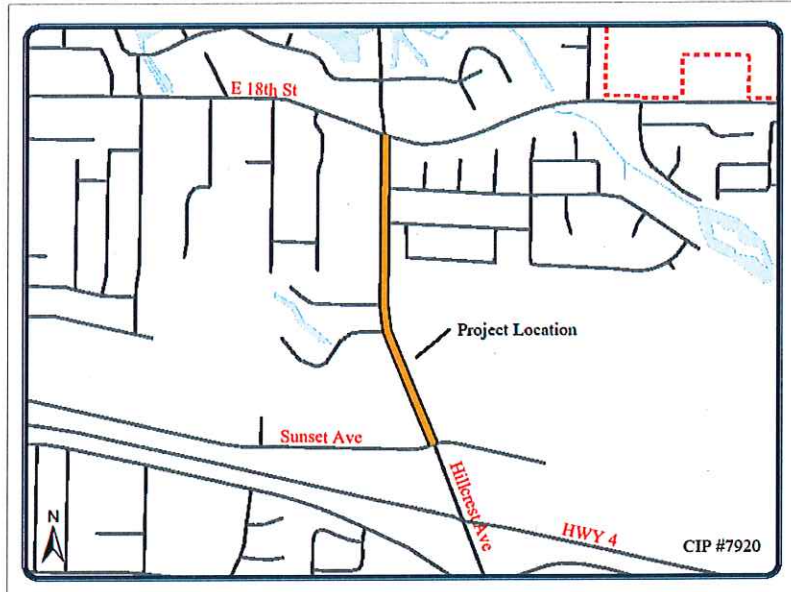
Comments: The Pavement Management System has identified this section of the road to be scheduled for preventive maintenance work.

Project Title: Hillcrest Avenue/E 18th Street Median Landscape **Project No:** 7920

Location: Hillcrest Avenue from E 18th Street to Sunset Drive

Lead Department : Public Works

Est Completion: 2021



Project Description: The project will complete the Hillcrest Avenue Improvement Project by installing low maintenance landscape and stamped concrete.

Justification: Roadway Improvements were completed in 2011, with the exception of the median landscape.

Project Expenditures (\$ in thousands)						
Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$0	\$0	\$0	\$20
Construction	\$0	\$0	\$0	\$0	\$0	\$450
Construction Management	\$0	\$0	\$0	\$0	\$0	\$30
TOTAL	\$0	\$0	\$0	\$0	\$0	\$500

Project Funding (\$ in thousands)						
Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Measure J	\$0	\$0	\$0	\$0	\$0	\$500
Total	\$0	\$0	\$0	\$0	\$0	\$500

Comments:

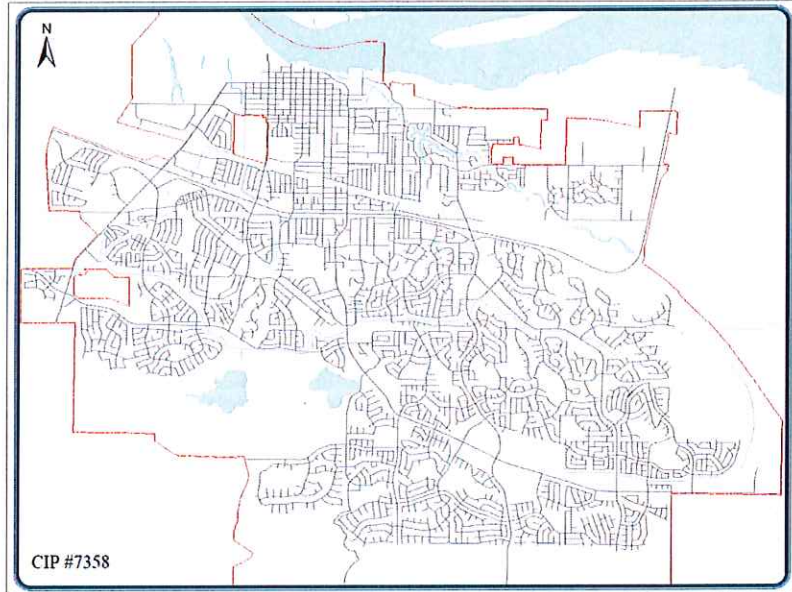
Project Title: Sewer Main Trenchless Rehabilitation

Project No: 7923

Location: Citywide

Lead Department : Public Works

Est Completion: On-going Program



Project Description: The Project will consist of pipe bursting and replacing the old lines through a trenchless sewer replacement method without impacting residents' yards and landscaping.

Justification: Cost saving: Trenchless sewer replacement is performed via small access points, which means that damage to the surface is minimized and the subsequent repairs to landscaping, porches, walkways, and driveways are avoided.

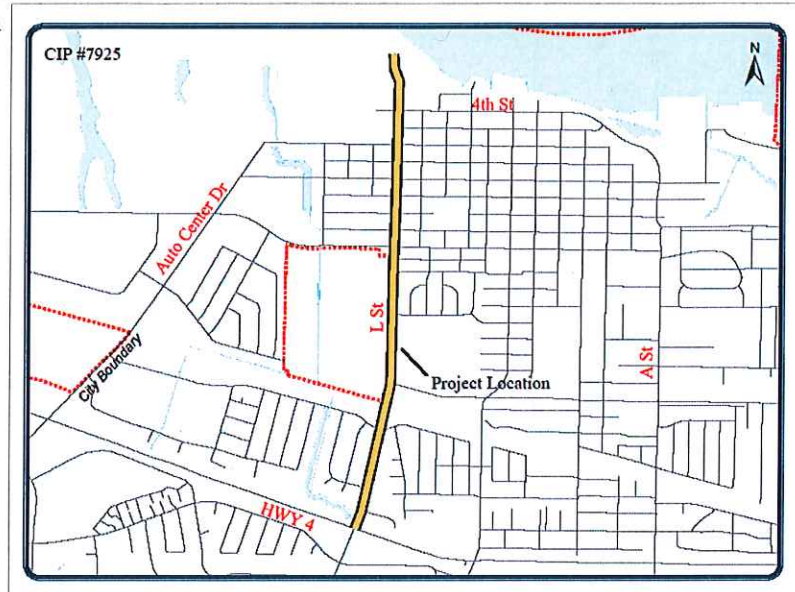
Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$30	\$0	\$20	\$10	\$10	\$10
Construction	\$1,900	\$0	\$750	\$180	\$180	\$180
Construction Management	\$20	\$0	\$30	\$10	\$10	\$10
TOTAL	\$1,950	\$0	\$800	\$200	\$200	\$200

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Sewer Fund	\$1,950	\$0	\$800	\$200	\$200	\$200
Total	\$1,950	\$0	\$800	\$200	\$200	\$200

Comments:

Project Title: "L" Street Improvements**Project No: 7925****Location:** "L" Street from HWY 4 to Antioch Marina**Lead Department :** Public Works**Est Completion:** 2019

Project Description: The project will consist of construction of new sidewalks under the railroad tracks and along the fairgrounds, install curb ramps, re-striping to allow for complete bike lanes from HWY 4 to the Antioch Marina

Justification: Improve traffic flow and aesthetics from HWY 4 to the Marina and the Rivertown District. The project will improve access and connection to the Antioch Amtrak Station

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$100	\$0	\$300	\$0	\$0	\$0
Construction Management	\$0	\$0	\$0	\$200	\$0	\$0
Construction	\$0	\$0	\$0	\$2,400	\$0	\$0
TOTAL	\$100	\$0	\$300	\$2,600	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Measure J	\$100	\$0	\$300	\$400	\$0	\$0
OBAG- Safe Route to School	\$0	\$0	\$0	\$2,200	\$0	\$0
Total	\$100	\$0	\$300	\$2,600	\$0	\$0

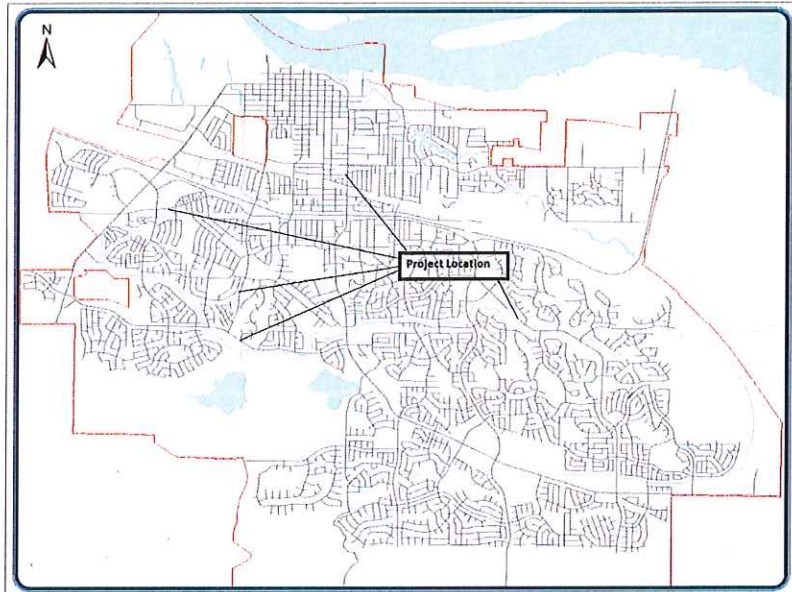
Comments:

Project Title: 2018 Pavement Rehabilitations**Project No: 7927**

Location: Hillcrest Ave , James Donlon Blvd., "A"
St., Buchanan Road, Gentrytown Drive

Lead Department : Public Works

Est Completion: 2019



Project Description: The project will identify deteriorated pavement areas. These areas will be excavated and plugged with asphalt and a final pavement overlay will be placed over the entire road. The City received OBAG grant funding for roadway improvement.

Justification: These arterial streets are in need of preventative pavement maintenance; the pavement condition will deteriorate rapidly without preventative maintenance, such as pavement overlay or rubberized cape seal coat.

Project Expenditures (\$ in thousands)

Expenditures	Rev FY 16/17	FY 17/18 Exp	FY 18/19 Exp	FY 19/20 Exp	FY 20/21 Exp	FY 21/22 Exp
Planning and Design	\$0	\$0	\$50	\$0	\$0	\$0
Construction Management	\$0	\$0	\$50	\$0	\$0	\$0
Construction	\$0	\$0	\$2,900	\$0	\$0	\$0
TOTAL	\$0	\$0	\$3,000	\$0	\$0	\$0

Project Funding (\$ in thousands)

Source of Fund	Rev FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22
Measure J	\$0	\$0	\$530	\$0	\$0	\$0
OBAG- Local Street & Road	\$0	\$0	\$2,470	\$0	\$0	\$0
Total	\$0	\$0	\$3,000	\$0	\$0	\$0

Comments: