

SUMMARY

PROJECT DESCRIPTION

The proposed project consists of the design review of the expansion and remodeling of the existing Walmart store located in the Williamson Ranch Plaza at the northwest corner of Lone Tree Way and Hillcrest Avenue in southeast Antioch. The project will include the development of approximately 3.7 acres of currently vacant land in the western portion of the approximately 21.6-acre Walmart site (see Figures 1 through 4).

The proposed project consists of the physical expansion of the existing 141,498 square-foot Walmart store by 33,575 square feet, increasing the total floor area to 175,073 square feet (see Figures 5 through 8). The expanded store will consist of general merchandise sales, grocery sales, grocery sales support, and a number of smaller departments (outdoor garden center, tire and lube express) and tenant spaces (pharmacy, vision center, portrait studio, fast-food restaurant), as well as stockroom/receiving, ancillary uses and back office functions.

The existing store will be expanded westward and will include the addition of a new grocery sales area and stockroom, as well as exterior features such as a grocery loading dock, a trash compactor, and two compressor units within a concrete block enclosure. The south/front side of the store will also be modified slightly to include two new entry vestibules, one serving the grocery sales area and the other serving the general merchandise sales area. The south/front façade of the Walmart store will be completely reconstructed in order to provide a greater degree of articulation and detailing. Modifications to the exterior of the north building area include relocation and replacement of the existing trash compactor, relocation of storage areas for pallets and cardboard bales, and relocation of the transformer. No metal containers will be stored on the site.

The project includes construction of an additional parking area to the west of the building expansion area. A small portion of existing parking area along the south/front building façade will be reconstructed and restriped to improve handicapped access. The expanded and reconfigured parking lot will provide a total of 918 parking spaces serving the Walmart store, increasing the number of on-site parking spaces by 176 stalls.

The existing 8-foot high textured block wall which runs along the north/rear property boundary will be extended westward for a distance of about 596 feet along the northern edge of the expansion area to the Walmart western property boundary. Also, a new 10-foot high masonry block wall will be constructed on the north edge of the existing recessed loading dock near the northeast corner of the building, and a 10-foot screenwall will also be constructed on the north edge of the new grocery loading dock at the northwest corner of the expanded building. An 8-foot masonry screenwall will also be constructed along the north side of the relocated trash compactor. The two new pallet and bale storage areas along the north site boundary will be enclosed on the west, north, and east sides by 10-foot masonry walls, and the south sides will be enclosed by ornamental steel enclosures with sliding metal gates.

The existing landscape trees along the main project entry drive off Lone Tree Way will be augmented, as will the perimeter landscaping along the street frontages. A new landscaped berm will be installed at the southern end of the expansion area. In addition, stormwater collected from the expansion area will be treated by in-ground planters to be installed between the rows of parking and by a bioretention area planned for the northwest corner of the project site.

All of the existing 40-foot high light standards in the existing parking areas will be replaced with new light standards with a total height of 20 feet, similar to the existing parking lot light standards on the adjacent Orchard Supply Hardware site to the west. The same low-profile light standards will be installed in the expanded parking area to the west of the Walmart store. The lights will include 400-watt energy efficient light fixtures (the existing lights are 1,000 watts), and will be fitted with cut-off shields along the site perimeter to avoid direct illumination spilling beyond the site boundaries. Along the rear of the building, light fixtures will be mounted about 12-feet high on the wall. These lights will also be downward directed, shielded, and fitted with low-wattage light bulbs to avoid direct illumination and minimize the intensity of night lighting.

The expanded Walmart store will be open for business during the same hours as the existing store with extended hours proposed during the holidays (6 AM to midnight). There is no proposal for 24-hour store operation. As noted, the City has imposed restrictions on outdoor nighttime operations and loading activity in order to reduce noise impacts to the nearby residential area to the north. To implement the City requirement for restricted nighttime access to the loading areas, fencing and gates have been installed at both ends of the access driveway along the north side of the existing Walmart store to prevent ingress and egress by delivery trucks during nighttime hours. The expanded store operation would be subject to the same restrictions on nighttime deliveries, and truck fencing and gates would remain to prevent nighttime deliveries. (The eastern truck fence and gate would remain in place and the western truck fence and gate would be relocated as necessary to accommodate the building expansion.) In addition, overnight parking on the Walmart site, particularly by RVs, is prohibited, and Walmart has authorized the City of Antioch to enforce this prohibition on the Walmart property.

The existing Walmart store was approved by the City of Antioch as part of the Williamson Ranch Plaza project (Phases 1 and 2) in June 1998. The original entitlement provides for 245,100 square feet of interior retail space, of which 181,652 square feet have been constructed. The remaining 63,448 square feet of retail space under the original entitlement exceeds the 39,974 square feet of interior retail space proposed for the Walmart expansion. (Note: The net expansion area is 33,575 square feet with the proposed reduction of the existing garden center by 6,399 square feet. Please refer to Table 1 on page 2 for details.) Thus, the planned expansion would bring the total constructed floor area of Phase 1 and 2 to 221,626 square feet.)

The original project was the subject of a Mitigated Negative Declaration (MND) under CEQA, which was adopted in conjunction with the project. The subject EIR on the Walmart expansion will constitute an update of the original MND, as provided under CEQA Guidelines Section 15162(b). (See 'Introduction' at the beginning of this EIR for a detail discussion of the legal basis of this document under CEQA.)

The following is a **brief summary** of project impacts and mitigation measures addressed in the main body of this EIR. The complete project description and discussion of impacts and mitigations is contained in the main text of the EIR.

The mitigations listed below include: measures required as conditions of the original project approval; measures subsequently required by the City of Antioch; and measures which are newly identified in this EIR. The origin of each measure is noted in the main text of this EIR.

SUMMARY OF IMPACTS AND MITIGATIONS

IMPACTS

MITIGATION

A. AESTHETICS

<p>A1. <u>Visual Change Resulting From Project</u>. The project would result in a change to the visual character of the site; however, this would not represent a significant adverse visual impact. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>A2. <u>Lighting and Glare</u>. Lighting for the project building, parking lot, and loading areas could produce light and glare at off-site locations; however, the effects of lighting and glare would be minimized through compliance with the applicable City requirements and standards. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>A3. <u>Cumulative Aesthetic Impacts</u>. The project and the other cumulative projects would result in changes to the visual character of their setting; however, these visual changes would not represent a cumulatively significant adverse visual impact. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>

B. AIR QUALITY

<p>B1. <u>Construction Emissions</u>. Construction activities such as demolition, clearing, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would generate fugitive dust emissions which would temporarily affect local air quality. (Potentially Significant Impact)</p>	<p>Consistent with BAAQMD CEQA Guidelines, the following measures shall be required to be included in construction contracts and specifications for the expansion project.</p> <p>Dust (PM₁₀) Control Measures:</p> <ul style="list-style-type: none"> • Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard; <p>(Continued next page)</p>
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IMPACTS

MITIGATION

B. AIR QUALITY (CONT'D)

<p>B1 <u>Construction Emissions (Continued)</u></p>	<ul style="list-style-type: none"> • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites; • Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality; • Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets; • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas; • Apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Limit traffic speeds on unpaved roads to 15 mph. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways; • Replant vegetation in disturbed areas as quickly as possible; • Suspend construction activities that cause visible dust plumes to extend beyond the construction site. <p>Measures to reduce diesel particulate matter and PM_{2.5} from construction</p> <ul style="list-style-type: none"> • Diesel equipment standing idle for more than five minutes shall be turned off. This includes trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks may keep their engines running continuously as long as they were onsite. Signs describing idling restrictions shall be conspicuously posted at the construction site. <p>(Continued next page)</p>
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IMPACTS

MITIGATION

B. AIR QUALITY (CONT'D)

<p>B1. <u>Construction Emissions (Continued)</u></p>	<ul style="list-style-type: none"> • Prohibit equipment with dirty emissions. The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. This measure means that equipment with continuous dark emissions would be in violation of the requirement. • Properly tune and maintain equipment for low emissions. • Use electrical power, rather than diesel powered generators. <p>(Less-than-Significant Impact with Mitigation)</p>
<p>B2. <u>Ozone Precursors and Particulate Matter.</u> Emissions from the project would result in the criteria pollutants ROG, NO_x, and PM; however, the net new emissions from the project would not exceed the BAAQMD thresholds of significance, and therefore represent a less-than-significant impact. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>B3. <u>Carbon Monoxide Emissions.</u> Traffic generated by the expansion project would increase carbon monoxide emissions at local roadways and intersections; however, the resulting carbon monoxide concentrations would not exceed applicable regulatory thresholds. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>

IMPACTS

MITIGATION

B. AIR QUALITY (CONT'D)

<p>B4. <u>Exposure of Sensitive Receptors to Toxic Air Contaminants.</u> Construction activity, delivery trucks, and customer traffic would expose nearby receptors to diesel particulate matter (DPM), a toxic air contaminant. A screening health risk assessment to assess the cancer risk from these emissions found the cancer risk to be below the BAAQMD significance threshold. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>B5. <u>Odors.</u> The fast-food restaurant in the project could release cooking exhausts which could result in noticeable odors beyond project boundaries. (Potentially Significant Impact)</p>	<p>The fast-food restaurant in the project shall install kitchen exhaust vents in accordance with accepted engineering practice, and shall install exhaust filtration systems or other accepted methods of odor reduction. (Less-than-Significant Impact with Mitigation)</p>
<p>B6. <u>Consistency with Regional Air Quality Plan.</u> The project would not conflict with the current clean air plan or obstruct its implementation. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>B7. <u>Cumulative Air Quality Impacts.</u> Under cumulative conditions, the impacts of the cumulative projects in terms of localized air pollutants such as construction PM, carbon monoxide, and toxic air pollution would be less-than-significant. For regional criteria pollutants, the cumulative impacts would be significant. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>

C. BIOLOGICAL RESOURCES

<p>C1. <u>Disturbance to Nesting Burrowing Owls.</u> The project could adversely affect burrowing owls which could establish a nest on the project site prior to commencement of project grading and construction. (Potentially Significant Impact)</p>	<p>To avoid potential “take” of burrowing owls, the following measures shall be implemented in conjunction with the project: (Continued on next page.)</p>
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IMPACTS

MITIGATION

C. BIOLOGICAL RESOURCES (CONT'D)

<p>C1. <u>Disturbance to Nesting Burrowing Owls.</u> (Continued)</p>	<ul style="list-style-type: none"> • Within 30 days of scheduled ground disturbance, the project applicant shall retain a qualified biologist to conduct protocol surveys in order to ensure that nesting or roosting owls are absent from the site. If these surveys demonstrate that owls are absent, then ground disturbance may proceed without any impediment. On the other hand, if nesting burrowing owls are detected on-site prior to ground disturbance, then the applicant shall establish a 250-foot construction free buffer around the active nest, with the perimeter of the buffer zone clearly delineated by flagged survey stakes or construction fencing. No equipment or activity shall be allowed within the buffer zone until the owls have either vacated the nest (e.g., due to nest failure) or the young have fledged (usually no later than mid-September), as determined by a qualified biologist. Additionally, the applicant shall inform both the City of Antioch and the California Department of Fish and Game (CDFG) of the presence of the owl(s) and the establishment of the buffer. • If ground disturbance is to occur after the breeding season or a non-nesting owl inhabits a burrow during the nesting season (i.e., February 1 through August 31), the applicant may proceed with grading provided that the standard measures to passively relocate the owls are implemented by a qualified biologist. The applicant shall inform CDFG of their intent to passively relocate non-nesting owls and then a qualified biologist shall place one-way doors in all potential burrows on site. These doors shall remain in place for three days and be inspected daily by a qualified biologist. In the event that new burrows of suitable size for burrowing owls are created after the placement of the one-way doors, additional doors shall be installed in these newly constructed burrows and shall remain in place for a minimum of three days. Burrows may be collapsed after three days upon a determination by a qualified biologist that they are absent of owls. (The foregoing are standard measures prescribed by CDFG.) <p>(Less-than-Significant Impact with Mitigation)</p>
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IMPACTS

MITIGATION

C. BIOLOGICAL RESOURCES (CONT'D)

<p>C2. <u>Cumulative Impacts to Biological Resources.</u> Upon mitigation for biological impacts associated with the project and other cumulative projects in the vicinity, the residual biological impacts from these projects, when taken together, would not be cumulatively significant. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>
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D. CULTURAL RESOURCES

<p>D1. <u>Disturbance to Buried Archaeological Resources.</u> It is possible that previously undiscovered cultural materials (prehistoric and historic), including human remains, may be buried on the site which could be adversely affected by grading and construction for the project. (Potentially Significant Impact)</p>	<p>Implementation of the following measures will mitigate any potential impacts to archaeological resources.</p> <ul style="list-style-type: none"> • If any prehistoric or historic artifacts, or other indications or archaeological resources are found once project construction is underway, all work within 25 feet of the find must stop and the City shall be immediately notified. An archaeologist meeting the Secretary of Interior’s Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the find and recommend appropriate mitigation measures for the discovered cultural resources. • If human remains are discovered, all work must stop in the immediate vicinity of the find, and the Contra Costa County Coroner must be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who would identify a most likely descendant to make recommendations to the land owner for dealing with the human remains and any associated grave goods, as provided in Public Resources Code Section 5097.98. The most likely descendant shall complete the inspection within 48 hours of notification by the NAHC. (Less-than-Significant Impact with Mitigation)
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IMPACTS

MITIGATION

D. CULTURAL RESOURCES (CONT'D)

<p>D2. <u>Disturbance of Paleontological Resources</u>. It is unlikely that any paleontological resources which may be present on the project site at depth would be adversely affected by grading, excavation, or construction for the project. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>D3. <u>Cumulative Impacts to Cultural Resources</u>. There are no known archaeological, historical or resources or significant paleontological resources on the project site or the other cumulative project sites. It is possible that previously undiscovered cultural materials may be buried on cumulative project sites which could be adversely affected by grading and construction for the projects. However, any such potential impacts would be mitigated to less-than-significant levels on a project-specific basis in each case, in accordance with the applicable State and local requirements. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>

E. GEOLOGY AND SOILS

<p>E1. <u>Seismic Ground Shaking</u>. Strong ground shaking expected at the site during a moderate to severe earthquake could potentially result in severe damage to project buildings and other structures. (Potentially Significant Impact)</p>	<p>Structural damage to buildings caused by ground shaking shall be minimized by following the requirements of the Uniform Building Code (UBC), and implementing the recommendations of the project geotechnical engineer. (Less-than-Significant Impact with Mitigation)</p>
<p>E2. <u>Expansive Soils</u>. Expansive soils on the site could potentially cause damage to on-site structures and foundations. (Potentially Significant Impact)</p>	<p>Potential damage due to expansive soils shall be minimized by implementing the site preparation, drainage and foundation recommendations of the project geotechnical engineer. (Less-than-Significant with Mitigation)</p>

IMPACTS

MITIGATION

E. GEOLOGY AND SOILS (CONT'D)

<p>E3. <u>Cumulative Geologic and Soils Impacts.</u> The potential geology and soils impacts would be mitigated on a project-specific basis for all cumulative projects, as required by existing regulations. The less-than-significant geology and soils impacts resulting from the project combined with the residual impacts associated with the cumulative projects would not result in a cumulatively significant impact. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>
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F. HAZARDS AND HAZARDOUS MATERIALS

<p>F1. <u>Sale of Household Hazardous Products.</u> Household cleaners, fertilizers, pesticides, oil, automobile products, and other household hazardous materials are sold by Walmart and may be located within the planned expansion area. These products would be safely packaged to prevent harm to employees and consumers, and would be handled, stored, transported, and disposed of in accordance with applicable federal, state, and local regulations. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>F2. <u>Cumulative Hazardous Materials Impacts.</u> The hazardous materials at the project would be handled, stored, transported, and disposed of in accordance with federal, state, and local laws and regulations. It is expected that any potential hazardous materials that may be present at other cumulative project sites would be similarly mitigated. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>

IMPACTS

MITIGATION

G. HYDROLOGY AND WATER QUALITY

<p>G1. <u>Increased Stormwater Runoff.</u> The Walmart expansion project would increase stormwater runoff generated at the site compared to existing conditions; however, the storm drain system for the expansion project would avoid flooding and drainage impacts. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>G2. <u>Construction-Related Impacts to Water Quality.</u> During grading and construction, erosion of exposed soils and pollutants from equipment may result in water quality impacts to downstream water bodies. (Potentially Significant Impact)</p>	<p>A comprehensive erosion control and water pollution prevention program shall be implemented during site clearing, demolition, grading, and construction. Practices to be implemented to minimize water quality impacts during the grading and construction phase would include but not be limited to the following:</p> <ul style="list-style-type: none"> • Exposed soils would be stabilized by the end of October of any given year by revegetating disturbed areas or applying hydromulch with tetra-foam or other adhesive material. • Runoff from areas of exposed soils would be conveyed to siltation basins to provide for the settling of eroded sediments. • Storm drain inlets would be protected with fiber roll and filter fabric, screen and gravel. • Measures would be implemented to prevent runoff of fuel, oil, lubricants and solvents from areas used for construction vehicle and equipment storage, washing and maintenance. This would include the containment of temporary storage and other service areas with dikes. <p>(Less-than-Significant Impact with Mitigation)</p>

IMPACTS

MITIGATION

G. HYDROLOGY AND WATER QUALITY (CONT'D)

<p>G3. <u>Urban Nonpoint Source Pollution</u>. The project would generate urban nonpoint contaminants which may be carried in stormwater runoff from paved surfaces to downstream water bodies. (Potentially Significant Impact)</p>	<p>To minimize downstream nonpoint source pollution, the management of project storm drainage would include pre-treatment of site runoff through installation of bioretention areas and in-ground planters throughout the new parking lot within the 3.7-acre expansion area, as well as other operational measures, as specified under Provision C.3 of the City's NPDES Municipal Stormwater Permit. (Less-than-Significant Impact with Mitigation)</p>
<p>G4. <u>Cumulative Hydrology and Water Quality Impacts</u>. The potential hydrology and water quality impacts would be mitigated on a project-specific basis for all cumulative projects, as required by existing regulations and programs, particularly the State law requirement to prepare and implement Storm Water Pollution Prevention Plans (SWPPPs), and the NPDES requirement for treatment of post-construction surface runoff. The residual hydrology and water quality impacts resulting from the project in combination with other cumulative projects would not result in a cumulatively significant impact. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>

H. LAND USE AND PLANNING

<p>H1. <u>Consistency with General Plan and Zoning Ordinance</u>. The planned expansion project is consistent with the provisions of the City of Antioch General Plan and Zoning Ordinance. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>H2. <u>Land Use Compatibility</u>. The project would constitute a change in land use within the planned expansion area; however, it would not result in significant conflicts or incompatibility with adjacent or nearby land uses. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>

IMPACTS

MITIGATION

H. LAND USE AND PLANNING (CONT'D)

<p>H3. <u>Potential for Urban Decay Due to Economic Impacts.</u> The project would include a new grocery sales area, which would compete with existing supermarkets and grocery stores in Antioch, Brentwood and Oakley. The increased competition resulting from the project is not expected to cause or contribute to the closure of any existing food stores in the area. As such, it is very unlikely that the project would initiate or contribute to a chain of events resulting in physical deterioration of properties, or urban decay. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>H4. <u>Cumulative Land Use Impacts.</u> The proposed project combined with the other cumulative projects would result in land use changes on their sites from vacant to urban uses. However, these changes would not combine to result in significant land use conflicts or incompatibility with adjacent or nearby land uses. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>
<p>H5. <u>Cumulative Urban Decay Impacts.</u> The project, combined with the other cumulative commercial retail projects in the trade area, would potentially result in minor economic impacts to existing supermarkets over the short term. This increased competition is unlikely to result in the closure of any existing supermarkets. However, in the unlikely event that an existing supermarket was to close under cumulative conditions, it is very unlikely that such vacancy would initiate a series of events resulting ultimately in urban decay, primarily because the factors which would lead to urban decay – prolonged vacancy and lack of property maintenance – are unlikely to occur in the trade area. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>

IMPACTS

MITIGATION

I. NOISE

<p>11. <u>Existing Noise from Off-Site Traffic Sources.</u> The project noise environment would be affected by existing off-site noise sources such as traffic on the adjacent roadways. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>12. <u>Project Traffic Noise.</u> Traffic generated by the project would increase noise levels along roadways in the vicinity. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>13. <u>Noise from Project Activity.</u> Noise generated by activity associated with the project would increase noise levels in the vicinity. (Potentially Significant Impact)</p>	<p>The following is a comprehensive list of measures required to reduce project-generated noise to less-than-significant levels. These measures are either: 1) design measures included in the planned project expansion; 2) conditions of approval from the original project approval which are applicable to the planned expansion; 3) City of Antioch requirements established subsequent to the original project approval; or 4) measures newly identified in this EIR. The origin of each noise reduction measure is noted parenthetically at the end of each measure. Some of the listed measures have been modified slightly from their original form to provide greater specificity or clarity, but without changing the meaning or intent of the measure. Since almost all of the listed measures are planned to be incorporated into the project as planned design measures or as previously required mitigations, they are listed below mainly for information and reference purposes. (Note: The time limitations specified below also apply during the holiday shopping season when the store may be open for extended hours.)</p> <ul style="list-style-type: none"> • All outdoor operational activities shall be prohibited on the north and west sides of the center including but not limited to loading and unloading, delivery truck engine idling or starts, operation of refrigeration/condenser equipment, operation of trash compactors, pallet or bale moving or handling, and any other staff activity, between the hours of 10:00 PM and 7:00 AM. (Continued on next page.)

IMPACTS

MITIGATION

I. NOISE (CONT'D)

<p>I3. <u>Noise from Project Activity</u> (Continued)</p>	<p>(However, with the installation of rubber gasket seals on the loading doors, as specified below, trailers which have been properly backed up against the loading door gaskets may be unloaded at any time of the day or night since any interior loading noise would be effectively attenuated by the rubber gaskets.) Trucks arriving on-site during these 'quiet hours' shall park in front of the building and not on the side or behind the store. Signs shall be posted at the rear of the property identifying the quiet hours and prohibition of activities during this time. (Condition of original project approval.)</p> <ul style="list-style-type: none"> • Rubber gasket seals shall be installed at the new truck dock to reduce noise generated during loading activities. (Condition of original project approval.) • The truck gates along the north side of the Walmart building shall be closed between the hours of 10:00 PM and 7:00 AM to prohibit vehicular access to the rear of the building during these hours. The existing westerly truck fence and gate shall be relocated further to the west in conjunction with the building expansion. (City requirement established subsequent to original project approval; design measure included in the planned project expansion.) • The planned trash compactor on the north side of the building expansion shall be screened with an 8-foot high masonry block wall. (Design measure included in the planned project expansion.) • The planned trash compactor on the north side of the building expansion shall be enclosed with fencing and a locked gate to prevent access by store employees or garbage trucks between the hours of 10:00 PM and 7:00 AM. In addition, signage shall be prominently posted near the trash compactor areas providing notice that no garbage pickup is to occur during these designated nighttime hours. (Newly identified in this EIR.) <p>(Continued on next page)</p>
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IMPACTS

MITIGATION

I. NOISE (CONT'D)

<p>13. <u>Noise from Project Activity (Continued)</u></p>	<ul style="list-style-type: none"> • All delivery trucks, garbage trucks, and other service vehicles of any kind shall be prohibited from parking near the rear or sides of the Walmart store between the hours of 10:00 PM and 7:00 AM. Signs shall be prominently posted which provide notice to all truck drivers arriving on the site during these nighttime hours to park at the front of the store. In addition, the Walmart store management shall make every effort to directly notify all truck drivers of this requirement. (Newly identified in this EIR.) • All areas on the site which are designated for storage of cargo pallets or cardboard/plastic bales shall be individually enclosed on the west, north and east sides by 10-foot high masonry block wall. (Design measure included in the planned project expansion.) • All areas on the site which are designated for storage of cargo pallets or cardboard bales shall be individually fenced and gated to prevent access between the hours of 10:00 pm and 7:00 am. Pallets and cardboard/plastic bales shall be stacked no higher than eight feet. (Newly identified in this EIR.) • The existing 8-foot high soundwall, which runs along the northern property line of the site, shall be extended westward to the west Walmart boundary. (Design measure included in the planned project expansion.) • A 10-foot high CMU (concrete masonry unit) wall shall be constructed along the north side of the existing loading dock and along the north side of the planned new loading dock at the northwest corner of the expanded building. (Design measure included in the planned project expansion.) <p>(Continued on next page)</p>
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IMPACTS

MITIGATION

I. NOISE (CONT'D)

<p>I3. <u>Noise from Project Activity</u> (Continued)</p>	<ul style="list-style-type: none"> • Metal storage containers shall not be kept on-site. All truck trailers brought to the site shall be dropped at the loading docks and empty trailers shall be removed from the loading docks and the site after unloading. (City requirement established subsequent to original project approval.) • Leaf blowers and store cleaning operations shall be prohibited north of the retail building within the project boundary between the hours of 8:00 PM and 7:00 AM. (Condition of original project approval.) • Prior to the issuance of building permits, the applicant shall submit engineering and acoustical specifications for project mechanical equipment demonstrating that the equipment design (types, location, enclosure specifications) will control noise from the equipment such that noise levels shall not exceed 45 dBA L_{eq} at the nearest residential backyards. (Condition of original project approval.) • Refrigeration/condenser units shall be enclosed along the north and west sides by solid concrete block walls with a wall height exceeding the final height of the equipment by three feet or more. A minimum of 50 percent of the interior sides of the enclosure walls shall be covered with acoustically absorptive material. Openings to the enclosure structure shall be configured to face away from the nearest residences. The specification for the refrigeration/condenser units shall specify a maximum noise level rating of 65 dBA at a distance of 50 feet. (Newly identified in this EIR.) <p>(Continued next page)</p>
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IMPACTS

MITIGATION

I. NOISE (CONT'D)

<p>13. <u>Noise from Project Activity</u> (Continued)</p>	<ul style="list-style-type: none"> Walmart shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about on-site operational noise. The disturbance coordinator would determine the cause of the noise complaint and institute reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted in the bulletin board area at the store entrance. (Newly identified in this EIR.) <p>(Less-than-Significant Impact with Mitigation)</p>
<p>14. <u>Construction Noise</u>. Noise-generating activities associated with the construction of the expansion project would temporarily elevate noise levels at nearby noise-sensitive receptors. (Potentially Significant Impact)</p>	<p>The following is the list of measures required to reduce project construction noise to less-than-significant levels. These measures are divided into the following two categories: 1) Measures required as conditions of the original project approval; 2) Measures newly identified in this EIR, based on policies contained in the City of Antioch General Plan.</p> <p><i>Mitigations Required with Original Project Approval</i></p> <p>[Note: In some instances the language of the original measure has been modified slightly for greater specificity or clarity, without changing the intent or meaning of the original measure.]</p> <ul style="list-style-type: none"> Noise-generating construction activities, including truck traffic coming to and from the site for any purpose, shall be limited to weekdays between 8:00 AM to 5:00 PM, or as approved by the City Engineer. All equipment driven by internal combustion engines shall be equipped with mufflers which are in good condition and appropriate for the equipment. <p>(Continued next page)</p>

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MITIGATION

I. NOISE (CONT'D)

<p>I4.</p>	<p><u>Construction Noise (continued).</u></p>	<ul style="list-style-type: none"> • The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where the technology exists. • At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from noise-sensitive receptors. • Unnecessary idling of internal combustion engines shall be prohibited. • Owners and occupants of residential and non-residential properties located within 300 feet of the construction site shall be notified of the construction schedule in writing. • The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. <p><i>Mitigations Newly Identified in this EIR</i></p> <p>The following mitigation measures are based on the noise policies of the City of Antioch General Plan. The applicable General Plan policy number is indicated following each mitigation measure.</p> <ul style="list-style-type: none"> • Prior to the issuance of any grading permits, the applicant shall submit a construction-related noise mitigation plan for City review and approval. The plan shall depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of the project through the use of such methods as: <p>(Continued next page)</p>
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MITIGATION

I. NOISE (CONT'D)

<p>14. <u>Construction Noise</u> (continued).</p>	<ul style="list-style-type: none"> • The use of temporary noise-attenuation fences, where feasible, to reduce construction noise impacts on adjacent noise sensitive land uses; • Placement of all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site; • Establishment of construction staging areas at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. (GP Noise Policy 11.6.2m.) • The required construction-related noise mitigation plan shall also specify that haul truck deliveries be subject to the same hours specified for operation of construction equipment. (GP Noise Policy 11.6.2n.) (Note: Haul trucks and construction vehicles and equipment will be largely confined to Lone Tree Way since no heavy trucks are allowed on Hillcrest Avenue.) <p>(Less-than-Significant Impact with Mitigation)</p>
<p>15. <u>Cumulative Noise Impacts</u>. The noise generated by project sources, combined with noise from other cumulative projects, would not result in a cumulatively significant noise impact. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>

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J. PUBLIC SERVICES

<p>J1. <u>Fire, Police, and Solid Waste.</u> The project would increase the need for fire and police protection services, as well as the demand for solid waste collection and disposal service; however, these increased demands would not degrade service levels or result in the need for new or altered facilities for any of these services. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>J2. <u>Cumulative Public Services Impacts.</u> The increased demands for police and fire services, and solid waste collection and disposal services resulting from the cumulative projects in the project vicinity will likely require additional staff and equipment but are not expected to require the construction of new or expanded facilities. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>

K. TRAFFIC AND CIRCULATION

<p>K1. <u>Near-Term (2010) Intersection Level of Service.</u> With the addition of traffic generated by the Walmart expansion project, Levels of Service at all affected intersections would be between LOS A and D, and thus would meet the applicable LOS criteria. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>K2. <u>Far-Term (2025) Intersection Level of Service.</u> With the addition of traffic generated by Walmart expansion project, the Lone Tree Way/Country Hills Drive intersection, which will operate at unacceptable LOS E in the AM peak period without the project, will undergo a slight increase in v/c (volume to capacity ratio), i.e., congestion, during the AM peak period as a result of traffic added by the project. However, this impact was mitigated in April 2009 by a City-initiated signal optimization project for the Lone Tree Way corridor. With the signal optimization, the intersection will operate at acceptable LOS D in the AM peak hour in the Far Term. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>

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K. TRAFFIC AND CIRCULATION (CONT'D)

<p>K3. <u>Far-Term (2025) Delay Index.</u> With the addition of traffic generated by Walmart expansion project, the delay index on Lone Tree Way, which will be at an unacceptable delay index of greater than 2.0 without the project, will undergo a slight increase in congestion and delay during the AM peak period as a result of traffic added by the project. (Potentially Significant Impact)</p>	<p>The timing of the signal phasing shall be optimized at the intersection of Lone Tree Way/Deer Valley Road, in the Far Term. Prior to the issuance of Certificates of Occupancy for the project, the applicant shall contribute \$11,000 to the City of Antioch Traffic Signal Maintenance Fund to cover the cost of the signal optimization. After mitigation, the Delay Index and volume to capacity ratio (v/c) will be improved to better than pre-project levels in the Far-Term. (Less-than-Significant Impact with Mitigation.)</p>
<p>K4. <u>Transit, Bicycle and Pedestrian Facilities.</u> The Walmart expansion project would not result in operational or capacity deficiencies to the transit, bicycle or pedestrian facilities serving the project or the project area. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>K5. <u>Site Access and Circulation.</u> The planned Walmart expansion would not result in on-site congestion due to inadequate site access and circulation. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>K6. <u>Parking.</u> The planned expansion would result in a total Walmart parking supply which meets the City of Antioch parking requirements for the project; therefore, the project would not result in a parking deficiency. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>K7. <u>Cumulative Traffic Impacts.</u> The cumulative traffic impacts are significant and the project contribution to the cumulative traffic impact is considerable. [The cumulative traffic impacts are evaluated together with project-specific traffic impacts under Impacts K1 through K3 above. See EIR text for further explanation.] (Potential Cumulatively Significant Impact)</p>	<p>[Mitigation for far-term cumulative impacts is included with mitigation measures for project-specific impacts identified in Mitigation K3]. (Less-than-Cumulatively Significant Impact with Mitigation.)</p>

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L. UTILITIES AND SERVICE SYSTEMS

<p>L1. <u>Water Supply</u>. The planned expansion would result in increased demand for domestic water service; however, existing water resources and supply infrastructure are adequate to serve the domestic and fire flow needs of the project. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>L2. <u>Wastewater Collection and Treatment</u>. The planned expansion project would increase the demand for wastewater collection, treatment and disposal facilities serving the site; however, there is sufficient existing capacity in the municipal wastewater collection, treatment, and disposal system to serve the project without expansion of existing infrastructure. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>L3. <u>Cumulative Utilities and Services Impacts</u>. The increased demands for water supply, sanitary sewer service, and wastewater collection, treatment, and disposal resulting from the proposed project and other cumulative projects will likely require the improvements to and expansions of utilities and service systems. Extensions of utility mains would be constructed as needed in accordance with the City’s master utility plans. Water mains and storage facilities would be constructed as needed to meet cumulative water supply demands, and the wastewater treatment capacity would likewise be expanded incrementally to meet growth needs. There are plans and programs currently in place that provide for the necessary capacity expansions. Any physical expansion of facilities would be subject to separate environmental review and any resulting impacts would be mitigated to the extent feasible, as required. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>

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M. ENERGY

<p>M1. <u>Energy Consumption</u>. The project would increase energy consumption at the project site in the construction and operational phases of the project. However, energy conservation measures incorporated into the design, construction and operation of the project would avoid wasteful, inefficient or unnecessary consumption of energy. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>M2. <u>Impact on Energy Supplies and Infrastructure</u>. The increased demand for energy resulting from the project would not be substantial enough to require new or expanded sources of supply or the construction of new or expanded energy delivery systems or infrastructure capacity. (Less-than-Significant Impact)</p>	<p>No mitigation required.</p>
<p>M3. <u>Cumulative Energy Impacts</u>. The combined energy use by the proposed project and the other cumulative projects would not result in cumulatively significant impacts in terms of wasteful, inefficient or unnecessary use of energy; nor would the combined energy demand from these projects be substantial enough to require new or expanded sources of supply or the construction of new or expanded energy delivery systems or infrastructure capacity. (Less-than-Significant Cumulative Impact)</p>	<p>No mitigation required.</p>

N. GLOBAL CLIMATE CHANGE

<p>N1. <u>Potential for Project to Impede Implementation of AB 32</u>. The greenhouse gas emissions resulting from the proposed project would not be sufficient to significantly hinder or delay the State's ability to implement the greenhouse gas reduction targets prescribed by AB 32. (Less-than-Considerable Contribution to Cumulative Impact)</p>	<p>No mitigation required.</p>
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SIGNIFICANT UNAVOIDABLE IMPACTS

Any potentially significant impacts resulting from the project would be reduced to less-than-significant levels through mitigation measures to be implemented in conjunction with the project. Therefore, the project would not result in any significant and unavoidable impacts.

ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines stipulate that a reasonable range of project alternatives be considered which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. The following alternatives are evaluated:

1. No Project Alternative;
2. Reduced Project Size alternative;
3. In-Line Retail Alternative.

In addition, several other alternatives were considered but rejected from further analysis. See Section IV for a discussion of those alternatives.

The project alternatives are described and evaluated below. This is followed by the identification of the environmentally superior alternative, as required under CEQA.

No Project Alternative

The CEQA Guidelines require, in Section 15126.6(e)(1), that the “specific alternative of ‘no project’ shall...be evaluated along with its impact.” For this project, the No Project Alternative consists of continuing the existing Walmart operation with no modifications to the building, the site, or the operation. The No Project Alternative would be the environmentally superior alternative to the proposed project because it would result in somewhat lesser effects, even though none of the effects of the proposed project would be significant after mitigation. The No Project Alternative would not fulfill any of the stated project objectives, particularly the basic project objective of expanding the existing outdated and undersized Walmart store in conformance with existing project approvals and entitlements, as well as applicable General Plan and zoning provisions (see Section *I. C. Project Objectives*).

Reduced Project Size Alternative

This alternative assumes a 17,000 square-foot store expansion, for a total store size of approximately 158,000 square feet. This is about a 50 percent reduction in the expansion square footage compared to the proposed project, which proposes a 33,575 square-foot expansion, for a total store size of 175,073 square feet. The site area for the reduced expansion project under this alternative would be about 1.9 acres, a reduction of 1.8 acres from the proposed project. It is assumed that the reduction in project size would occur entirely in the western portion of the expansion site, such that the western site boundary would be shifted eastward approximately 220 feet. This would leave a vacant area of 1.8 acres between the Walmart and OSH sites. Additionally, the continuous 8-foot masonry wall to be constructed along the north site boundary would terminate at the west end of the reduced project site, thereby leaving a gap of about 220 feet between the Walmart soundwall and the OSH soundwall to the west.

The Reduced Project Size Alternative would result in somewhat lower levels of impact under most categories relative to the proposed project. However, all of the potential impacts associated with the proposed project would be reduced to less-than-significant after mitigation. Although the Reduced Project Size Alternative would not avoid or eliminate any significant project impacts which cannot be reduced to less-than-significant levels through project mitigation measures, this alternative would be the environmentally superior alternative to the proposed project because it would result in generally lower levels of impact in most categories. However, the 220-foot gap that would remain in the northern soundwall under this alternative would result in relatively greater exposure of the adjacent residences to operational noise from the Williamson Ranch Plaza, although this would be unlikely to result in significant noise impacts. The Reduced Project Alternative, with a total floor area of about 158,000 square feet, would fall short of meeting the basic project objective of expanding the existing outdated and undersized Walmart store in conformance with existing project approvals and entitlements, as well as applicable General Plan and zoning provisions (see Section *I. C. Project Objectives*).

In-Line Retail Alternative

This alternative assumes that the existing Walmart store would be left in its current state, and that the 3.7-acre vacant parcel would not be used for a Walmart expansion but rather for a series of in-line retail shops. It is further assumed that the overall floor area proposed for incremental development would remain the same as in the proposed project at 33,575 square feet. It is also assumed that none of the new retailers would be engaged in grocery sales, but would sell some form of general merchandise (e.g., shoes, clothes, books, office or art supplies, housewares, etc.). The building configuration would have all stores in a line across the vacant site from east to west, with parking in front and loading areas in the rear.

The In-Line Retail Alternative would result in similar levels of impact as the proposed project under most categories. However, the In-Line Retail Alternative would result in slightly greater visual impacts than the proposed project, primarily because there would be no visual break in the line of buildings along the north edge of the site, although the resulting impact would not be significant. This alternative would likely result in a somewhat lower potential for economic impacts and urban decay than the proposed project, although the impact under the proposed project would not be significant. Additionally, the In-Line Retail Land Use Alternative would not go as far as the proposed project to meet the basic project objective of expanding the existing outdated and undersized Walmart store to accommodate a new grocery sales area in an enlarged floor area in conformance with existing project approvals and entitlements, as well as applicable General Plan and zoning provisions (see Section *I. C. Project Objectives*).

Environmentally Superior Alternative

As discussed above, the No Project Alternative would be the environmentally superior alternative because it would result in lesser overall effects, even though none of the effects of the proposed project would be significant. The No Project Alternative would not fulfill any of the stated project objectives, as discussed above.

The CEQA Guidelines, at Section 15126.6(e)(2), provides that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives. The Reduced Project Size Alternative would result in somewhat lower levels of impact under most categories relative to the proposed project. However, all of the potential impacts associated with the project as proposed would be reduced to less-than-significant after mitigation. Although the Reduced Project Size Alternative would not avoid or eliminate any significant project impacts which cannot be reduced to less-than-significant levels through project mitigation measures, this alternative would

be the environmentally superior alternative to the proposed project because it would result in generally lower levels of impact in most categories. The Reduced Project Size Alternative, with a total floor area of about 158,000 square feet, would fall short of meeting the basic project objective of expanding the existing Walmart store to accommodate a new grocery sales area in an enlarged floor area, in conformance with existing project approvals and entitlements, as well as applicable General Plan and zoning provisions (see Section I. C. *Project Objectives*).

GROWTH-INDUCING IMPACTS

As discussed in Section VI. *Growth-Inducing Effects of the Proposed Project*, the project would not result in significant growth inducement by way of setting a precedent for further urban expansion, by creating excess infrastructure capacities, or by removing obstacles to further growth.

AREAS OF POTENTIAL CONTROVERSY

In response to the Notice of Preparation (NOP), contained in Appendix A, comment letters were received from Caltrans District 4, the Native American Heritage Commission, the East Bay Municipal Utility District (EBMUD), the Contra Costa County Flood Control and Water Conservation District, the Contra Costa County Fire Protection District, the Contra Costa County Division of Environmental Health Coates Field Services (on behalf of Chevron Pipe Line Company, and Paul and Alice Sun. (The NOP comment letters are also included in Appendix A.) The letters from the agencies and pipeline company representative are focused on technical issues within their areas of responsibility and include recommendations with respect to the EIR's content in areas within their purview. The letter from Paul and Alice Sun, the only private citizens to submit comments on the NOP, expressed support for the project and included no specific comments relating to preparation of the EIR. None of the comment letters received raised any specific concerns with respect to environmental issues which are expected to give rise to potential controversy.

Based on concerns expressed in the past by residents of the Parkside neighborhood to the north, it is expected that the following project-related issues will be of particular concern to the nearby residents: potential noise from nighttime truck deliveries and other operational activities along the north side of the Walmart building; and illumination from parking lot lighting. (As discussed in the relevant sections of the main text of the EIR, the potential impacts related to these concerns would be mitigated to less-than-significant levels through measures to be implemented in conjunction with the project.)

MITIGATION MONITORING AND REPORTING PROGRAM

As required under Section 21081.6 of the Public Resources Code, a Mitigation Monitoring and Reporting Program (MMRP) was prepared in conjunction with the original project approval in 1998. That MMRP will be revised and updated to reflect the additional mitigation measures identified in this EIR. The MMRP is intended to ensure that the mitigation measures identified in this EIR are carried out, and will be primarily implemented by the applicant and confirmed through inspections and oversight by the responsible City departments. The revised MMRP will be adopted by the City of Antioch concurrently with the adoption of findings and prior to design approval for the planned expansion project.

