

## Coast Guard Summary Information and Background

October 20, 2020

### Steps Necessary toward Development

1. **General Plan Amendment** – the site is currently designated “Military” in the City’s General Plan. A General Plan Amendment would be required for any new development at the site to an appropriate land use designation based on the development proposed.
2. **Rezoning** – the site currently is zoned PQP (Public Quasi Public) and has no entitlements. The administrative draft Specific Plan for the Reuse Project placed up to 800 units on the property, reflecting a range of densities. The administrative draft Specific Plan also showed a 200-foot buffer from the existing neighborhood, and greenways over the petroleum pipelines. A detention basin, roads and infrastructure connections to the Reuse Project were also shown.
3. **Specific Plan Participation** - The Coast Guard site was previously included within the Concord Reuse Project Specific Plan effort. The City strongly encourages the preparation of a Specific Plan for the Coast Guard site. The City sees value in such a document that would provide clear guidance for future development in terms of infrastructure, community benefits, development standards and design guidelines to reinforce a high quality design. The City may re-engage on an RFP process for a new developer for the Concord Reuse Project (CRP), during the planning of the Coast Guard site, in which case coordination between the two projects would be necessary. The City expects a comprehensive outreach process, with the adjacent North Concord neighborhoods, prior to City submittal.
4. **Subdivision and/or Design and Site Review** - Applications for the project would be required for any proposed development in concert with the General Plan Amendment and Rezoning applications, which we anticipate would take 18-24 months. These may include a combination of Subdivision, Use Permit, and Design and Site Review applications, depending upon the proposal.
5. **CEQA review** – Review of both the General Plan Amendment, Rezoning and project proposals will be necessary. Staff anticipated the CEQA review will take at least 9-12 months, and run parallel with the overall project applications.
6. **Remediation** – Identification and clean up of outstanding remediation issues may be necessary. This should be determined in coordination with the Coast Guard and Navy, and early to avoid delays with environmental review.
7. **Development Agreement** – Any development agreement should assume a project labor agreement, affordable housing and negotiated community benefits.
8. **Application Fees** - The developer will have to pay City application fees for the General Plan Amendment, Zoning, Subdivision, Use Permit and/or Design and Site Review applications. These are based on a deposit based system and will depend on the number of lots and combination of application types. CEQA processes and DDA processes will be addressed through reimbursement agreement or fees, as appropriate. See item 5 above.

9. **Coordination with Local and Regional Agencies** - BART owns the site to the north of the Coast Guard site. It will be necessary for the developer to coordinate with BART in terms of planned access points and connectivity between the two sites for roadways as well as trails/bike paths. Depending on timing, coordination with a newly selected Concord Reuse Project developer could also be necessary.

**Additional information:**

1. ***Will the City support the Coast Guard 58 acres to be considered separately from the overall Concord Reuse Project Specific Plan?*** The City has determined that the Coast Guard site could be separated out and developed in advance of the Concord Reuse Project (CRP) Specific Plan process. To a degree, this depends on the timing of both projects. However, the City is interested in seeing the following components incorporated into the Coast Guard project planning:

- Infrastructure connections consistent with the CRP.
- Open space and trail connections consistent with the CRP to protect the existing high-pressure oil pipelines that travel through the site.
- Connectivity to the North Concord BART Station site.
- Open space buffer, adjacent to existing neighbors, providing trail access through the CG site and some privacy for the existing neighborhood. Width of this green space will depend to an extent upon the design of the project, but the City Council has indicated a desire for a green space of up to 200 feet in width on the adjacent BART site. Some discussion of transitional heights has been discussed as one potential solution to achieving a narrower buffer.

2. ***What was the prior plan for the site?***

The Administrative Draft CRP Specific Plan had anticipated 800 multi-family units on the property in land use designations with a range of densities (approximately 20-100 du/acre). The proposed units on the Coast Guard site were at a lower density than those proposed units immediately surrounding the North Concord BART Station. Density will be related to the overall buffer and a successful transitional design from the existing neighborhood.

3. ***Does City support renovation/rehabilitation of units within either of the villages?***

The City believes it would be most efficient to demolish the units on the site. Although the code allows for structures built to federal standards to be considered existing legal structures, the lack of maintenance over the years and length of vacancy, has resulted in units in disrepair and sporadic occurrences of squatting within the units and fire damage to some of the structures. The potential for the occurrence of lead paint and asbestos due to the age of the dwellings, may bring additional liability. Necessary repairs to any of the units would be required to be brought up to current building code potentially requiring complete replacement of electrical services and wiring, plumbing and sewer systems, insulation and lighting, and thus financially it may not prove prudent or cost effective to rehabilitate the units.

In addition, it is the City's understanding that a couple of the units may currently rest within the pipeline buffer area. It is the City's understanding according to the appraisal that the utilities would need to be removed and/or reconfigured to develop the property to its highest and best use. See City Resources, page 4.

**4. Affordable housing. How much will be necessary on the site?**

Past City Council HED Committee has directed staff to seek an increase from the City's inclusionary housing requirements (10%) if and when changing the General Plan designation. The City is interested in achieving 25 percent of total units at the site as affordable housing, consistent with the CRP Draft Specific Plan.

**5. Who owns the pipelines travelling through the site?**

Three high-pressure oil pipelines are operated by Phillips 66 Pipeline, Kinder Morgan/SFPP, and Shell Pipeline. Each of the easements for these pipelines have a width of 16.5' and each runs in a largely parallel alignment from the southeastern end of the former CNWS (near Bailey Road), northwest in the Green Frame Linear Park along the western border, until reaching Willow Pass Road, at which point the pipelines head west across the Village Neighborhood in the airfield area and intersect the Coast Guard property between Victory Village and Quinault Village, continuing to Olivera Road, then heading northwest. A Memo has been prepared by ARUP, dated November 8, 2017, with additional details.

**6. Is there any special off site work needed such as connection to BART or ballfield improvements tied to this development?**

Yes, see above and the utility memo, prepared by ARUP, an 8-inch meter for domestic and fire water for the Coast Guard site is located across East Olivera Road on the Little League parking lot and will likely need to be relocated. In addition, the villages have limited storm drainage capacity, which will need to be improved.

**7. What is amount of City fees for application?**

General Plan Amendment, Zoning, Subdivision and Design and Site review applications, total approximately will range depending on project design and application types. These do not include environmental fees for a consultant to prepare an EIR for which the City would retain a consultant, funded by the developer, selected and managed by the City based on an additional 20% administrative fee. See lines 10.1.4, 11, 17, 19, 25.1.5, 25.1.6, 33.2, 41, 42, 43. <https://www.cityofconcord.org/DocumentCenter/View/85/City-of-Concord-Master-Fees-and-Charges-PDF>

**City Resources:**

- Attachment A: Coast Guard Housing Utilities - ARUP Memo, dated May 5, 2020.
- Attachment B: Location Map
- Attachment C: CNWS Oil Pipeline Easement Status and Development Constraints – ARUP Memo, dated November 8, 2017.
- Attachment D: Area Plan Diagram (2012).
- Attachment E: Concord Reuse Project Area Plan Book One (2012)  
Link: <http://www.concordreuseproject.org/170/Key-Documents>
- Attachment F: CRP Specific Plan – Admin. Draft Specific Plan Coast Guard excerpt, pgs. 62-63.
- Attachment G: CRP Specific Plan diagrams: Circulation and Mobility
- Attachment H: City’s Offer Letter to GSA, dated December 18, 2019
- Attachment I: GSA’s rejection letter to City, dated March 27, 2020.
- Attachment K: City’s Development Code (Title 18)  
<https://www.codepublishing.com/CA/Concord/#!/Concord18/Concord1825.html#18.25.010>

**Other Resources Available:**

1. As-built information is available for Victory Village, on request.
2. Infrastructure plans for portions of the site, on request.

## **USCG Site Fact Sheet**

**APNs:** 111-010-006 and a portion of 111-010-014

**Property Location:** East side of East Olivera Road, East of Port Chicago Highway

**Proximity to BART:** Approximately 1,500 feet south of the North Concord BART Station entry

**Owner:** United States Coast Guard; over 7 years; prior owner Navy

**Quinault Village (northern):** approximate year built in 1965, 82 duplex units (41 duplexes) on Clymer Court, Enterprise Court, Hamilton Avenue, and Hancock Court. Includes a community center and tot-lot playground.

**Victory Village (southern):** approximate year built in 1989, 246 units (triplexes) in a variety of building types on Kiska Court, Mauna Kea Court and Mount Hood Circle. Includes a small playground, basketball court and horseshoe pit. While newer, they evidently were not built to State Building Code requirements.

**Current use:** Vacant

**Improvements:** Former military housing barracks, approximately 328 units, 31-55 years old

**Total Site Area:** 59.41 acres

**General Plan designation:** Military (M)

**Zoning designation:** Public Quasi Public (PQP)

**Neighboring zoning:** RS-6 (Residential, 6,000 sq. ft. minimum lot size and PR (Parks and Rec)

**Earthquake zone:** Not in Alquist Priolo Study Zone

**Utilities:** Water, Contra Costa Water District, contact 688-8100.

Sewer, City, contact Bruce Davis at 671-3470

Storm water, City, contact Bruce Davis at 671-3470

Agency Resources:

<http://www.cityofconcord.org/BusinessDirectoryII.aspx?lngBusinessCategoryID=22>

**Flood zone:**

Area not studied, previously part of CNWS (adjacent areas are Flood Zone X).

**Public Benefits:**

A few of the public benefits the City anticipates coming from the development of the Coast Guard site includes:

- Connection(s) to BART site
- Bike path connecting to adjacent areas (BART, CRP and existing neighborhood)
- Detention basins to accommodate storm flows
- Affordable Housing