

- *Designating growth limits and clustering provisions for very low-density hillside residential development based on slope and elevation to ensure viewshed protection.*

Policy LU-10.1.4: Minimize cut-and-fill of natural hillsides.

Policy POS-1.2.1: Implement strategies and actions associated with the design, development, and operation of multi-purpose trails as contained in the Trails Master Plan.

Policy S-3.1.1: Require as part of the development review process a thorough evaluation of geologic-seismic and soils conditions and risks.

Policy S-3.1.2: Require all new development to design structures and buildings pursuant to applicable State and local standards and codes.

Policy S-3.2.1: Require all development on hillsides where the grade exceeds 15 percent to submit a hillside development plan that demonstrates contoured grading techniques to ensure that buildings, streets, and drives can be accommodated safely with a minimum amount of grading.

Policy S-3.2.2: Do not allow development on hillsides with slopes over 30 percent.

Policy S-3.2.3: Require soils and geologic hazards analysis and mitigation as part of development project review.

Policy S-3.2.4: Regulate all development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, ground failure, ground rupture, and/or liquefaction.

Policy S-3.2.5: Control erosion of graded areas with revegetation or other acceptable methods.

Implementation of the policies listed above would ensure that potential Impact 3.7-2 is less than significant.

Impact

3.7-3 Development under the General Plan could restrict development of mineral resources. (*Less than Significant*)

Mineral and aggregate resources exist throughout Concord, particularly in developed residential areas east of Clayton Road between Bailey and Kirker Pass, and along the southern city limits. Access to these mineral and aggregate resources is restricted by existing development in residential neighborhoods east of Clayton. However, identified resources along the southern city limits are in an undeveloped area and potential mineral resources within the CNWS have not

been assessed. Development under the proposed General Plan could occur in these areas, potentially restricting access to mineral resources.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce potential impacts to mineral resource availability:

Policy POS-3.5.1: Encourage conservation of valuable mineral resources and provide substantial protection of significant mineral deposits, consistent with the City's other land use goals.

Policy POS-3.5.2: Regulate extraction and consumption of mineral resources in accordance with applicable State law.

Policy POS-3.5.3: Prohibit residential land uses within the mineral resource impacts areas containing mineral deposits of state-wide or regional significance as determined by the California State Mining and Geology Board.

Policy POS-3.5.4: Preserve significant mineral resource areas in open space areas.

Policy POS-3.5.5: Require future development in the vicinity of significant mineral resources to be planned and designed to minimize conflict between mineral extraction activities and neighboring land uses.

Implementation of the policies listed above would ensure that potential Impact 3.7-3 is less than significant.

3.8 Hazardous Materials

This section discusses hazardous materials issues related to the implementation of the proposed General Plan and approval of the proposed ULL, including its consistency with applicable local, State, and Federal plans, policies, and regulations. Industrial or commercial operations that involve the use of hazardous materials are described, and potential public health and environmental issues related to these uses are assessed and analyzed. Additional information is contained in the *Integrated Natural Resources Management Plan and Environmental Assessment* by the Naval Weapons Station Seal Beach, prepared in March 2002.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

The City of Concord includes residential, commercial, industrial, mixed use, and open space areas, as well as the Concord Naval Weapons Station (CNWS), a 13,000-acre facility that spans portions of the Suisun Bay coastline and inland regions. Petroleum refineries are located along Pacheco Creek, within the Planning Area and the proposed Urban Limit Line, but outside city limits. Undeveloped hillsides of the Diablo Range physically separate Concord from the nearby towns of Clayton, and Pittsburg and Walnut Creek to the east and south.

Within the City of Concord there are industrial and commercial areas where current or historical, industrial and commercial activities may pose potential environmental and health and safety risks. These risks include accidents involving vehicles transporting hazardous materials or hazardous wastes, particularly along the Highway 242 and 4 corridors, accidental spills or leaks associated with seismic events, and improper use, handling, storage, transport, and disposal of hazardous materials, including medical and biohazardous wastes. Incidents at the Tesoro Refinery in Martinez can also pose hazards to Concord residents should prevailing winds direct gas leaks into the City. In addition, improper disposal of household-generated hazardous waste, such as used motor oil, paints, and solvents can also impact water quality in local waterways. Response to hazardous materials spills is provided by the Contra Costa County Health Services Hazardous Materials Program, which in coordination with the Contra Costa County Fire Protection District provides emergency response services for the City.

Releases, leaks, or disposal of chemical compounds, such as petroleum hydrocarbons, on or below the ground surface, can lead to contamination of underlying soil and groundwater. Disturbance of a previously contaminated area through grading or excavation operations could expose the public to health hazards from physical contact with contaminated materials or hazardous vapors. Improper handling or storage of contaminated soil and groundwater can further expose the public to these hazards, or potentially spread contamination through surface water runoff or air-borne dust. In addition, contaminated groundwater can spread down gradient, and potentially contaminate subsurface areas of surrounding properties. Areas in which historic or on-going activities have resulted in the known or suspected release of hazardous

materials into soil and groundwater, as identified by the San Francisco Bay Regional Water Quality Control Board (RWQCB), Environmental Conditions Report for the CNWS and California Department of Toxic Substances (DTSC), are depicted on **Figure 3.8-1**. Sites with contamination are largely clustered around industrial/commercial areas of Clayton Road, Concord Avenue, Detroit Avenue, Monument Boulevard, and Willow Pass Road. This contamination may be the results of underground storage tank (UST) releases, spills, accidental releases, or other activities involving the use of hazardous materials. In general, although most of the areas highlighted are industrial and manufacturing areas, some represent gas stations, drycleaners, or other small businesses. For a complete listing of the addresses of all UST sites within Concord, refer to **Appendix E**.

In addition to those areas identified in **Figure 3.8-1**, activities at the CNWS tidal and inland areas have impacted soil and groundwater in various locations. Founded in 1941, the CNWS has historically acted as an ammunition transfer center, receiving, storing, segregating, and supplying naval and Department of Defense activities in the San Francisco Bay Area and the greater U.S. West Coast. Military activities at CNWS have included handling a variety of hazardous materials and wastes which have impacted soil and groundwater (CDM, 2003). According to an Environmental Condition of Property Report completed in 2006, the CNWS contains numerous areas with identified hazardous materials or waste releases from solid waste management units, underground storage tanks and other activities. Some of these areas have been determined by either the RWQCB, DTSC, or the Contra Costa County Health Services Department to require no further action. However, numerous other areas are still in varying stages of the cleanup process through the Navy's Installation Restoration Program (Department of the Navy, 2006). A former landfill in the tidal area is in the cleanup process for being impacted by petroleum, paints, pesticides, metals, PCBs, and munitions. A 2005 draft Preliminary Assessment for the CNWS identified nine areas of concern related to munitions, six of which potentially contain Munitions and Explosives of Concern or Munitions Constituents (Department of the Navy, 2006). A survey for Polychlorinated Biphenyls (PCBs) concluded that all transformers at CNWS were considered non-PCB under federal regulations, but some would be classified as a hazardous waste according to state regulations. Otherwise, the reduced base operations have resulted in the closure of all underground storage tanks, permitted hazardous waste facilities, and most all other industrial activities.

REGULATORY SETTING

Definitions

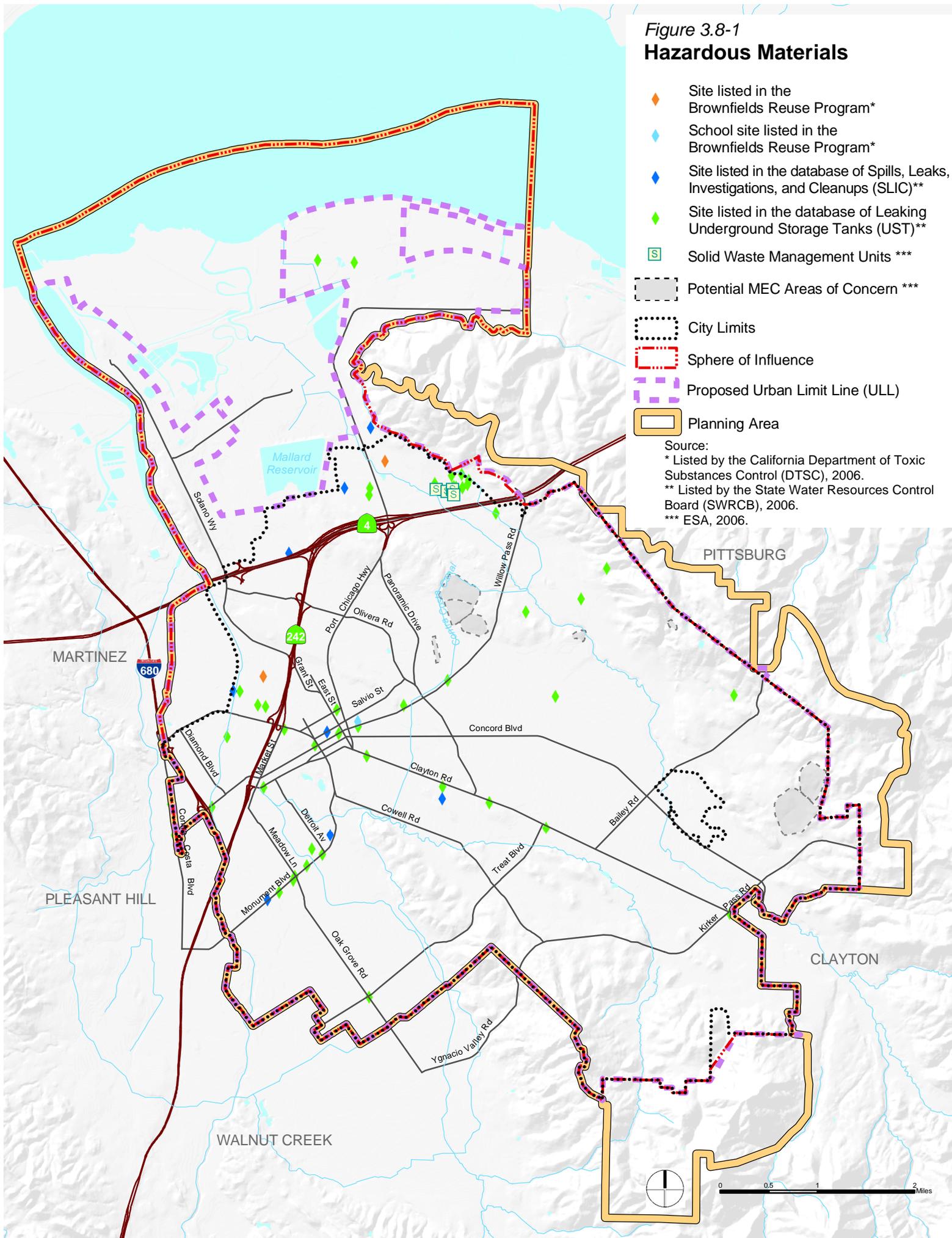
Hazardous Materials

Hazardous materials are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories (Title 22 of the California Code of Regulations, Division 45, Chapter 11, Article 3), based on their properties: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), and reactive (causes explosions or generates toxic gases). Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications and, to a limited extent, in residential areas.

**Figure 3.8-1
Hazardous Materials**

- ◆ Site listed in the Brownfields Reuse Program*
- ◆ School site listed in the Brownfields Reuse Program*
- ◆ Site listed in the database of Spills, Leaks, Investigations, and Cleanups (SLIC)**
- ◆ Site listed in the database of Leaking Underground Storage Tanks (UST)**
- S Solid Waste Management Units ***
- Potential MEC Areas of Concern ***
- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area

Source:
 * Listed by the California Department of Toxic Substances Control (DTSC), 2006.
 ** Listed by the State Water Resources Control Board (SWRCB), 2006.
 *** ESA, 2006.



Hazardous Waste

A hazardous waste is any hazardous material that is discarded, abandoned, or is to be recycled. The criteria that render a material hazardous also make a waste hazardous (California Health and Safety Code, Section 25151). Hazardous materials and wastes can result in public health hazards if released into the soil, groundwater, or air.

Hazardous Materials Management

Federal and State laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws require hazardous materials users to prepare written plans, such as Hazard Communication Plans and Hazardous Materials Management Plans.

Hazardous Materials Management Plans

Laws and regulations require hazardous materials users to store these materials appropriately and to train employees to manage them safely. A number of agencies participate in enforcing hazardous materials management requirements. The Federal Emergency Planning and Community Right-to-Know Act (EPCRA), enacted as Title III of the Superfund Amendments and Reauthorization Act (SARA), requires facilities handling an excess of designated threshold quantities of hazardous materials to provide hazardous materials, hazardous waste, and emission information to public agencies, and to prepare emergency response plans for accidents or other unauthorized releases of designated threshold quantities of hazardous materials. In California, the requirements of SARA Title III are incorporated into the State's Hazardous Materials Release Response Plans and Inventory Law (California Health and Safety Code Section 25500, et seq).

Federal

The primary Federal agencies with responsibility for hazardous materials management include the US EPA, U.S. Department of Labor Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (DOT). The responsibilities of OSHA and DOT are further described below. US EPA was created to protect human health and to safeguard the natural environment — air, water, and land — and works closely with other Federal agencies, and state and local governments to develop and enforce regulations under existing environmental laws. Where national standards are not met, US EPA can issue sanctions and take other steps to assist the states in reaching the desired levels of environmental quality. US EPA also works with industries and all levels of government in a wide variety of voluntary pollution prevention programs and energy conservation efforts. As noted earlier, US EPA oversees remedial activities at the CNWS.

State

In many cases, California State law mirrors or is more restrictive than Federal law, and enforcement of these laws has been delegated to the state or a local agency. In January 1996, the California Environmental Protection Agency (Cal EPA) adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified

Program). The program has six elements: hazardous waste generators and hazardous waste onsite treatment; underground storage tanks; aboveground storage tanks; hazardous materials release response plans and inventories; risk management and prevention programs; and Unified Fire Code hazardous materials management plans and inventories. The plan is implemented at the local level. The local agency responsible for implementation of the Unified Program is called the Certified Unified Program Agency (CUPA). In Concord, the Contra Costa County Environmental Health Department is the designated CUPA.

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (California Health and Safety Code, Chapter 6.95), administered by Cal EPA through CUPA, requires any business that handles hazardous materials above certain thresholds to prepare a Hazardous Materials Management Plan, which must include the following:

- Details of the facility and business conducted at the site;
- An inventory of hazardous materials that are handled or stored on site;
- An emergency response plan; and
- A safety and emergency response training program for new employees with annual refresher courses.

Hazardous Waste Handling

The Federal Resource Conservation and Recovery Act of 1976 (RCRA) created a major new Federal hazardous waste “cradle-to-grave” regulatory program administered by US EPA. Under RCRA, US EPA regulates the generation, transportation, treatment, and disposal of hazardous waste, and the investigation and remediation of hazardous waste sites. Individual states may apply to US EPA to authorize them to implement their own hazardous waste programs in lieu of RCRA, as long as the state program is at least as stringent as Federal RCRA requirements. California has been authorized by US EPA to implement its own hazardous waste program, with certain exceptions. In California, the Cal EPA Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste, and the investigation and remediation of hazardous waste sites. DTSC has established criteria for identifying, packaging, labeling, treating, storing, and disposing of hazardous wastes. These are supplemented by Federal Hazardous and Solid Waste Amendments of 1984 requirements, which are not yet a part of the State’s authorized program.

Hazardous Materials Transportation

The DOT regulates the transportation of hazardous materials between states and foreign countries. DOT regulations govern all means of transportation, except packages sent by mail, which are governed by U.S. Postal Service regulations. The State of California has adopted DOT regulations for the intrastate movement of hazardous materials. In addition, the State of California regulates the transportation of hazardous waste originating in the State and passing through the State. State regulations are contained in Title 26 of the California Code of Regulations (26 CCR). Both regulatory programs apply in California.

The two State agencies that have primary responsibility for enforcing Federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans).

The CHP enforces hazardous material and hazardous waste labeling and packing regulations to prevent leakage and spills of material in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance. Caltrans has emergency chemical spill identification teams at as many as 72 locations throughout the state that can respond quickly in the event of a spill. In addition, the State of California regulates the transportation of hazardous waste originating or passing through the State.

Medical Waste

The transportation and disposal of medical waste is regulated under the California Medical Waste Management Act (MWMA; Sections 117600 et seq. of the California Health and Safety Code). Within the statutory framework of the MWMA, the Medical Waste Management Program of the California Department of Health Services (DHS) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste generators, offsite treatment facilities, and transfer stations throughout the State. The DHS also oversees all medical waste transporters.

Occupational Safety

Occupational safety standards exist in Federal and State laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal-OSHA) and the Federal Occupational Safety and Health Administration (OSHA) are the agencies responsible for assuring worker safety in the workplace. OSHA regulations (29 CFR 1910 and 1926) contain requirements concerning the use of hazardous materials in the workplace and during construction that mandate employee safety training, safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, emergency action and fire prevention plan preparation, and a hazard communication program. The hazard communication program regulations contain training and information requirements, including procedures for identifying and labeling hazardous substances, and communicating hazard information relating to hazardous substances and their handling. The hazard communication program also requires that Material Safety Data Sheets be available to employees, and that employee information and training programs be documented. These regulations require preparation of emergency action plans (escape and evacuation procedures, rescue and medical duties, alarm systems, and training in emergency evacuation). Cal-OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices.

Emergency Response

The Federal Emergency Planning and Community Right-to-Know Act of 1986 requires detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of to prevent or minimize adverse effects to human health or the environment in the event such

materials are accidentally released. California has developed an emergency response plan to coordinate emergency services provided by federal, State, and local governments and private agencies. Responding to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services, which coordinates the responses of other agencies, including Cal EPA, the CHP, the Department of Fish and Game, the San Francisco Bay RWQCB, Contra Costa County Fire Department, and Contra Costa Health Services. Contra Costa County Health Services provides first response capabilities, if needed, for hazardous materials emergencies.

Aboveground and Underground Storage Tanks

The State Water Resources Control Board (SWRCB) administers the aboveground storage tank (AST) program. The program covers facilities that store petroleum in a single tank, or multiple tanks with an aggregate capacity in excess of 1,320 gallons, and requires that tank owners or operators file a storage statement, pay a facility fee, and prepare and implement a Federal Soil Prevention, Control and Countermeasure Plan (SPCC). The SPCC Plan must identify procedures, methods, and equipment in place at the facility to prevent discharges of petroleum from reaching navigable waters.

The SWRCB also administers the underground storage tank (UST) program. State laws governing USTs specify requirements for permitting, construction, installation, leak detection monitoring, repairs, release reporting requirements, corrective actions, cleanup, and closure. The Contra Costa County Fire Protection District enforces applicable regulations, which include permitting and inspection requirements.

Local

In Concord, investigation or remediation of contaminated sites is typically conducted under the direction of the local oversight program (LOP), which is the Contra Costa Environmental Health Department. The LOP oversees sites in cooperation with the California State Water Resources Control Board, RWQCB, and Cal EPA. Site remediation or development may also be subject to regulation by other agencies. For example, if dewatering of a site were required during construction, subsequent discharge to the storm water system or sewer system could require a permit from the City of Concord Public Works.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Implementation of the proposed General Plan would have a potentially significant impact if it resulted in:

- Creation of a potential public health hazard, or an increased risk of exposure to hazardous materials or wastes; or
- Interference with hazardous materials emergency response plans or emergency evacuation plans.

METHODOLOGY & ASSUMPTIONS

The analysis considered project plans, current conditions in the proposed General Plan area, and applicable regulations and guidelines. The proposed General Plan would promote development and growth within Concord and its associated Planning Area, while the proposed Urban Limit Line would limit development outside of its boundaries. Consideration is given to potential historic industrial activities affecting future construction workers and occupants, specifically from soil and groundwater conditions in the project area, in addition to an analysis of potential impacts to future occupants that may result from continuing nearby industrial activities that involve hazardous materials.

SUMMARY OF IMPACTS

Implementation of the proposed General Plan and approval of the proposed Urban Limit Line could result in potential exposure of people or the environment to hazardous materials or hazardous waste associated with future development, and growth of the city's population. However, because hazardous materials use and disposal is heavily regulated and the proposed General Plan contains additional policies regarding hazardous materials, potential impacts are less than significant.

IMPACTS AND MITIGATION MEASURES

Impact

- 3.8-1 Development on land impacted by petroleum hydrocarbons or other chemical constituents, or demolition of existing buildings containing hazardous building materials, could expose people or the environment to hazardous conditions. (*Less than Significant*)**

Development of vacant or previously developed lots that have been impacted by petroleum hydrocarbons from leaking underground storage tanks or other chemical constituents could expose individuals to hazardous conditions resulting from ongoing or historical activities at the site or on neighboring properties such as the CNWS that involved the use of hazardous materials or hazardous wastes. In addition, removal of historic structures for redevelopment that contain hazardous business materials such as asbestos, lead-based paint, or PCBs could expose individuals to hazardous conditions during demolition.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce potential exposure of people and the environment to hazardous materials associated with development on impacted properties or demolition of older structures:

- Policy S-5.1.1: Coordinate with the Contra Costa County Department of Environmental Health, and other appropriate regulatory agencies' review of proposals at sites, which may have toxic contamination or include hazardous materials use.

- Policy S-5.1.2: Coordinate review with the appropriate water provider and/or water quality agency for proposals proximate to water canals, pipelines, or reservoirs that include handling potentially hazardous materials.
- Policy S-5.1.3: Control the transport of hazardous materials to minimize potential hazards to the local population.
- Policy S-5.1.4: Require appropriate clean-up of all former commercial and industrial sites prior to reuse according to relevant State and Federal regulatory agencies.
- Policy S-5.1.5: Coordinate with appropriate regulatory agencies during the review of any proposed General Plan Amendment that relates to the Concord Naval Weapons Station to ensure that potential hazards and safety issues are adequately addressed and any risks to existing and future residents are fully mitigated.

Issues that may need to be evaluated include, but are not limited to the following: potential off-site ground water contamination, potential dust emissions from disturbance of soil containing elevated levels of arsenic, any munitions transport activities; potential exposure to chemical, biological, and/or radiological substances that could possibly have been released in the past from munitions activities; and the potential for a hazardous material or munitions release along routes which lead to or from the Concord Naval Weapons Station.

Mitigation Measure

3.8(a) General Plan Policy S-5.1.1, which requires coordination with the Contra Costa County Department of Environmental Health and other appropriate regulatory agencies for review of proposals at sites which may be contaminated or include hazardous materials use, shall be supported by a commentary to clarify that this policy also will apply to sites which may contain structures that contain hazardous building materials such as lead-based paint, asbestos, and polychlorinated biphenyls (PCBs).

Implementation of Mitigation Measure 3.8(a) and the policies listed above would reduce this potential impact to less-than-significant levels.

Impact

3.8-2 Business and industrial expansion under the proposed General Plan could increase the volume of hazardous materials and hazardous wastes used and generated in Concord.
(Less than Significant)

The proposed General Plan could increase hazardous material use in Concord through policies and principles that support development of office and industrial business parks (LU-1.1), and promote expansion and continued renewal of the John Muir Health Concord Campus (LU-7.2.1). As well, the proposed General Plan encourages the relocation of existing auto repair and services to commercial areas of the City (LU-4.2.9). Hazardous materials that may be used during

typical business operations by hospitals, research and development centers, and other commercial and industrial businesses could result in increased employee or public exposure to hazardous materials and hazardous wastes. In addition, expanded hazardous material usage and potential generation of hazardous wastes would likely result in an incremental increase in the volume of hazardous materials and hazardous wastes being transported within Concord.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce potential impacts associated with increased volumes of hazardous materials and hazardous wastes during future development:

- Policy LU-7.2.4: Require new hospital facilities to be designed to assure that potential environmental hazards associated with medical care are managed properly.
- Policy T-1.1.8: Designate specific truck routes to provide for movement of goods throughout the City.
- Policy S-5.1.1: Coordinate with the Contra Costa County Department of Environmental Health, and other appropriate regulatory agencies' review of proposals at sites, which may have toxic contamination or include hazardous materials use.
- Policy S-5.1.2: Coordinate review with the appropriate water provider and/or water quality agency for proposals proximate to water canals, pipelines, or reservoirs that include handling potentially hazardous materials.
- Policy S-5.1.3: Control the transport of hazardous materials to minimize potential hazards to the local population.
- Policy PF-1.5.3: Prepare and distribute informational handouts to the public regarding opportunities to reduce waste at homes and businesses, as well as methods of safe disposal of hazardous materials.

Implementation of the policies listed above would reduce this potential impact to less-than-significant levels.

Mitigation Measure

No mitigation measures are required.

Impact

- 3.8-3 The proposed General Plan, within the proposed Urban Limit Line, would increase the number of residents in Concord, likely resulting in an increased volume of hazardous materials being used and disposed of by households as a result of population expansion. (Less than Significant)**

Buildout under the proposed General Plan, within the proposed Urban Limit Line, would increase the number of residents living in Concord. This rise in population would likely result in a larger number of individuals using hazardous materials, as the number of residents and households increase. Improper disposal of hazardous materials such as used oil, paints, solvents, and cleaning agents commonly used by households could increase the exposure of residents to hazardous materials through contact with improperly disposed substances or adversely affect soil, groundwater, or surface waters.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce potential impacts associated with increased populations and household hazardous material use:

Policy PF-1.5.3: Prepare and distribute informational handouts to the public regarding opportunities to reduce waste at homes and businesses, as well as methods of safe disposal of hazardous materials.

Implementation of the policies listed above would reduce this potential impact to less-than-significant levels.

Mitigation Measure

No mitigation measures are required.

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3.9 Noise

This section presents the environmental setting and impact assessment for noise in the Concord Planning Area. Additional information on noise is contained in the proposed General Plan.

ENVIRONMENTAL SETTING

Noise is commonly defined as undesirable or unwanted sound. Noises vary widely in their scope, source, and volume, ranging from individual occurrences such as leaf blowers, to the intermittent disturbances of overhead aircraft, to the fairly constant noise generated by traffic on freeways. Noise can have real effects on human health, including hearing loss and the psychological effects or irritability from lack of sleep. Noise is primarily a concern with regard to noise-sensitive uses such as residences, schools, churches, and hospitals.

PHYSICAL SETTING

Measuring Sound

Sound is generated by sound waves traveling outward from a source, which exert a sound pressure level (commonly called "sound level"), measured in decibels (dB). In general, people can perceive a two- to three-dB difference in noise levels; a difference of 10 dB is perceived as a doubling of loudness. Environmental noise is usually measured in *A-weighted* decibels; a metric corrected for the variation in frequency response of the human ear. The A-weighted scale is used to describe all noise levels (db) discussed in this section. Typical sound levels are depicted in **Figure 3.9-1**.

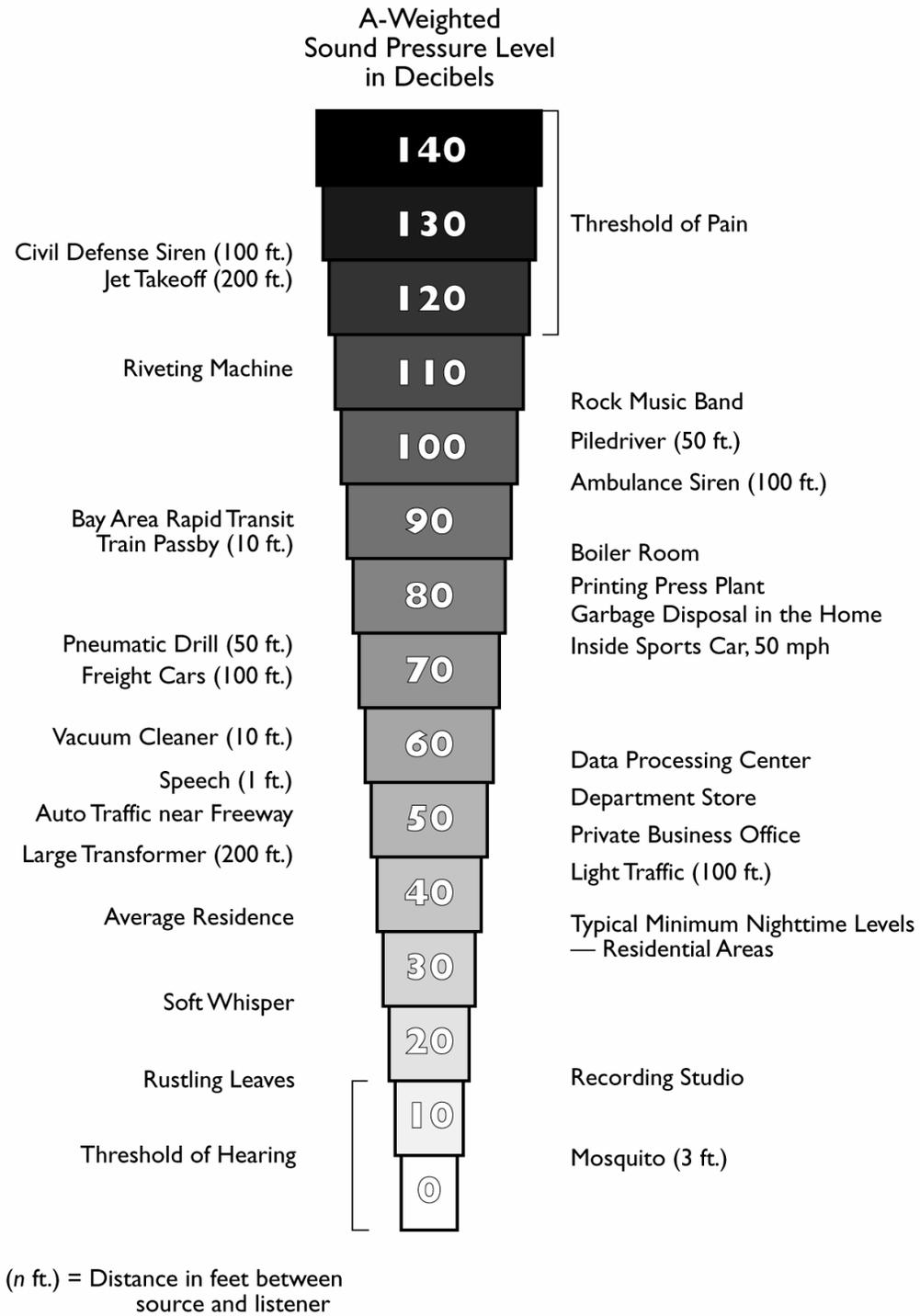
Noise Sources in Concord

The major existing noise source in Concord is related to vehicle traffic. Specifically, SR-242, SR-4, and I-680 generate the most continuous, high noise levels in Concord. Other noise sources include overhead aircraft related to the Buchanan Field Airport and rail noise associated with the BART tracks. Future noise sources include the planned helicopter usage at John Muir Health, Concord Campus. Noise produced by existing industry has a negligible effect on the city's residential noise environment, as the major industrial noise emitters—Tesoro refinery in North Concord and the Kaiser Quarry to the south—are located away from sensitive receptors.

Traffic Noise

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. Conversely, traffic volume does not have a major influence on traffic noise levels. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. In addition, trucks and older automobiles produce engine and exhaust noise, and trucks also generate wind noise. While tire noise from autos is generally located at ground level, truck noise sources can be located as high as ten to fifteen feet above the roadbed due to tall exhaust stacks and higher engines; sound walls are not effective for mitigating such noise unless they are very tall.

Figure 3.9-1: Typical Sound Levels



Under the General Plan noise standards, maximum noise levels from 60 dB to 65 dB are considered “normally acceptable” for unshielded residential development. Noise levels from 60 dB to 75 dB are considered within the “conditionally acceptable” range while noise levels above 70 dB to 80 dB are considered “normally unacceptable.” Noise levels above 75 dB and 80 dB are considered “clearly unacceptable.” Overall, noise standards for mixed-use and medium and high density residential are slightly higher than those for low density residential. **Table 3.9-1** depicts the range of typical sound levels for various land use activities.

Helicopter Noise

The John Muir Health, Concord Campus is planning to provide helicopter service for medical emergencies. Two alternative sites have been identified on the Center’s campus; ultimately, one site will be selected for development by the John Muir Health, Concord Campus. The anticipated flight paths would generally follow Port Chicago Highway and major freeways, although Salvio Street and Clayton Road also may be used for approaches from SR 242 from the south. Final flight paths will be approved by the California Department of Aeronautics, based on construction clearance considerations, wind directions, and minimizing impacts on nearby land use. Helicopter noise contours associated with these two sites are shown in **Figure 3.9-2**.

Buchanan Field Airport Noise

The City recognizes the importance of Buchanan Field Airport to the community and region, and aims to achieve compatibility between these uses and neighboring land uses. Contra Costa County, the agency that has jurisdictional authority over the airport, has developed projected noise contours for several different scenarios. **Figure 3.9-3** illustrates projected noise contours and lists the associated activity assumptions.

REGULATORY SETTING

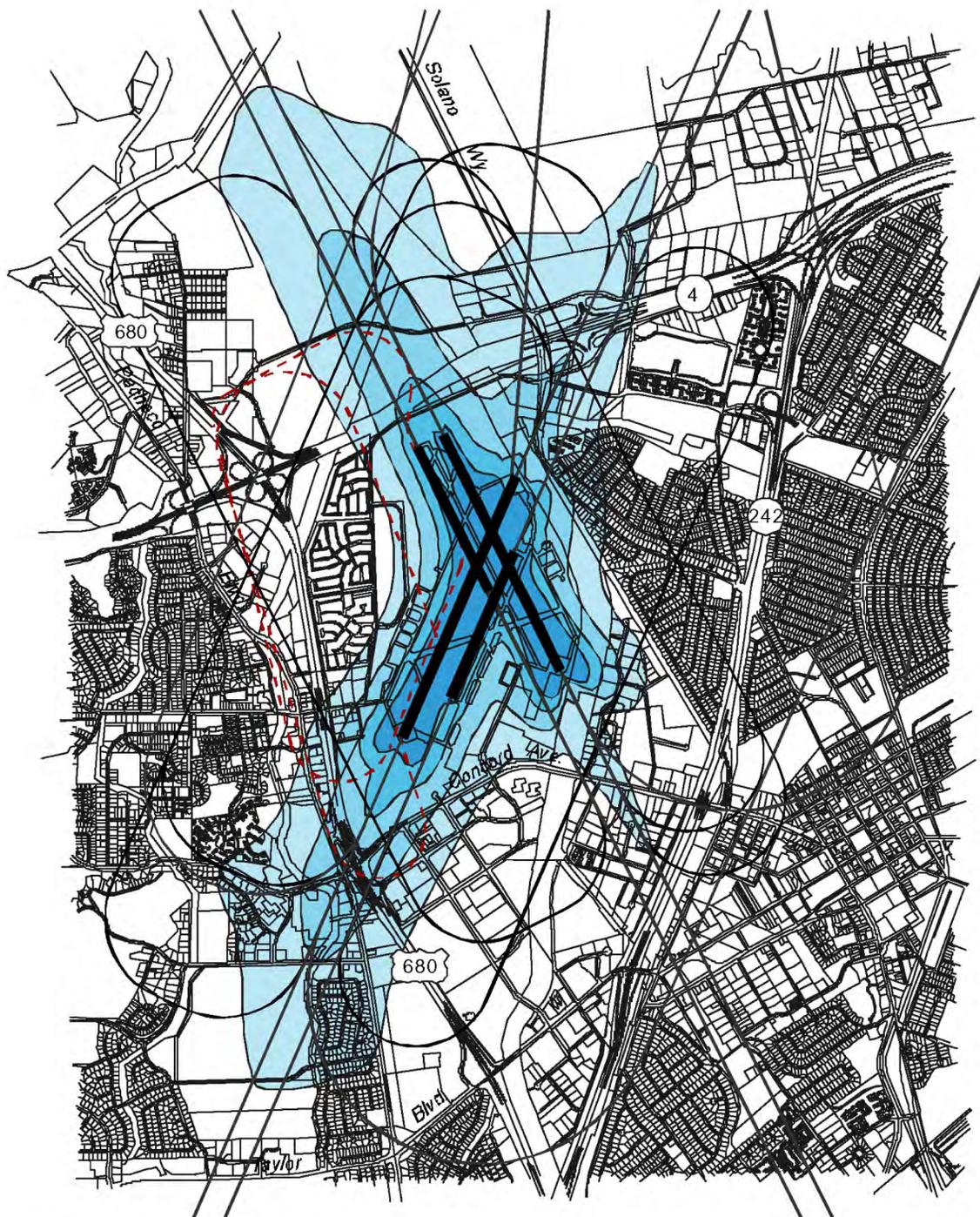
Federal, State, and local agencies regulate different aspects of environmental noise. Generally, the federal government sets noise standards for transportation-related noise sources closely linked to interstate commerce. These include aircraft, locomotives, and trucks. The State government sets noise standards for those transportation noise sources such as automobiles, light trucks, and motorcycles. Noise sources associated with industrial, commercial, and construction activities are generally subject to local control through noise ordinances and General Plan policies. Local general plans identify general principles intended to guide and influence development plans.

Contra Costa County regulates noise related to the Buchanan Field Airport. Ordinance 88-82 restricts the older and noisier models of jet aircraft from operating at Buchanan Field Airport. Aircraft listed in Federal Aviation Administration (FAA) Advisory Circular 36-3 as being rated over 78 dBA on takeoff are prohibited from operating at Buchanan Field Airport. Between the hours of 10:00 pm and 7:00 am., aircraft listed in Advisory Circular 36-3 as being rated over 75.0 dBA on takeoff are prohibited from operating at Buchanan Field Airport.¹

¹ Source: <http://www.boeing.com/commercial/noise/buchanan.html>

Figure 3.9-2: Future Noise contours w/Helipad

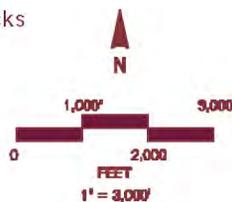
Figure 3.9-3: Buchanan Field Airport Noise Contours



Activity Assumptions

- 214,000 Total Annual Aircraft Operations
- 4,000 Helicopter Operations Included
- No 1970s Era Business Jets

- - - Typical Helicopter Touch & Go Flight Tracks
- Typical Airplane Flight Tracks
- 55-60dBCNEL
- 60-65dBCNEL
- 65-70dBCNEL
- 70+ dBCNEL



IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

The EIR uses the following criteria to assess whether the proposed General Plan will have any significant adverse effects on the community noise environment:

Expose persons within the following land use areas of the City to exterior noise levels in excess of:

- 60 dB for low density single family, duplex, and mobile homes;
- 65 dB for residential multi-family and high density residential, mixed use, motels, and hotels;
- 70 dB for schools, libraries, churches, hospitals, nursing homes, playgrounds, neighborhood parks, and office buildings, business, commercial and professional uses; and
- 75 dB for golf courses, riding stables, water recreation, cemeteries, industrial, manufacturing utilities, and agriculture.

METHODOLOGY & ASSUMPTIONS

Noise exposure contours for future traffic were modeled by applying the Federal Highway Administration's noise modeling procedure (see **Figure 3.9-1**). These noise contours are conservative, meaning that the contours are modeled with minimal noise attenuation by natural barriers, buildings, etc. The noise level measured at a specific location may be lower than what is shown on the noise contour map.

Helicopter noise related to the proposed hospital rooftop helipad was evaluated by using helicopter usage data provided by the John Muir Health, Concord Campus. These assumptions include:

- Helicopter Types: Bell 222UT, Bell 412, Agusta 109, Boelkow 117
- Operations: approximately 200 flights per year
- Departure and Arrival Profile: A ten-degree slope with a cruising altitude of 700 feet
- Day/Evening/Night Operations: 90% 7 AM – 7 PM; 5% 7 PM – 10 PM, and 5% 10 PM – 7 AM

Previously prepared Buchanan Field noise contours were used for the aircraft noise analysis.

These mapped noise levels for noise-sensitive land use locations were then compared to the General Plan noise standards and the impacts evaluated using the significance criteria.

SUMMARY OF IMPACTS

Implementation of the proposed General Plan would result in increased traffic volumes and planned helicopter use, thus increasing noise levels in some areas. However, policies aimed at buffering noise levels and locating sensitive receptors away from noise sources help to reduce these impacts. Increases in traffic levels can be counteracted by the implementation of alternate

forms of transportation and land use design that factor in noise concerns. Locating noise-sensitive uses away from high-noise areas (e.g. major transportation routes), buffering noise levels through design and landscaping features, and restricting emergency helicopter flight paths to the least disruptive approach and departure corridors will help minimize future noise-related land use conflicts. Policies in the proposed General Plan establish review criteria for certain land uses to ensure that future noise levels will not exceed acceptable levels near noise-sensitive land uses.

IMPACTS AND MITIGATION MEASURES

Impact

3.9-1 New development under the proposed General Plan could expose persons to or generate noise levels in excess of 60 dB for low density single family, duplex, and mobile homes; 65 dB for residential multi-family and high density residential, mixed use, motels, and hotels; 70 dB for schools, libraries, churches, hospitals, nursing homes, playgrounds, neighborhood parks, and office buildings, business, commercial and professional uses; and 75 dB for golf courses, riding stables, water recreation, cemeteries, industrial, manufacturing utilities, and agriculture. *(Less than Significant)*

New development as proposed by the General Plan will consist of low, medium, and high-density infill development and mixed-use development of the Urban Area.

Table 3.9-1 lists the General Plan land use acreages that would be affected by future noise levels over 60 dB and 65 dB. Overall, the geographic area affected is a relatively small percentage of the total land use under each category, with the greatest proportional impacts occurring in the Commercial Mixed Use and the Industrial Mixed Use areas where traffic volumes are highest.

Table 3.9-2 lists the acreage of General Plan opportunity sites (vacant or underutilized land that may be developed over the next 24 years) by land use acreages and noise contours. On these sites, noise mitigation will be required as a condition of approval under the proposed General Plan. Implementation of the proposed General Plan policies would ensure that impacts are less than significant.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce Impact 3.9-1.

Policy LU-1.1.5: Identify opportunities for public/private cooperation and City actions for the mitigation of noise, traffic, and other potential conflicts between commercial uses, multi-family residential, and single-family neighborhoods.

Policy S-2.1.2: Require a noise study and mitigation measures for all projects that have noise exposure greater than “normally acceptable” levels.

Table 3.9-1: Proposed General Plan Land Use Acreages by Noise Contour

<i>Land Use</i>	<i>Acres within 65 dB</i>	<i>Percent of Planning Area</i>
Rural Residential	8	0.0%
Low Density Residential	129	0.4%
Medium Density Residential	60	0.2%
High Density Residential	3	0.0%
Downtown Pedestrian District	0	0.0%
Commercial Mixed Use	35	0.1%
West Concord Mixed Use	40	0.1%
Downtown Mixed Use	18	0.1%
Industrial Mixed Use	5	0.0%
Service Commercial	3	0.0%
Neighborhood Commercial	15	0.0%
Community Office	3	0.0%
Regional Commercial	22	0.1%
Business Park	11	0.0%
Public/Quasi Public	57	0.2%
Parks	14	0.0%
Open Space	58	0.2%
Rural Conservation	2	0.0%
CNWS - Inland	40	0.1%
<i>Total</i>	<i>482</i>	<i>1.5%</i>

Source: Dyett and Bhatia, 2006.

Table 3.9-2 Opportunity Sites by Land Use Acreages and Noise Contour

<i>Planned Land Use</i>	<i>Acres within 65 dbA</i>
Medium Density Residential	1
Downtown Mixed Use	17
Industrial Mixed Use	5
Commercial Mixed Use	31
<i>Total</i>	<i>92</i>

Source: Dyett and Bhatia, 2006.

- Policy S-2.1.4: Promote the use of noise attenuation measures to improve the acoustic environment inside residences where existing single-family residential development is located on an arterial street.
- Policy S-2.2.1: Provide for the mitigation of noise exposure in areas of the City exposed to noise levels in excess of the “normally acceptable” standards to the extent feasible.
- Policy S-2.2.4: Require new noise sources to use best available control technology (BACT) to minimize noise emissions.
- Policy S-2.2.5: Require developers to reduce the noise impacts of new development on adjacent properties through appropriate means.
- Policy LU-10.1.6: Ensure that any development between Evora Road and State Route 4 is setback from the edge of State Route 4 to mitigate visual and noise impacts.

Mitigation Measures

No additional mitigation measures are required.

Impact

3.9-2 The proposed General Plan would potentially expose existing noise-sensitive uses to construction-related noise levels of groundborne vibration and noise. (*Less than Significant*)

Groundborne vibration may be incurred from construction of new development, transporting trucks, bulldozing, drilling etc. Ambient noise levels near areas of new development may temporarily increase. The General Plan proposes new development within the Urban Area and as infill development within the city. Surrounding land uses may be exposed to construction-related noise. Proposed General Plan policies require insulation in the form of soundproof materials, fences, walls, and landscaping that serve as noise buffers. Also, individual development projects will be subject to site-specific environmental review, which will necessitate identification of site-level mitigation if significant noise impacts are identified.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce Impact 3.9-2.

- Policy S-2.2.5: Require developers to reduce the noise impacts of new development on adjacent properties through appropriate means.

Mitigation Measures

No additional mitigation measures are required.

Impact

3.9-3 The General Plan would potentially increase ambient noise because of increased traffic volumes. (*Less than Significant*)

New development proposed by the General Plan would result in population and employment increases and more automobile and truck use. This activity will contribute to raising ambient noise levels to the levels shown on the future noise contours. However, use of noise attenuation measures, increased screening, sound-proofing and double-glazing windows will help buffer or mask increases in ambient noise, thereby reducing potential impacts to levels that are not significant.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce Impact 3.9-3.

Policy S-2.1.4: Promote the use of noise attenuation measures to improve the acoustic environment inside residences where existing single-family residential development is located on an arterial street.

Policy S-2.2.5: Require developers to reduce the noise impacts of new development on adjacent properties through appropriate means.

Mitigation Measures

No additional mitigation measures are required.

Impact

3.9-4 Existing and new development located on neighboring land uses near the John Muir Health, Concord Campus's proposed helipad facility will be subject to temporary increases in ambient noise levels. (*Less than Significant*)

As described above, the John Muir Health, Concord Campus is planning to provide medical emergency helicopter service and two potential sites have been identified on the Center's campus. Residential and commercial land uses located near the flight paths of the helicopters providing emergency service to John Muir Health, Concord Campus would be exposed to increased noise, but these impacts would not exceed the General Plan's community noise level standards because no urban land use would be subject to noise exceeding community noise exposure standards set by the General Plan (e.g. 65 CNEL for residential uses). **Tables 3.9-3 and 3.9-4** show the acres of planned land use within each noise contour range for each of the two sites being considered by the John Muir Health, Concord Campus.

Actual sound levels from the helipad will depend on the specific activities and the equipment proposed, and the facility will have to meet the compatibility standards set in the General Plan Safety and Noise Element (**Figure 7-8** in the proposed General Plan). Additional standards and review procedures for helipads will be established in the zoning ordinance. These will allow for further evaluation of potential impacts based on additional information about approach and

departure paths, which will be developed for permitting under the California Department of Aeronautics. Thus, further noise analysis will be required at the time of the application for construction of a helipad at the John Muir Health, Concord Campus.

Table 3.9-3: Alternative 1 Helipad Noise Contours - Acres of Planned Land Use within each Noise Contour Range

	CNEL 50 Contour	CNEL 55 Contour	CNEL 60 Contour	Total
Community Office	1	-	-	1
Low Density Residential	2	-	-	2
Public/Quasi Public	8	3	0	12
Total	11	3	0	15

Source: Dyett and Bhatia, 2005.

Table 3.9-4: Alternative 2 Helipad Noise Contours - Acres of Planned Land Use within each Noise Contour Range

	CNEL 50 Contour	CNEL 55 Contour	CNEL 60 Contour	Total
Community Office	0	-	-	0
Low Density Residential	2	-	-	2
Parks	0	-	-	0
Public/Quasi Public	7	3	0	11
Total	11	3	0	18

Source: Dyett and Bhatia, 2005.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce Impact 3.9-4.

- Policy S-2.1.2: Require a noise study and mitigation measures for all projects that have noise exposure greater than “normally acceptable” levels.
- Policy S-2.2.5: Require developers to reduce the noise impacts of new development on adjacent properties through appropriate means.
- Policy T-1.7.3: Allow helipads for emergency helicopter use at hospitals, and establish standards in the Zoning Ordinance for emergency helicopter landing and take-off facilities.

Mitigation Measures

No additional mitigation measures are required.

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3.10 Parks, Open Space, & Recreation

This chapter presents the environmental setting and impact analysis for parks, open space and recreation resources in Concord.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

Although Concord has a sizeable inventory of neighborhood parks, open space, and recreation facilities, the vast majority of this land is located in Lime Ridge Open Space and in Newhall Community Park. The recreation facilities, however, are dispersed throughout the city center and surrounding neighborhoods.

Existing Park, Open Space and Recreation Facilities

The existing Concord parks and recreation system is comprised of 22 community and neighborhood parks and various specialized recreation facilities. These parks range in size from the 0.2-acre Iron Horse Park to the 126-acre Newhall Community Park, and all provide valuable recreation opportunities to Concord's residents.

In addition to the operation of the parks, seven community centers are distributed throughout the city. These offer recreational and educational services, as well as foster a sense of community identity and pride. The City also operates a Senior Center on the grounds of the John F. Baldwin Park and public swimming pools at Concord Community Park and Meadow Homes Park. In addition, specialized recreation facilities such as the Diablo Creek Golf Course and the Galindo House and Gardens provide unique opportunities for recreation within the city.

Significant existing open spaces within the Planning Area include Lime Ridge Open Space, Los Medanos Hills, the Mt. Diablo Foothills, and the area north of Mallard Reservoir that is designated Wetlands/Resource Conservation. In total, open space lands constitute 40 percent of the total Planning Area. It should be noted that while the Concord Naval Weapons Station (CNWS) is largely open space, it is not publicly accessible open space land.

In total, the City's parks and recreation facilities offer a diverse range of recreation services to meet the needs of the community. **Table 3.10-1** details existing public parks and recreation facilities by acreage. **Figure 3.10-1** illustrates existing parks and recreation facilities.

Table 3.10-1: Existing Public Parks and Recreation Facilities

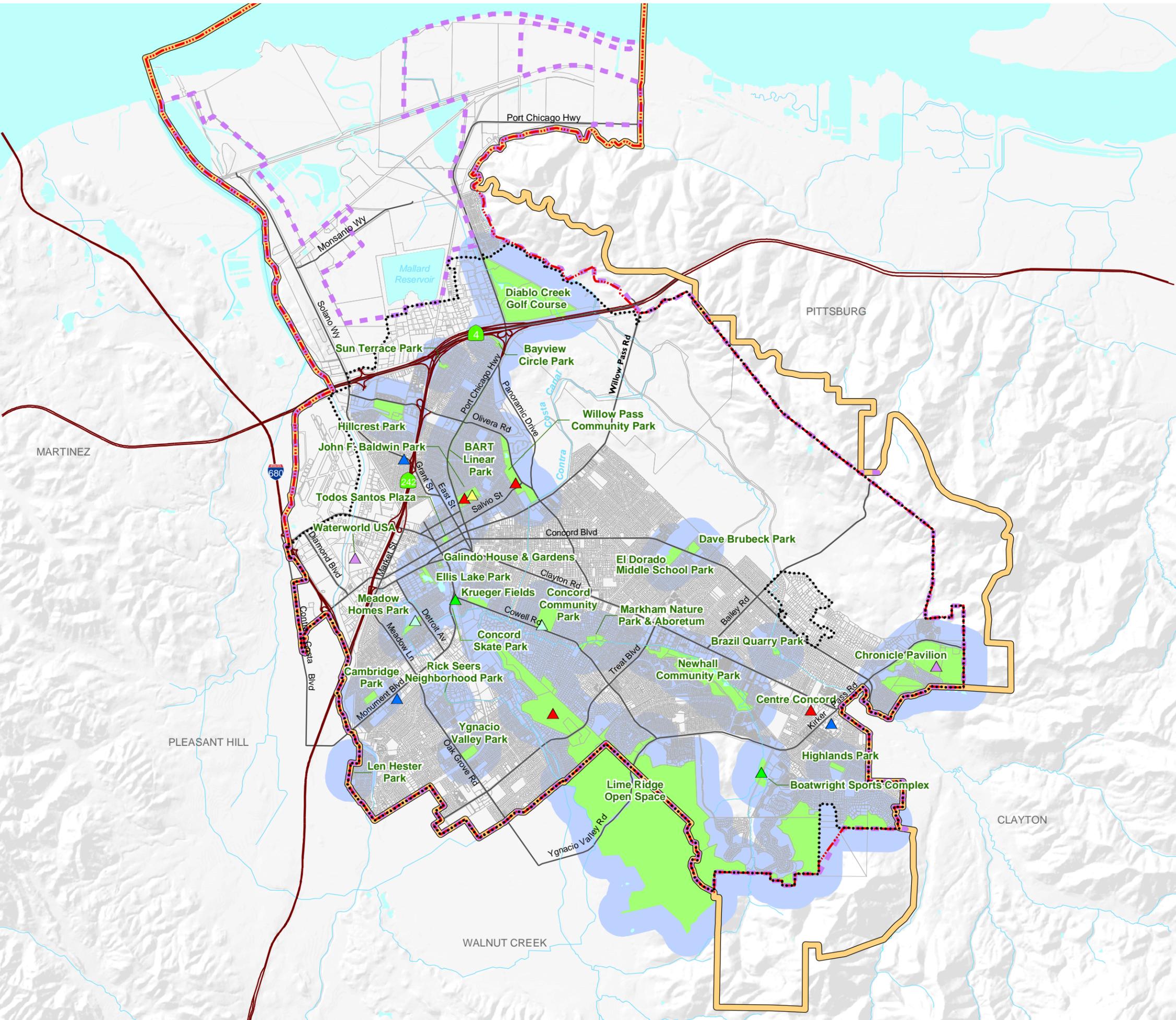
Name	Acres
BART Linear Park	5.2
Bayview Circle Park	3.3
Brazil Quarry Park	3.6
Cambridge Park	6.4
Dave Brubeck Park	7.1
Concord Community Park	30.2
Concord Skate Park	0.6
El Dorado Middle School Park	11.8
Ellis Lake Park	9.6
Highlands Park	5.7
Hillcrest Park	28.4
Iron Horse Park	0.2
John F. Baldwin Park	17.8
Krueger Fields	7.2
Len Hester Park	3.9
Meadow Homes Park	8.5
Newhall Community Park	126.1
Rick Seers Neighborhood Park	0.6
Sun Terrace Park	2.6
Todos Santos Plaza	2.0
Willow Pass Community Park	40.4
Ygnacio Valley Park	9.5
<i>Neighborhood and Community Parks Subtotal</i>	<i>330.7</i>
Boatwright Sports Complex	9.4
Diablo Creek Golf Course	189.9
Galindo House and Gardens	1.6
Lime Ridge (within Planning Area) ¹	90.0
Markham Nature Park & Arboretum	14.2
<i>Specialized Recreation Subtotal</i>	<i>305.1</i>
Total	635.8

¹ Although it is designated as open space land, staging areas, trails and parking areas located within Lime Ridge are included as parkland.

Source: City of Concord, Dyett and Bhatia: 2006.

Figure 3.10-1
Existing Parks
and Recreation Facilities

- Existing Parks and Recreation Facilities
- Community Center¹
- Police Community Room
- Senior Center
- Swimming Pool
- Sports Complex
- Major Private Recreation Facility
- 1/4-Mile Walking Distance from Park
- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area Boundary



1. The Lime Ridge building is technically not a Community Center, but is included on this map because it is a city-owned building used for recreational activities.

Sources:
 City of Concord, Dyett & Bhatia: 2006.



Service Standards

The City’s current goal for adequate public parkland is 6 acres per 1,000 residents. Currently, Concord’s 636 acres of neighborhood and community parks facilities and specialized recreation facilities serve a population of approximately 124,440 residents, resulting in 5.2 acres of parkland per 1,000 residents, which is 87 percent of the standard. Although Lime Ridge is not a typical community park, many of the staging area, trails and parking areas located within the park do serve residents’ open space needs and logically should be included in the calculations. In total, the City’s parks and recreation facilities offer a diverse range of recreation services to meet the needs of the community. **Table 3.10-2** shows the total acreage by park type and the acreage per 1,000 residents, as of 2006.

Table 3.10-2: Summary of Existing Park & Recreation Facilities

<i>Park Type</i>	<i>Total Acres</i>	<i>Acres per 1,000 residents</i>
Neighborhood and Community Parks	331	2.7
Specialized Recreation ¹	305	2.5
Total	636	5.2

¹ Includes staging areas, trails and parking areas located within Lime Ridge as parkland.

Source: Dyett and Bhatia, 2006.

REGULATORY SETTING

The provision of parks and recreation services in the City of Concord and its Sphere of Influence is the responsibility of the City of Concord’s Community & Recreation Services Department. The current General Plan contain both a specific park performance standard (Growth Management Element Policy 2.1.1, Standard a.), which establishes a requirement for new park development at the ratio of 5 acres per 1,000 residents, and a broad parks goal (Parks, Open Space, and Conservation Element Policy 1.1.1), which calls for parks acquisition and development at a ratio of 6 acres of park land per 1,000 residents. The City’s policy is to maintain the higher ratio of 6 acres of park land per 1,000 residents through a combination of new park land provided by new development at the ratio of 5 acres per 1,000 residents, plus additional park lands paid for through other funding sources such as park land bonds.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Level of Service Standards

Impacts of the proposed General Plan would be significant if buildout resulted in:

- A shortage of parks facilities for residents due to growth, by not meeting the General Plan standard of 5 acres per 1,000 new residents; or

- Increase in the use of existing parks such that substantial physical deterioration of the facility would occur or be accelerated.

METHODOLOGY & ASSUMPTIONS

This analysis considered the proposed General Plan policies, goals, and applicable regulations, as well as existing parks and recreation facilities within the city. Acres of park needed for the park standard were calculated by dividing the projected new population at buildout (17,770) by 1,000 and then multiplying by 5 acres. Acres of park needed for the park goal were calculated by dividing the projected total population at buildout by 1,000 and then multiplying by 6 acres. The ratio of parkland at buildout with no new parks was calculated by dividing total existing parkland (636) by the total buildout population (142,210) divided by 1,000. It is assumed that a large decrease in the parkland ratio would increase park deterioration.

SUMMARY OF IMPACTS

According to population growth at buildout, new development will need to provide a total of 89 acres of new parkland to meet the park standard while the City would need to provide an additional 217 acres of new parkland to meet the city-wide parkland goal. Although the proposed General Plan requires new development to acquire parks at a ratio of 5 acres per 1,000 new residents, it does not specifically designate new acres of parkland within the City to help meet this standard or goal. Furthermore, acquiring 89 acres of parkland would be difficult given the relatively built out character of Concord. Accordingly, it is possible that buildout of the proposed General Plan will result in a shortage of parks facilities for new residents by not meeting the General Plan standard of 5 acres per 1,000 residents as well as an increase in the use of existing parks such that substantial physical deterioration of the facility would occur or be accelerated. Requiring a minimum of 89 acres of parkland to be developed as part of the Concord Community Reuse Project as a mitigation measure would reduce this impact to less than significant.¹

IMPACTS AND MITIGATION MEASURES

Impact

- 3.10-1 Buildout of the proposed General Plan may result in up to 17,700 new residents, possibly resulting in a shortage of parks facilities by not meeting the General Plan standard of 5 acres per 1,000 new residents and an increase in the use of existing parks such that substantial physical deterioration of the facility would occur or be accelerated. (Less than Significant with Mitigation)**

Currently, with a population of 124,440, Concord has an a ratio of 5.2 acres of parkland (including Lime Ridge) per 1,000 resident. Buildout of the proposed General Plan would result in approximately 17,770 new residents in Concord.

¹ For more information on the base reuse process refer to the City of Concord's website:
<http://www.ci.concord.ca.us/crp/index.htm>.

According to the City’s park performance standard, new development will be required to provide a minimum of 89 acres of new parkland or a 14 percent increase from Concord’s existing park inventory. According to the City’s parkland goal, the City would need to provide an additional 217 acres of new parkland or a 34 percent increase above the City’s existing park inventory.

Table 3.10-3 summarizes the need for new parkland at buildout.

Table 3.10-3: Summary of Park and Recreation Facilities at Buildout of General Plan

	<i>Buildout Acres</i>	<i>New Population</i>	<i>Park Ratio at Buildout with No New Parks</i>	<i>Acres Needed for Park Standard for New Development (5 acres per 1,000 new residents)</i>	<i>Acres Needed for Park City-wide Goal (6 acres per 1,000 residents)</i>
Proposed GP	636	17,770	4.5	89	217

Source: Dyett and Bhatia, 2006.

Although the proposed General Plan’s park standard establishes a requirement for new parkland to be development at the ratio of 5 acres per 1,000 residents, the relatively built-out nature of Concord limits the possibility of acquiring 89 to 217 acres of new parkland within the existing City Limits to serve existing and new residents. Furthermore, with the proposed General Plan locating much of the new mixed-use residential development proposed for the downtown area, acquiring new parkland near new residents is especially restricted. Without acquiring new parkland for buildout, the city-wide parkland ratio per 1,000 residents would decrease from 5.2 to 4.5, or by 14 percent. This would be a significant impact.

Proposed General Plan Policies that Encourage Park Development

Implementation on the following proposed General Plan policies would result in impacts that are less than significant.

Policy GM-2.1.1: Establish performance standards, to be maintained through capital projects, for the following facilities and service:

- a. **Parks.** Five acres of park per 1,000 residents. See, also, Policy POS-1.1.1, Parks, Open Space, and Conservation Element.

Policy GM-2.1.2: Require new development to contribute to or participate in the establishment and improvement of parks, fire, police, sanitary sewer, water and flood control systems in proportion to the demand generated by project occupants and users. The City will manage a development mitigation program that ensures new development pays its share of the costs associated with the provision of facilities for parks, fire, police, sanitary facilities, water, and flood control.

Policy T-1.6.4: Encourage new development to provide bicycle access to parks, schools, and transit stops in the design of new residential neighborhoods.

- Policy POS-1.1.1: Acquire and develop additional neighborhood and community parks to serve existing and future needs, at a ratio of 6 acres of park land per 1,000 residents.
- Policy POS-1.1.2: Provide a variety of recreation spaces and facilities to serve the needs of the community.
- Policy POS-1.1.3: Continue to acquire and/or redevelop new and innovative parklands as needs or opportunities arise.
- Policy POS-1.1.4: Secure and maintain parks and open space facilities consistent with the ability of the City to finance acquisition and their operation.
- Policy POS-1.1.6: Review infrastructure needs for existing and new recreational facilities, and where appropriate, identify required improvements in the City's Capital Improvement Program.
- Policy POS-1.2.1: Implement strategies and actions associated with the design, development, and operation of multi-purpose trails as contained in the Trails Master Plan.
- Policy POS-1.2.2: Work with proposed development projects to provide new linkages to existing trails and create new trails where feasible.
- Policy POS-1.3.1: Utilize closed or under-used public school sites for community recreation when feasible.
- Policy POS-1.3.2: Work with the Mt. Diablo Unified School District to provide use of school facilities after school and during summer months for community recreation uses.
- Policy POS-1.4.1: Encourage developers to provide for-profit regional recreation facilities.
- Policy POS-2.1.1: Acquire, preserve, and maintain open space for future generations.
- Policy POS-2.1.2: Participate in joint planning and implementation with the State of California Parks and Recreation Department, and other appropriate agencies to establish connections to Mt. Diablo State Park.
- Policy POS-2.1.3: Utilize the Trails Master Plan and Map to develop connections between open space areas.
- Policy POS-2.2.1: Design structures and facilities located within parks and open space areas to complement the natural setting and values of each site and adjacent lands.
- Policy POS-2.2.2: Strive to preserve open space in southeast Concord in order to expand the Lime Ridge Open Space area.
- Policy POS-2.2.3: Use open space where feasible to delineate an urban edge.

- Policy POS-2.2.4: Require degraded open space areas to be restored to an environmentally sustainable condition as part of development approval where these lands are proposed as permanent open space in new development.
- Policy POS-2.2.5: Protect the Mt. Diablo foothills, generally above 300 feet in elevation, and Los Medanos Hills as a valuable scenic asset, providing habitat for flora and fauna.
- Policy POS-2.2.6: Restore degraded open space owned by the City, including but not limited to habitat improvements and control of invasive plant species.
- Policy POS-2.3.1: Increase the regional trail, ridgeline, and hillside open space system in the City's Planning Area through joint efforts with East Bay Regional Park District, Contra Costa County, the Navy, U.S. Government, and nonprofit trustee agencies.
- Policy POS-2.3.2: Establish priorities for open space preservation in the City's Planning Area based on an evaluation of natural resources, viewsheds, wildlife habitats, and recreational opportunities.

Mitigation

As part of General Plan implementation, the City will identify new park sites within the City limits to ensure that a minimum of 89 acres of park and recreation facilities be set aside for Concord residents through the parkland dedication process under the City's subdivision regulations or acquired by use of in lieu fees paid by subdividers. This will meet the parkland standard set in the Growth Management Element of the General Plan. Additionally, as part of implement of the City's long-term policy for new parkland, as expressed in the Parks and Open Space Element, the City intends to acquire a total of 217 acres of new parkland to meet the 6-acre standard by 2030

Mitigation Measures

No additional mitigation measures are required.

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3.11 Public Services & Safety

This chapter presents the environmental setting, and impact analysis for public services and safety resources in Concord. The public services included in this EIR include schools, water, wastewater, solid waste, and public safety services and facilities.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

The following sections describe the existing services and facilities for schools, water, wastewater, solid waste, and public safety services and facilities within the City of Concord.

Schools

Existing School Facilities

The City of Concord contains elementary, middle school, and high school facilities to service local residents, as well as the Contra Costa campus of the California State University at Hayward (see **Figure 3.11-1**). Public schools (grade K-12) in the Planning Area are provided by the Mt. Diablo Unified School District. While the District serves all or part of several central Contra Costa communities, most of the District's schools are in Concord.

Within the Planning Area, the District currently operates 14 elementary schools, 4 middle schools, and 8 high schools. Concord is also home to a variety of private elementary and middle schools, two private high schools, one university, a number of trade and vocational schools, and several adult and special education schools.

Several private and parochial schools also exist in Concord, including Calvary Temple Christian School, Concordia Montessori School, and Diablo Valley School. Currently, there are no charter schools within the City of Concord. Post-secondary educational opportunities in serving the City include the California State University Contra Costa Campus, Chapman University, as well as additional colleges which offer graduate and certificate degree programs in Concord.

Enrollment and Capacity

In 2006, public school enrollment in Concord was approximately 7,510 elementary school students, 3,110 middle school students, and 7,280 high school students, for a total of approximately 17,900 students. On average, enrollment for all schools is 15 percent below the capacity of existing school facilities. **Table 3.11-1** shows the enrollment and capacity of public school facilities. One elementary school and four high schools are currently over capacity.

Table 3.11-1: Existing Public Schools in Concord (2005-2006)

<i>Name</i>	<i>Location</i>	<i>Total Enrollment (2005-2006)</i>	<i>Total Capacity (2004)</i>	<i>% Above or Below Capacity</i>
Elementary Schools				
Ayers	5120 Myrtle Dr	429	510	-16%
Cambridge	1135 Lacey Ln	695	702	-1%
El Monte	1400 Dina Dr	522	678	-23%
Highlands	1326 Pennsylvania Bl	669	774	-14%
Holbrook	3333 Ronald Wy	493	546	-10%
Meadow Homes	1371 Detroit Av	891	870	2%
Monte Gardens	3841 Larkspur Dr	579	594	-3%
Mountain View	1705 Thornwood Dr	442	666	-34%
Silverwood	1679 Claycord Av	407	546	-25%
Sun Terrace	2448 Floyd Ln	609	807	-25%
Westwood	1748 West St	375	486	-23%
Woodside	761 San Simeon Dr	445	630	-29%
Wren Avenue	3339 Wren Av	410	606	-32%
Ygnacio Valley	2217 Chalomar Rd	546	558	-2%
<i>Total Elementary</i>		<i>7,512</i>	<i>8,973</i>	<i>-16%</i>
Middle Schools				
El Dorado	1750 West St	1,014	1,207	-16%
Glenbrook	2351 Olivera Rd	676	926	-27%
Oak Grove	2050 Minert Rd	658	1,091	-40%
Pine Hollow	5522 Pine Hollow Rd	760	938	-19%
<i>Total Middle School</i>		<i>3,108</i>	<i>4,162</i>	<i>-25%</i>
High Schools				
Concord	4200 Concord Bl	1,874	1,939	-3%
Crossroads	1266 San Carlos Av	1,660	1,583	5%
Clayton Valley	1101 Alberta Wy	53	50	6%
Mt. Diablo	2450 Grant St	1,698	1,739	-2%
Nueva Vista	1101 Alberta Wy	51	50	2%
Olympic	2730 Salvio Street	344	375	-8%
Summit	4200 Concord Bl	51	50	2%
Ygnacio Valley	755 Oak Grove Rd	1,551	2,026	-23%
<i>Total High School</i>		<i>7,282</i>	<i>7,812</i>	<i>-7%</i>
Total All Schools		17,902	20,947	-15%

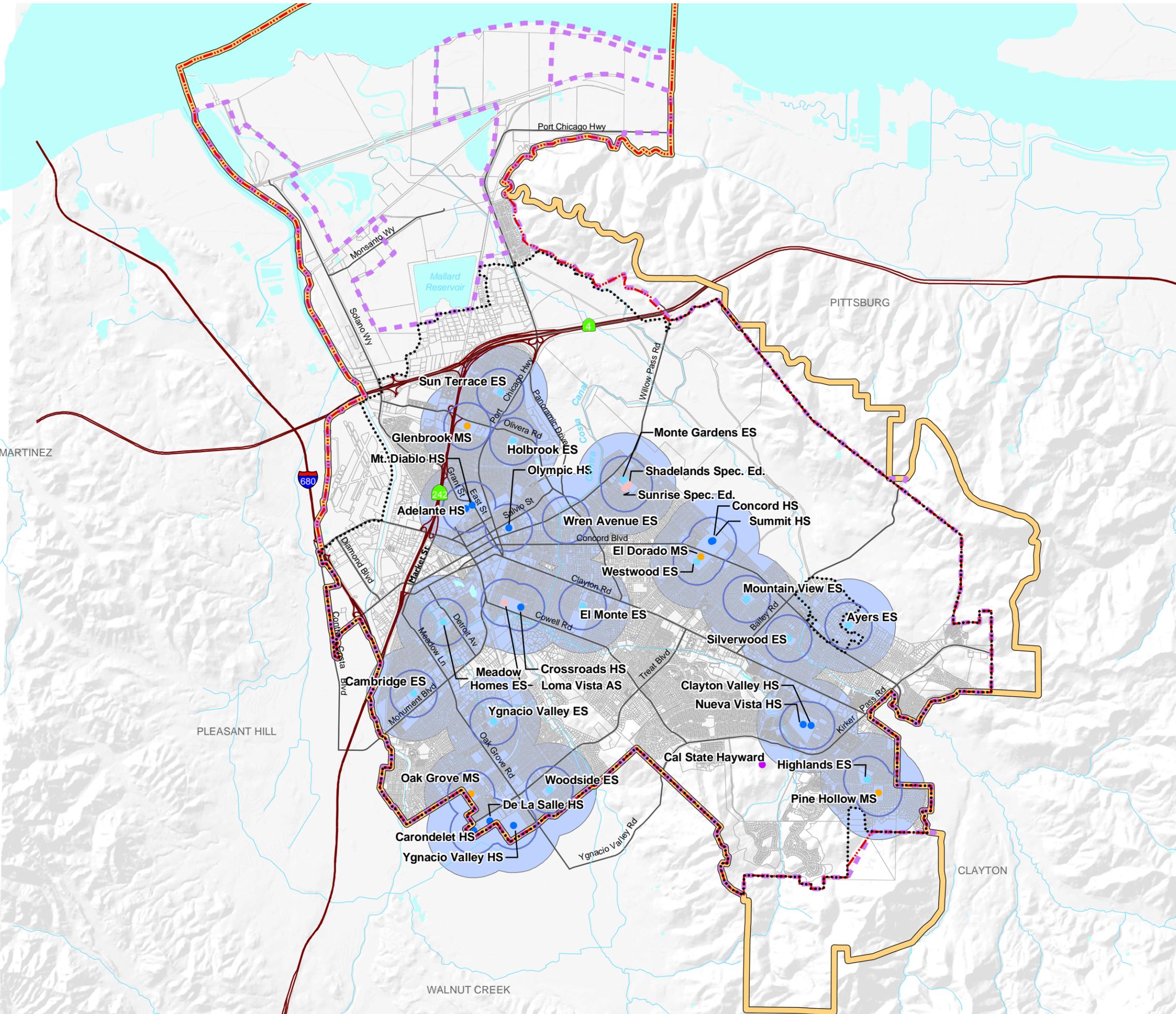
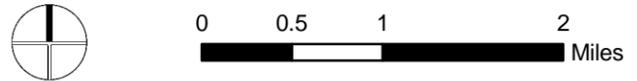
Source: 2005-2006 Enrollment data from California Department of Education, 2006; Capacity data from Mt. Diablo Unified School District, Facilities Plan, 2004.

Figure 3.11-1
Existing Schools

- Elementary School
- Middle School
- High School
- Special Education/Adult School
- Higher Education
- 1/4-Mile Walking Distance from School Site
- 1/2-Mile Walking Distance from School Site
- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area Boundary

Note: Planning area falls entirely within the Mt. Diablo Unified School District

Source:
City of Concord: 2003.



Water

Water Provision

The Contra Costa Water District (CCWD) acts as the City's water supplier, providing water service to the City from the Sacramento/San Joaquin Delta. CCWD serves treated and raw (untreated) water to approximately 500,000 people in a service area covering 137,127 acres in the central and eastern Contra Costa County. Formed in 1936 to provide water for irrigation and industry, CCWD is now one of the largest urban water districts in California. The District provides treated water to Concord as well as Clayton, Clyde, Pacheco, Port Costa and parts of Martinez, Pleasant Hill and Walnut Creek. In addition, the District sells wholesale treated water to Antioch, the California Cities Water Company in Bay Point and Brentwood.

CCWD operates the jointly-owned Randall Bold Water Treatment Plant, which provides treated water to Antioch, Diablo Water District (Oakley), and Brentwood as well as CCWD's Treated Water Service Area (which includes the City of Concord). CCWD also owns and operates the Bollman Treatment Plant which supplies treated water to CCWD's treated water service area. CCWD sells raw water to the cities of Antioch, Martinez, and Pittsburg, and the California Cities Water Company in Bay Point, as well as industrial and irrigation customers. The District's intakes are located at Rock Slough and on Old River, both in eastern Contra Costa County, and Mallard Slough in central Contra Costa County. The backbone of the District's water conveyance system is the 48-mile Contra Costa Canal, which extends from the Rock Slough intake to the Mallard Reservoir in central Contra Costa County.

CCWD has a water supply contract, recently renewed to 2045, with the U.S. Bureau of Reclamation, for water from the Central Valley Project that provides up to 195,000 acres per foot per year. Although the district's annual water use has generally risen since 1999, annual water sales for the district fall significantly below what is permitted under contract. In 2003 water sales for the district totaled 36,822 acres per foot. **Table 3.11-2** shows CCWD's treated water sales in various customer class categories over a five year period (these include the City of Concord as well as Clayton and portions of Martinez, Pleasant Hill and Walnut Creek).

According to assumptions provided by the CCWD, which estimates water demand at 1.18 cubic feet per person per year, Concord's water demand is estimated at 22,480 acres per foot per year for 2006.¹

CCCSD permits, inspects, and treats wastewater discharged by the businesses and residences of Concord as well as nine other municipalities in Contra Costa County. The CCCSD wastewater treatment plant, located northeast of the Interstate 680/SR 4 interchange in unincorporated Martinez, currently treats approximately 39 mgd of wastewater. Their effluent discharge limit is 53.8 mgd.

¹ Assumes 500 gallons per day per connection and 3.1 people per connection. Based on conversation with Jeff Quimby, Central Contra Costa Sanitary District, September 2006.

Table 3.11-2 Treated Water Sales by Customer Class (Ccf)

<i>Land Use</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>
Residential Single Family	8,495,528	8,710,965	9,268,631	9,116,382	9,152,774
Residential Multi Family	2,610,984	2,646,686	2,824,285	2,624,156	2,632,861
Residential Irrigation	672,809	697,610	756,756	705,269	729,747
Commercial	1,807,752	1,865,903	1,911,285	1,827,191	1,857,760
Commercial Irrigation	589,394	638,654	742,439	721,648	698,686
Industrial	107,594	97,963	126,969	72,448	55,816
Public Authorities	548,675	543,548	564,651	486,482	476,898
Public Authorities Irrigation	375,036	355,001	400,491	358,324	380,498
Private Fire Protection	-	-	-	-	-
Temporary Service	70,502	37,934	61,807	20,019	54,833
Total (Ccf)	15,278,274	15,594,264	16,657,314	15,931,919	16,039,873
Total (AF)	34,936	35,800	38,240	36,575	36,822

¹ 1 Ccf=100 cubic feet per year, AF=Acre-feet per year

Source: Contra Costa Water District, 2005.

In recent years, demand for wastewater treatment has ranged from 10.3 mgd in 1994 to 14.2 mgd in 1998. According to land use wastewater generation rates provided by the CCCSD, existing land uses in Concord are estimated to generate a current average daily flow of approximately 11.8 million gallons of wastewater, as shown in Table 3.11-3.²

Table 3.11-13 Existing Base Wastewater Flow for Concord

<i>Land Use Category</i>	<i>Units</i>	<i>Base Wastewater Flow Factor (GPD)</i>	<i>Units</i>	<i>Gallons Per Day (GPD) per Unit</i>
Residential, Single Family	du	225	30,594	6,883,650
Residential, Multi Family	du	150	15,695	2,354,250
Mixed Use/ Commercial/ Industrial	acre	1,000	2,221	2,220,793
Schools	acre	430	681	292,998
Churches ¹	number	1,000	10	4,300
Total				11,755,991

1. Church buildout assumed for 1% of Public/Quasi-Public land.

Source: Central Contra Costa Sanitary District, Dyett and Bhatia, 2006.

² Personal communication with Russ Leavitt, Management Analyst, September 2006.

Solid Waste

Existing Solid Waste System

Solid waste collection and disposal services in Concord are provided by Concord Disposal Service (CDS). In 2004, Concord disposed a total of 138,465 tons of solid waste of which 100,937 tons (or 73 percent of the total amount disposed) was disposed at the Potrero Hills Landfill.³ **Table 3.11-4** demonstrates total solid waste disposal for the City of Concord from 2000 to 2004. These estimates are provided annually to the CIWMB in accordance with the California Integrated Waste Management Act of 1989 (AB 939).

Table 3.11-4: Concord Solid Waste Disposal

Year	Total Annual Disposal (tons)
2000	97,931
2001	116,332
2002	133,454
2003	147,284
2004	138,465

Source: California Integrated Waste Management Board: Disposal Reporting System, 2006.

The Potrero Hills Landfill is located along Highway 12 in Suisun City, to the north of Concord. Its service area includes San Francisco, San Bruno, Sacramento, Alameda County, and many more communities. Concord residents also use the Central Contra Costa Household Hazardous Waste Collection Facility located in Martinez. Created in 1996, the Potrero Hills Landfill facility is a Class III facility and has a closure date of January 2058. The facility accepts municipal solid waste, industrial waste, construction waste, ash, tires and sludges. The facility has a permitted capacity of 21.5 million cubic yards (c.y.) and can accept up to 4,330 tons per day. The remaining capacity as of December of 2001 was 13.8 million cubic yards.

Recycling Programs

Residential, commercial, industrial, and office recycling is available through Concord Disposal Service. Working with CDS, the City has several programs to encourage recycling and reuse in Concord. In addition to curbside recycling, the City provides options for recycling additional materials such as construction debris, household hazardous waste, electronic devices, and motor oil. Programs such as these have led to an increase in the amount of City's solid waste that is diverted from landfills (see **Table 3.11-5**).

³ Source: California Integrated Waste Management Board, 2005.

Table 3.11-5: Concord Solid Waste Diversion Rates

Year	Diversion Rate
1998	27%
1999	N/A ¹
2000	50%
2001	N/A ¹
2002	48%
2003	40% ²
2004	44% ²

1. Diversion rate could not be accurately determined due to inaccurate base year data.

2. Biennial review has not yet been completed and is based on preliminary data.

Source: California Integrated Waste Management Board, 2006.

Public Safety and Emergency Preparedness

Fire Hazards

The Contra Costa County Fire Protection District (CCCYPD) provides protection, suppression, emergency medical and rescue services within the City of Concord. In addition to services provided by CCCYPD personnel, the District also maintains mutual-aid agreements with the East Diablo Fire Protection District, East Bay Regional Park District, California Department of Forestry, and private industrial companies located within its jurisdiction. These agreements provide the CCCYPD with emergency response assistance on an as-needed basis.

The CCCYPD’s rescue and advanced life support services are delivered through a combined response from CCCYPD and American Medical Response ambulance service. CCCYPD paramedic personnel are currently located at all fire stations.

Wildland fires usually pose the greatest risk to homes abutting open grasslands. **Figure 3.11-2** illustrates areas of Concord that may contain forest fire risk and hazard.

Fire Protection Facilities

The Contra Costa County Fire Protection District currently staffs seven fire stations with a total of 21 personnel with jurisdiction over the City of Concord. Four of the seven stations are located within the City of Concord, while three are located outside city limits but also serve the City of Concord. Station 18 is a reserve station.⁴ Currently, the City has 542 square feet of fire facility space per 1,000 residents. **Table 3.11-6** shows the distribution of personnel for each station serving Concord.

⁴ Indicates that station equipment and staff are used in case of emergency. Fire staff do not live on station grounds but within a 10 minute radius.

Figure 3.11-2
Wildfire Hazards

-  Low Fire Hazard
-  Moderate Fire Hazard
-  City Limits
-  Sphere of Influence
-  Proposed Urban Limit Line (ULL)
-  Planning Area

Source:
 Level of fire hazard severity based on surface fuels analysis, California Department of Forestry and Fire Protection, 2000.

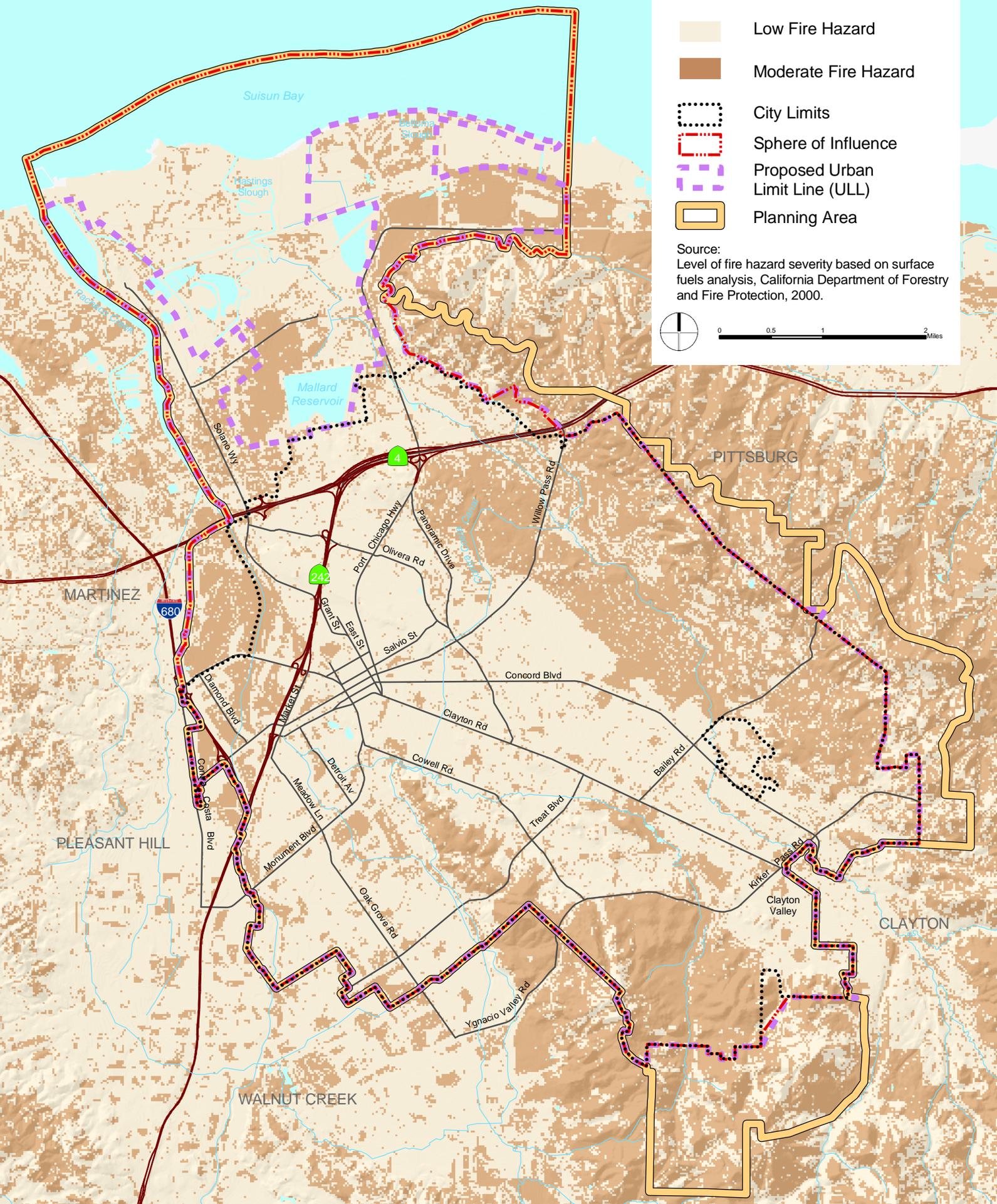
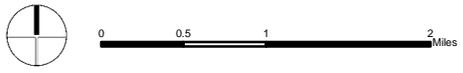


Table 3.11-6: Fire Stations Serving Concord

Station	Location	24-Hour Personnel
Station 5	205 Boyd Road	3
Station 6*	2210 Willow Pass Rd.	3
Station 8*	4647 Clayton Rd.	3
Station 9	209 Center Avenue	3
Station 10*	2955 Treat Blvd.	3
Station 11	6500 Center St.	3
Station 22*	5050 Crystal Ranch Drive	3
Total		21

* Located within Concord City Limits.

Source: Contra Costa County Fire Protection District, 2006.

Fire Response Standard and ISO Rating

The CCCFPD has set service level goals to the community based upon nationally recognized standards. The CCCFPD shall have the capability to deploy and initial full alarm assignment within a five minute response time to 90 percent of all emergency incidents. The CCCFPD has a Class 3 ISO Rating, which applies to the entire CCCFPD jurisdiction, with the exception of the rural areas. In 2004, the CCCFD responded to 25 percent of all calls in under 5 minutes and 95 percent of all calls in under 10 minutes in incorporated and unincorporated Concord. While the CCCFD does not have the ability to distinguish between calls in incorporated Concord and unincorporated Concord, they expect that response times would be somewhat better if filtered for calls only within Concord city limits. **Table 3.11-7** shows the percentage of responses times for all Code 3 calls in Concord in the year 2004.

Table 3.11-7: CCCFD Response Times (2004)

Area	Year	<5 Min	<6 Min	<7 Min	<8 Min	<9 Min	<10 Min
Concord ¹	2004	24.84%	47.47%	68.33%	83.00%	91.02%	94.69%
Entire District	2004	24.94%	45.88%	65.24%	79.11%	87.52%	92.23%

¹ Includes calls in incorporated Concord and unincorporated Concord.

Source: Greg Littlehales, Contra Costa County Fire Protection District, 2005.

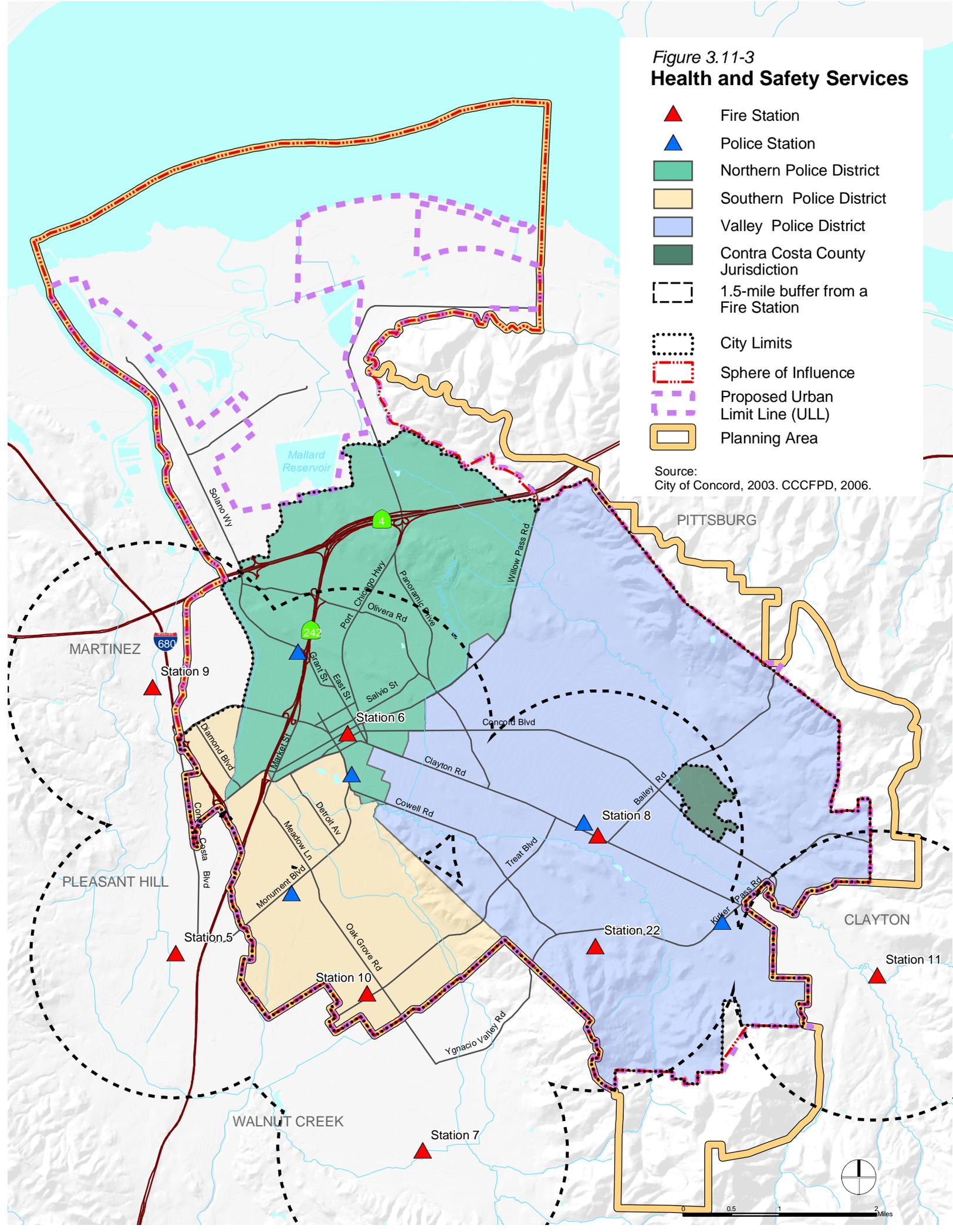
The CCCFD attempts to establish 1.5 mile radii between development and the closest fire station. Currently, excluding the Naval Weapons Station, 85.2 percent of incorporated Concord is within 1.5 miles of a fully staffed fire station (Station 18 is a reserve station).⁵ **Figure 3.11-3** shows the 1.5 mile radii from fire stations demonstrating fire coverage for Concord residents.

⁵ Source: Greg Littlehales, Contra Costa County Fire Protection District, 2005.

**Figure 3.11-3
Health and Safety Services**

-  Fire Station
-  Police Station
-  Northern Police District
-  Southern Police District
-  Valley Police District
-  Contra Costa County Jurisdiction
-  1.5-mile buffer from a Fire Station
-  City Limits
-  Sphere of Influence
-  Proposed Urban Limit Line (ULL)
-  Planning Area

Source:
City of Concord, 2003. CCCFPD, 2006.



The Insurance Service Office (ISO)—a private organization that surveys fire departments in cities and towns across the United States—awarded the CCCFPD a Class 3 rating (1 being highest and 10 being lowest). This rating considers a community’s fire defense capacity versus fire potential, and then uses the score to set property insurance premiums for homeowners and commercial property owners.

Fuel Reduction Methods & Techniques

The proposed General Plan has policies aimed at reducing the risk of fire through promoting effective fire protection measures for homes adjacent to open space and lowering the risk of fire in these areas. The proposed General Plan encourages the use of the following fuel reduction techniques: firebreaks, fire resistant landscaping, and fire-resistant building materials.

Police Services

Law enforcement services in Concord are provided by the City of Concord Police Department. Additionally, the California Highway Patrol, the Contra Costa County Sheriff, and the CNWS have cooperative agreements with the Concord Police Department and provide law enforcement services in the Planning Area.

In 2003, the Police Department had a total of 161 sworn police officers, 65 non-sworn personnel, and 47,000 hours of part-time personnel. The Concord Police Department facilities include a total of 69,000 square feet including the headquarters building and three district field offices (the Northern, Southern, and Valley districts), as illustrated in **Figure 3.11-3**. **Table 3.11-8** lists the location and approximate square footage of existing police stations within the City of Concord.

Table 3.11-8: Police Stations Located within Concord

<i>Type</i>	<i>Location</i>	<i>Approximate Square Footage</i>
Headquarters	1350 Galindo Street	66,000
Field Office (Northern)	2166 Solano Way	1,000
Field Office (Valley)	5400 Ygnacio Valley Road #A-8B	1,890
Field Office (Southern)	1500 Monument Boulevard #F-16A	1,000
Total		69,000

Source: Concord Police Department, 2005.

Police Response Standard

In 2006, with a total population of 124,440, Concord had a ratio of 1.29 officers per 1,000 population. This service ratio is between the nationally-accepted standard service ratio of 1.25 officers per 1,000 residents and the California standard, which ranges from 1.4 – 1.7 per 1,000 residents. Responses by the police to calls are prioritized by urgency. For Priority 1 calls, which include emergency and potentially life threatening calls for service, the department’s service goal is a response time of 5 to 6 minutes.⁶

⁶ Source: Jim Jennings, Police Administrative Service Division Commander, 2003

Emergency Response

Mitigation planning is an effective method of reducing risk to life and property from natural disasters such as earthquakes or wildfires. The City of Concord undertook a policy initiative to adopt and implement a Local Hazard Mitigation Plan (LHMP), which was adopted by the City Council in July 2005.

The initiative was undertaken in accordance with the federal Disaster Mitigation Act of 2000⁷ (DMA), which requires local agencies to adopt an approved Hazard Mitigation Plan to be eligible for pre-disaster hazard mitigation funding. The DMA establishes a national hazard mitigation program to reduce the loss of life and property, human suffering, economic disruption and disasters assistance costs resulting from natural disasters. The DMA also provides a source of pre-disaster hazard mitigation funding to assist local governments in implementing effective hazard mitigation measures to ensure the continued functionality of critical services and facilities after a natural disaster.

This first part of the City of Concord's two-part LHMP is a Multi-jurisdictional Regional Hazard Mitigation Plan⁸ entitled, "Taming Natural Disasters," which was developed in cooperation with other local agencies and the Association of Bay Area Governments (ABAG). The second part is a Local Annex to the regional plan, with priorities and strategies specific to the City of Concord. The LHMP has been reviewed and approved by the Federal Emergency Management Agency (FEMA). FEMA requires the completion and adoption of LHMPs as a continuing condition for eligibility to receive FEMA grant assistance, particularly for pre-disaster planning and projects that prevent disasters.

The City studied the hazard exposure of City urban land based on the information provided by ABAG.

The San Francisco Bay Area contains both active and potentially active faults. Earthquakes pose especially high risks to Concord because of the city's close proximity to active faults with relatively frequent past movements. Moderate Fire Hazard areas include the entire inland portion of the CNWS, Buchanan Field Airport, Lime Ridge, the Mallard Reservoir area, Cal State Hayward campus, and hillside neighborhoods surrounding the campus.

⁷ Additional information is available in the Federal Register (44 CFR Parts 201 and 206, Hazard Mitigation Planning and Hazard Mitigation Grant Program) and at <http://www.fema.gov/fima/hmgrp>

⁸ The City participated in a multi-jurisdictional effort to develop a Local Hazard Mitigation Plan led by the Association of Bay Area Governments (ABAG). The Annex to the Plan also describes the city's efforts during the development of the LHMP, including participation in workshops, staff training and public input; the Hazard and Risk assessment process and the result of the hazard assessment; the process for identifying mitigation activities and setting priorities; as well as the process for maintaining and updating the Plan. The City has adopted the list of mitigation strategies as the Implementation Appendix for this Safety Element in the areas of infrastructure, health, housing, economy, government, environment and land use.

REGULATORY SETTING

The provision of public services and safety services in the City of Concord and its Sphere of Influence is the responsibility of several local, regional, and state agencies.

The Mount Diablo Unified School District is the primary provider of K-12 public schools in the City of Concord as well as in Pleasant Hill, Clayton; portions of Walnut Creek and Martinez, and other unincorporated areas, including Lafayette, Pacheco, and Bay Point. The Contra Costa Water District (CCWD) acts as the City's water supplier. The City is responsible for the wastewater collection system, while treatment service is provided by the Central Contra Costa County Sanitary District (CCCSD). The Contra Costa County Fire Protection District (CCCFPD) provides fire and life safety services within the City of Concord as well as maintaining mutual-aid agreements with the East Diablo Fire Protection District, East Bay Regional Park District, California Department of Forestry, and private industrial companies located within its jurisdiction. Law enforcement services in Concord are provided by the City of Concord Police Department along with additional law enforcement services provided by the California Highway Patrol, the Contra Costa County Sheriff, and the Concord Naval Weapons Station.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

A significant impact would occur with full implementation of the proposed General Plan if the following negative impacts occur to level of service standards for school, water, solid waste, wastewater, fire hazard, and emergency response services:

- Student levels in schools exceed available or planned school capacity;
- Water demand exceeds available supply or distribution capacity;
- Solid waste levels exceed available disposal capacity;
- Solid waste levels are in non-compliance with federal, state, or local regulations related to solid waste (e.g., recycling requirements);
- New development requires or results in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- There is an increased risk of exposure to fire hazards;
- Demand for police or fire services exceeds standards mandated by General Plan performance standards; or
- Need for emergency preparedness increases above the capacity of existing programs.

METHODOLOGY & ASSUMPTIONS

Methodology

This analysis considered current and proposed General Plan policies and goals, existing and proposed public and safety services within the city, and applicable regulations and guidelines.

The projected student population was calculated according to total single family and multi-family housing units under buildout according to the proposed General Plan. The school facilities calculations were based on Mt. Diablo Unified School District’s assumption on student generation factors for single-family (0.444) and multi-family (0.1666) housing, as well as average breakdowns by level of education (K-5: 47 percent, 6-8: 27 percent, and 9-12: 26 percent). **Tables 3.11-9** and **Table 3.11-10** demonstrate the two assumptions provided by the Mt. Diablo Unified School District. This new student population and composition were compared with existing school facilities to determine the number and type of new facilities needed.

The analysis of water demand, services, and facilities is based on discussions with the Contra Costa Water District.

Concord’s base wastewater flow at buildout is calculated according to the number of single- and multi-family housing units, mixed-use/commercial/industrial-use acres, as well as the number schools and churches based on discussions with the Central Contra Costa Sanitary District. The analysis of solid waste demand, services, and facilities is based on information provided by the California Integrated Waste Management Board.

Table 3.11-9: Student Generation Assumptions

<i>Household Type</i>	<i>Student Generation Factors</i>
Single Family	0.444
Multi-Family	0.166

Source: Mt. Diablo Unified School District, Dept of Research and Development, 2005.

Table 3.11-10: Education Level Breakdowns Assumptions

<i>School Type</i>	<i>Education Breakdowns</i>
Elementary School (K-5)	47%
Middle School (6-8)	27%
High School (9-12)	26%
Total	100%

Source: Mt. Diablo Unified School District, Dept of Research and Development, 2005.

To evaluate potential impacts on fire facilities and services, an analysis was done using 1.5 mile radii around existing fire stations in order to calculate the percentage of land within the City that is located outside of these fire station areas. The fire performance standard of 200 square feet of office space per 1,000 residents is based on the Measure J transportation sales tax initiative that

was approved by voters in Contra Costa County in 1988. The analysis of fire services is based on discussions with the Contra Costa Fire Protection District.

To ensure that new development does not adversely affect the City’s current ability to provide police services, the total projected population under the proposed General Plan at buildout, 142,210 residents, is divided by 1,000 and then multiplied by 1.3 to calculate the number of total police officers necessary to maintain the existing ratio of 1.3 officers per 1,000 residents. The analysis of police services is based on discussions with the Concord Police Department.

The analysis of emergency response is based on information provided by the City of Concord and the proposed General Plan, and applicable regulations and guidelines.

SUMMARY OF IMPACTS

While the proposed General Plan and alternatives would generate new students, this new demand is met by existing school facilities and does not require additional schools to be built. While the new development in the built city requires an estimated 6,900 acres feet per year increase in water demand, the city’s does not foresee any adverse impacts on water supply given that new development in the CNWS confirm with the Concord Water District prior to new development. Additional wastewater generated with buildout of the proposed General Plan can be accomodated without the need for additional treatment facilities. The proposed General Plan’s policies require that new development coordinate and plan for additional police and fire facilities to prevent adverse significant impacts on existing safety and emergency preparedness levels.

IMPACTS AND MITIGATION MEASURES

Impact

3.11-1 New development under the proposed General Plan will increase the demand for school facilities. (Less than Significant)

In 2006, public school enrollment in Concord was approximately 17,900 students. According to total housing unit projections at buildout, the proposed General Plan will result in approximately 6,585 new households and 1,090 new elementary, middle, and high school students. The generation of new students by household is detailed in **Table 3.11-11**.

Table 3.11-11: Student Projections Based on Household Type

<i>Household Type</i>	<i>New Households</i>	<i>Student Generation Factors¹</i>	<i>New Students</i>
Single Family	-	0.444	-
Multi Family	6,584	0.166	1,093
Total	6,584	N/A	1,093

¹ The generation factor is for public school students in the Mt. Diablo Unified School District.

Source: Mt. Diablo Unified School District, Dyett and Bhatia, 2006.

Using the Mt. Diablo Unified School District’s generation factors, this total student population at buildout will result in approximately 8,025 elementary school students (K-5), 3,400 middle school students (6-8), and 7,565 high school students. The distribution of total students by school type at buildout is detailed in **Table 3.1-12**.

Table 3.1-12: Student Population at Buildout

<i>Category (Grades)</i>	<i>Number of Total Students</i>	<i>Percent Increase</i>	<i>Current Capacity</i>	<i>Percent Capacity</i>
K-5	8,026	7%	9,039	89%
6 - 8	3,403	9%	3,928	82%
9 - 12	7,566	4%	7,654	97%
Total	18,995	6%	20,621	91%

¹ Assumes 1,000 students for a middle school (grades 6-8).

Source: Mt. Diablo Unified School District, Dyett and Bhatia, 2006.

This increase in student population represents a small increase in demand for school facilities, representing a 6 percent increase in student enrollment from 2006 levels. No new school facilities will be needed as the existing elementary, middle, and high school facilities are sufficient to accommodate the student population at buildout. At buildout, existing schools will remain below capacity, by nine percent.

Furthermore, policies in the proposed General Plan are aimed at coordinating an increase in demand with appropriate agencies in order to ensure that this new development is met with appropriate school capacity. Proposed General Plan policies that ensure that new residential development does not exceed school capacity would reduce potential impacts to a less than significant level.

Proposed General Plan Policies that Reduce the Impact

Implementation on the following proposed General Plan policies would result in impacts that are less than significant.

Policy PF-2.1.1: Maintain and improve educational opportunities in Concord through cooperation with the Mt. Diablo Unified School District (MDUSD), private schools, California State University, community organizations, and the Contra Costa County library system.

Policy PF-2.1.2: Work cooperatively with the MDUSD to ensure that sufficient land is identified and reserved to accommodate projected growth in the community.

Policy PF-2.1.3: Cooperate with the MDUSD in planning for new school sites and facilities and coordinate infrastructure improvements to ensure compatibility with City plans.

Policy PF-2.1.4: Partner with the MDUSD to optimize the joint use of school facilities for

community use.

Policy PF-2.1.5: Encourage the establishment of vocational school and other training programs to prepare Concord’s citizens for employment, in addition to traditional educational opportunities.

Policy PF-2.1.6: Ensure that future planning for the Concord Naval Weapons Station reserves adequate land for schools, churches, and community centers.

Policy GM-2.1.1: Establish performance standards, to be maintained through capital projects, for the following facilities and service:

- g. **Public Education.** Mount Diablo Unified School District provides public education services in Concord. The City supports the goals of the District pertaining to required instructional activities.

Policy GM-2.1.2: Require new development to contribute to or participate in the establishment and improvement of parks, fire, police, sanitary sewer, water and flood control systems in proportion to the demand generated by project occupants and users. The City will manage a development mitigation program that ensures new development pays its share of the costs associated with the provision of facilities for parks, fire, police, sanitary facilities, water, and flood control..

Mitigation Measures

No mitigation measures are required.

Impact

3.11-2 New development under the proposed General Plan may increase the demand for water beyond available distribution capacity. (Less than Significant with Mitigation)

According to assumptions provided by the CCWD, Concord’s current water demand is estimated at 22,480 acres per feet per year. At buildout, the proposed General Plan would increase water demand by 12 percent to 25,690 acres per feet per year. **Table 3.11-13** compares existing water demand to buildout for Concord under the proposed General Plan.

3.11-13 Estimated Water Demand for Concord

<i>Alternative</i>	<i>Population</i>	<i>Estimated Water Demand (AFY)¹</i>	<i>Percent Increase from Existing Demand</i>
Existing Conditions (2006)	124,440	22,480	-
Proposed General Plan (2030)	142,210	25,690	12%

1. Assumes 500 gallons per day per connection and 3.1 people per connection, provided by the CCWD. Buildout calculated using 1.18 cubic feet per person per year. Numbers rounded to the nearest tenth.

Source: Contra Costa Water District, Dyett & Bhatia, 2006.

CCWD does not envision any constraints to providing water to infill developments proposed by the General Plan in the existing built-out parts of the City, as long as such developments are not anomalies in terms of typical water use.

Current projections indicate that there is sufficient conveyance capacity to deliver the necessary water to the treatment facilities and into the distribution system. CCWD has some water treatment capacity available at its two water treatment plants, and the Randall-Bold Treatment plant is designed to expand to 80 mgd from the current 40 mgd.

Proposed General Plan policies that ensure that new developments coordinate with the Contra Costa Water District (CCWD) and participate in the establishment and improvement of water and flood control systems in proportion to the demand generated by project occupants and users would reduce this impact to a less than significant level.

While EBMUD does not provide water or wastewater services to Concord, EBMUD's Mokelumne Aqueduct right-of-way are located within the City Limits. As such, any subsequent development projects within the right-of-way vicinity would be required to consult with EBMUD.

Mitigation Measure

All proposed activities resulting from subsequent projects in the vicinity of the Mokelumne Aqueduct right-of-way must be submitted to EBMUD for approval and which shall meet all EBMUD requirements regarding activities near the Aqueduct right-of-way.

Proposed General Plan Policies that Reduce the Impact

In addition to Policy GM-2.1.2 listed previously, implementation on the following proposed General Plan policies would result in impacts that are less than significant.

- Policy PF-1.1.1: Coordinate with the Contra Costa Water District (CCWD) to provide an adequate and safe water supply.
- Policy PF-1.1.2: Encourage water conservation through City programs and cooperation with the CCWD.
- Policy GM-2.1.1: Establish performance standards, to be maintained through capital projects, for the following facilities and service:
 - e. **Water.** The Contra Costa Water District provides water to Concord. The City supports the goals the District has adopted to meet federal and state standards.

Mitigation Measure

No additional mitigation measures are required.

Impact

3.11-3 New development may exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB). *(Less than Significant)*

The Central Contra Costa Sanitary District (CCCSD) is currently permitted by the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) to discharge up to 53.8 million gallons per day (mgd) of average dry weather flow (ADWF) effluent to Suisun Bay for the district. Current flow for the district is approximately 39 mgd, well below the threshold limit. This discharge limit was based in part on growth anticipated under the City of Concord’s existing General Plan. According to land use wastewater generation rates provided by the CCCSD, buildout of the existing General Plan for the City of Concord is estimated to generate a base wastewater flow of 12.4 mgd.

Using similar calculations for Concord under the proposed General Plan, base wastewater flow is estimated at 13.5 mgd. This flow would represent a 1.7 mgd increase over existing conditions or a 1.0 mgd increase over that previously envisioned by the existing General Plan—which was used to set the effluent discharge limit at 53.8 mgd. **Table 3.11-14** demonstrates Concord’s base wastewater flow by land use at buildout under the proposed General Plan and compares it to flows for existing conditions and the existing General Plan.

Table 3.11-14 Concord’s Base Wastewater Flow at Buildout

<i>Land Use Category</i>	<i>Units</i>	<i>Base Wastewater Flow Factor</i>		<i>Gallons Per Day (GPD)</i>
		<i>GPD</i>	<i>Units</i>	
Single Family Residential	du	225	30,594	6,883,650
Multi Family Residential	du	150	22,625	3,393,750
Mixed Use	acre	1,000	844	844,039
Commercial	acre	1,000	417	416,835
Office	acre	1,000	168	168,365
Industrial	acre	1,000	1,455	1,455,354
Schools	acre	430	681	292,998
Churches	number	1,000	19	8,170
<i>Total (Proposed General Plan)</i>				<i>13,463,161</i>
<i>Total (Existing General Plan)</i>				<i>12,434,024</i>
<i>Additional Flow Generated Compared to Existing General Plan</i>				<i>1,029,137</i>
<i>Total (Existing Land Use)</i>				<i>11,755,991</i>
<i>Additional Flow Generated Compared to Existing Land Use</i>				<i>1,707,170</i>

I. Churches estimated as 1% of Public/Quasi-Public land.

Source: Central Contra Costa Sanitary District, Dyett and Bhatia, 2006.

Since sewer connections are issued on a first come, first served basis, there may be room under CCCSD’s discharge limit at the time this additional development occurs. If all other wastewater flow projections used in the most recent discharge limit increase are realized, however, the

discharge limit would be reached a few years sooner than 2035. The worst-case groundwater conditions are not likely to be consistently sustained for a continuous number of years, but CCCSD is required to stay below its effluent discharge limit.

If the effluent discharge limit is reach (or approached) substantially earlier than 2035, CCCSD's ability to provide wastewater treatment service to yet-to-be developed projects already allowed in local General Plans (planned pre-2000) could necessitate obtaining another discharge limit increase. Such an increase would require a discretionary approval by the San Francisco Bay Regional Water Quality Control Board. (RWQCB).

If the subsequent effluent discharge limit increase is not granted by the RWQCB, a sewer connection moratorium would be triggered. A sewer moratorium would pose a barrier to growth. This barrier would be inconsistent with the adopted General Plans of service area jurisdictions, but would delay or substantially reduce growth-induced impacts associated with the projected level of growth. In response to an indefinite sewer moratorium, it is possible that developers would seek alternative wastewater services (on-site package treatment plants, community septic systems, other wastewater agencies) to meet the needs of their projects.

As discussed above in the discussion of water supply, the General Plan contains a number of goals, policies, and actions that would reduce water consumption. These same provisions would also serve to reduce wastewater generation, since wastewater generation occur in a direct relationship to each other.

Proposed General Plan Policies that Reduce the Impact

Implementation on the following proposed General Plan policies would result in impacts that are less than significant.

- Policy PF-1.1.2: Encourage water conservation through City programs and cooperation with the CCWD.
- Policy PF-1.2.1: Operate and maintain the City-owned wastewater collection system, including transfer to Central Contra Costa Sanitary District for treatment and disposal.
- Policy PF-1.2.2: Reduce the need for sewer system improvements by requiring new development to incorporate water conservation measures.
- Policy PF-1.2.3: Cooperate with Central Contra Costa Sanitary District and other service providers to develop their wastewater reclamation program as a supplement to water supplies.
- Policy PF-1.4.1: Require new development to coordinate with all utility providers to assure quality services to all residents and businesses throughout the community.
- Policy PF-1.5.2: Promote the importance of recycling industrial and construction wastes.

Mitigation Measures

No mitigation measures are required.

Impact

3.11-4 Solid waste levels are in non-compliance with the California Public Resources Code 50 percent diversion rates. (*Less than Significant*)

In accordance with state mandates, cities and counties must achieve diversion rates of 50 percent through source reduction, recycling, and composting activities. The California Public Resources Code 41780A2 directs that cities and counties divert 50 percent of solid waste produced within their jurisdiction by January 1, 2000, through source reduction, recycling, and composting activities. In 2003, Concord achieved a 48 percent diversion rate with programs under its existing 1993 Source Reduction and Recycling Element (SRRE).

Although the City has not met the 50 percent diversion requirement, it is making a “good faith effort” to implement its Source Reduction and Recycling Element (SRRE) to meet the diversion requirement. The City has addressed both the residential and commercial waste streams with several programs that divert a wide variety of materials.⁹ The Recycling Coordinator for Concord Disposal Service does not foresee any issues or concerns related to solid waste collection and recycling in the plans for development in Concord.¹⁰

The City’s solid waste capacity is sufficient to meet the needs of projected growth until 2030.

Proposed General Plan Policies that Reduce the Impact

In addition to *Policy PF-1.5.2* listed previously, implementation on the following proposed General Plan policies would result in impacts that are less than significant.

- Policy PF-1.5.1: Continue reduction and recycling efforts within the City to divert increasingly larger portions of the waste stream from local landfills.
- Policy PF-1.5.3: Prepare and distribute informational handouts to the public regarding opportunities to reduce waste at homes and businesses, as well as methods of safe disposal of hazardous materials.
- Policy PF-1.5.4: Require builders to incorporate adequate storage areas appropriately screened from the street for recyclables into new multifamily, commercial, and industrial structures.

Mitigation Measures

No mitigation measures are required.

⁹ California Integrated Waste Management Board Meeting Notes, November 9-10, 2004.

¹⁰ Source: Keith Nance, Recycling Coordinator for Concord Disposal Service, 2005.

Impact

3.11-5 New development in the proposed General Plan requires police and fire protection services that exceed current staffing and facilities. (Less than Significant with Mitigation)

Current police and fire protection is designed to meet the needs of the existing population and employment base. Implementation of the Concord 2030 General Plan would generate approximately 17,770 new residents and 27,910 new jobs to the city, increasing the long-term demand for police assistance and emergency fire response.

In order to ensure that new development does not adversely affect existing police services, the Concord Police Department will need to hire new police officers in order to maintain the current ratio of 1.3 officers per 1,000 residents. To maintain the existing ratio and accommodate these new residents, it will be necessary to hire an additional 24 police officers. **Table 3.11-15** demonstrates the additional police officers needed for buildout.

Table 3.11-15 Additional Police Officers Needed for Buildout

<i>Year</i>	<i>Population</i>	<i>Officers</i>	<i>Ratio</i>
2006	124,440	161	1.3
2030	142,210	185	1.3
<i>Change</i>	<i>17,770</i>	<i>24</i>	<i>1.3</i>

Source: Dyett and Bhatia, 2006.

Currently, 85.2 percent of Concord residents are located within 1.5 miles of a CCCFD fire station. Portions of the Planning Area located outside of 1.5 mile radius of a fire station and would have a higher than average response times than areas located within the radius. However, buildout of the proposed General Plan, which focuses growth in existing urban areas, and would likely not adversely affect CCCFPD’s capabilities to serve the Planning Area.¹¹

Furthermore, all projects developed under the proposed General Plan would be subject to all Fire and Building Code requirements and other applicable codes which are designed to minimize risks of fire hazards, such as Article 9, Appendixes III-A, III-B, III-C, and III-E of the 2001 California Fire Code. All projects shall also comply with CCCFPD’s Access and Water Supply Requirements.

The applicable Growth Management and Public Services policies, *GM-2.1.1 (c and d)*, *GM-2.1.2*, *GM-2.1.3*, *PS-1.2.1*, *PS-1.2.2*, and *PS-1.2.3* contained in the General Plan will insure that new development not only adheres to new police and fire district performance standards, but also pays its share of the costs associated with the provision of additional fire and police facilities. As such, the proposed project would result in less than significant impacts on police and fire services.

Mitigation

¹¹ Concord Redevelopment Plan Amendment EIR, September 2006.

Project proponents shall comply with CCCFPD's Access and Water Supply Requirements and with Article 9, Appendixes III-A, III-B, III-C, and III-E of the 2001 California Fire Code.

Proposed General Plan Policies that Reduce the Impact

In addition to Policy GM-2.1.2 listed previously, implementation on the following proposed General Plan policies would result in impacts that are less than significant.

Policy GM-2.1.1: Establish performance standards, to be maintained through capital projects, for the following facilities and service:

- c. **Police.** 200 square feet of station per 1,000 residents.
- d. **Fire.** The Central Contra County Fire Protection District, which is governed by the County Board of Supervisors, provides fire protection for all residents and nonresidential developments in the Concord Planning Area. The City supports the county's goals to provide fire safety to the community.

Policy S-7.1.1: Evaluate the effects of new development on law enforcement service and take public safety issues into account when reviewing land use proposals.

Policy S-7.1.2: Promote effective, community-oriented law enforcement.

Mitigation Measures

No additional mitigation measures are required.

Impact

3.11-6 New development under the proposed General Plan requires additional emergency preparations in the event of an earthquake or other disaster. (Less than Significant)

Additional population and employment under the proposed General Plan may require additional emergency preparations such as staffing, facilities, equipment, or supplies, in the event of an earthquake or other disaster. Updating and adopting the Local Hazard Mitigation Plan (LHMP) will ensure that the emergency preparations are updated along with the projected growth.

The applicable Transportation, Safety, and Growth Management policies, T-1.7.1, S-7.1.3, S-8.1.4, and GM-2.1.1(b, c, and f) contained in the General Plan will insure that new development provide the necessary additional emergency preparations in the event of an earthquake or other disaster. As such, the proposed General Plan would result in less than significant impacts on emergency preparedness.

Proposed General Plan Policies that Reduce the Impact

In addition to Policy GM-2.1.1 (b and c) listed previously, implementation on the following proposed General Plan policies would result in impacts that are less than significant.

- Policy T-1.7.1: Support Buchanan Field Airport use as a region and local serving airfield.
- Policy S-7.1.3: Establish public and private partnerships and cooperate with other emergency providers to deliver safe and effective emergency response.
- Policy S-8.1.4: Implement the City's Local Hazards Mitigation Plan, consistent with the guidelines of the Federal Emergency Management Agency (FEMA) and the Disaster Act of 2000, and seek funding under FEMA's Hazard Mitigation Grant Program.
- Policy GM-2.1.1: Establish performance standards, to be maintained through capital projects, for the following facilities and service:
- f. **Flood Control.** Flood control/drainage system capacity sufficient for the 50 year flood event (as determined by FEMA).

Mitigation Measures

No mitigation measures are required.

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3.12 Visual Resources

This section presents the environmental setting and impact analysis for visual resources in the Concord Planning Area. It evaluates how implementation of General Plan policies will affect the city's visual and aesthetic character, including scenic views of Suisun Bay, Los Medanos Hills, and Mt. Diablo foothills.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

The most identifying feature lending Concord a sense of character is its location within two flat river valleys that include Ygnacio Valley and Clayton Valley (with Lime Ridge separating the two valleys) bordered by the rolling hillside of the Los Medanos Hills to the east, Mt. Diablo to the southeast, and the Suisun Bay to the north. The Los Medanos Hills have peak elevations ranging from 800 feet in the lower hills, near Suisun Bay, to greater than 1,400 feet in the hills southeast of Bailey Road. One prominent hilltop is Mulligan Hill, with an elevation of 1,438 feet. To the south, the Mt. Diablo foothills are taller than the Los Medanos hills, with peak elevations within the Planning Area ranging from 1,200 feet to over 1,700 feet. A prominent hilltop in this area is Mt. Zion, with an elevation of 1,635 feet.

From the flatland areas of Concord, views of the surrounding hills are prominent. Some of the residential neighborhoods within Concord have views of the Suisun Bay and San Francisco Bay Delta to the north of the City. Mt Diablo State Park, located to the southwest, is visible from many locations throughout the City. In addition to these scenic vistas, Concord is traversed by several creek corridors with dense vegetation and mature trees that contribute to the city's aesthetic quality. Visual connections to Suisun Bay are limited due to the historical development of the community as a military and industrial node within the County. Large-scale industrial and port-related facilities line the bayfront north of SR4, while wetlands and the tidal area of the Concord Naval Weapons Stations lie to the east. Views of the hills to the east and south create a sense of identity for city residents, local businesses, and visitors. No state scenic highways traverse the Planning Area.

REGULATORY SETTING

Situated between the City of Concord and the City of Pittsburg, some of the Los Medanos Hills in the Planning Area are located within the jurisdictions of the City of Concord and subject to the City's zoning and subdivision controls, though balance of the land is unincorporated and subject to the land use regulations of Contra Costa County. The Lime Ridge open space is publicly owned, as is Mt. Diablo State Park. Finally, visual resources in North Concord along Suisun Bay are subject to County land use regulations and, within a 100-foot shoreline boundary, the permitting regulations of the Bay Conservation and Development Commission.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Concord's General Plan would have a significant adverse effect on visual resources if it would cause one of more of the following:

- Have a substantial adverse effect on a scenic vista, which could be caused by blocking panoramic views or views of significant landscape features or landforms as seen from public viewing areas;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the study area and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Generally, the greater the change from existing conditions, the more substantial the impact. For example, the construction of a new development on open rural land usually has a greater visual impact than redevelopment on infill land. Likewise, the construction of a new roadway generally has a greater visual impact than the widening of an existing one. New development and redevelopment can have significant local impacts where they would require the removal of trees and other important landscape buffers or other contrasting visual elements.

METHODOLOGY & ASSUMPTIONS

To evaluate potential impacts on hillside visual resources, a viewshed analysis was done, using three key "viewpoints" within the City of Concord: Downtown Concord, North Concord BART station, and the Concord Pavilion area. Hillside viewsheds were identified with a digital elevation model and topographic data from the U.S. Geologic Survey to determine what hills and ridgelines were visible from each viewpoint. For purposes of this analysis, the 300-foot elevation was established as representing the base of the hills. These viewpoints were assumed to represent a reasonable range of potential viewpoints and so provide a basis for evaluating potential effects of Plan policies on visual resources in the Planning Area.

SUMMARY OF IMPACTS

Within the built City, infill development or redevelopment of existing development will not have a significant effect on the visual character of the City because new development is likely to be similar in scale and character to existing development. This infill development likewise is not expected to have a substantial adverse impact on panoramic views or create incongruous visual elements because the height and massing of new development will be similar to existing developments. However, new development in the Urban Area could intrude on views of the Los Medanos Hills even though a substantial amount of open space will be preserved. Proposed General Plan Policies and site planning criteria will reduce any potentially significant impacts to levels that are not significant.

IMPACTS AND MITIGATION MEASURES

Impact

3.12-1 Implementation of the General Plan has the potential to affect scenic vistas and views of Los Medanos hills. (*Less than Significant*)

Almost 30 percent of the Los Medanos hillsides are visible from Todos Santa Plaza in Downtown, while views from the North Concord BART station are a bit more expansive and include almost one-third of the total hillsides within the Planning Area. The visible hillsides potentially affected by future development are illustrated in **Figure 3.12-1**, and the acreage of hillside that can be seen from each viewpoint is tabulated in **Table 3.12-1**.

Table 3.12-1: Hillside Viewsheds in Concord Planning Area

Viewpoint	Description	Visible Acres Greater than 300 ft. in Elevation	Percent of all Land Greater than 300 ft. in Elevation
Viewpoint 1	North Concord BART	248	32%
Viewpoint 2	Sleep Train Pavilion	91	12%
Viewpoint 3	Downtown	222	28%

Source: Dyett & Bhatia, 2005.

The impacts of development on visible hillsides will be minimal because the General Plan policies call for protecting these ridgelines and visible hillsides from inappropriate development and preserving these viewsheds.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies reduce Impact 3.12-1:

- Policy E-5.1.2: Preserve an open space system that protects visual and natural resources.
- Policy LU-1.1.9: Preserve visible hillsides and open space areas through techniques such as cluster development or density transfers.
- Policy LU-4.2.6: Limit building heights for new structures in the blocks immediately adjacent to Todos Santos Plaza with an inclined daylight plane requiring upper-story setbacks to ensure sunlight access for public spaces.

This is the preferred approach for height limits around downtown squares. The total amount of floor area will be governed by the floor area ratio.

- Policy LU-11.1.4: Continue to implement development and design standards related to development in hillside areas addressing viewshed protection, open space preservation, grading impacts, and height and massing of structures.

Policy LU-10.1.1: Encourage the County and adjacent cities to prohibit new development on designated ridgelines and in protected viewsheds, but allow appropriate beneficial and reasonable open space uses in these areas, subject to standards for viewshed protection that will preserve the open space character of areas that are visible from Concord's neighborhoods and commercial districts.

Policy LU-10.1.2: On any land to be annexed to the City, require new development to be clustered to reduce both environmental and visual impacts of hillside development.

Policy LU-10.1.3: Work with the County and adjacent jurisdictions to ensure that zoning and subdivision regulations applicable to all development visible from within the City's Planning Area reflect General Plan Policy direction.

Actions the City will request of the County and adjacent jurisdictions include:

- *Designating protected ridgelines, creeks, and other significant resource areas, along with daylight plane or setback standards;*
- *Defining protected viewsheds; and*
- *Designating growth limits and clustering provisions for very low-density hillside residential development based on slope and elevation to ensure viewshed protection.*

Policy LU-10.1.6: Ensure that any development between Evora Road and State Route 4 is setback from the edge of State Route 4 to mitigate visual and noise impacts.

Policy LU-10.1.8: Encourage the provision of wildlife corridors to ensure the integrity of habitat linkages and preserve the character of visible hillsides and open space.

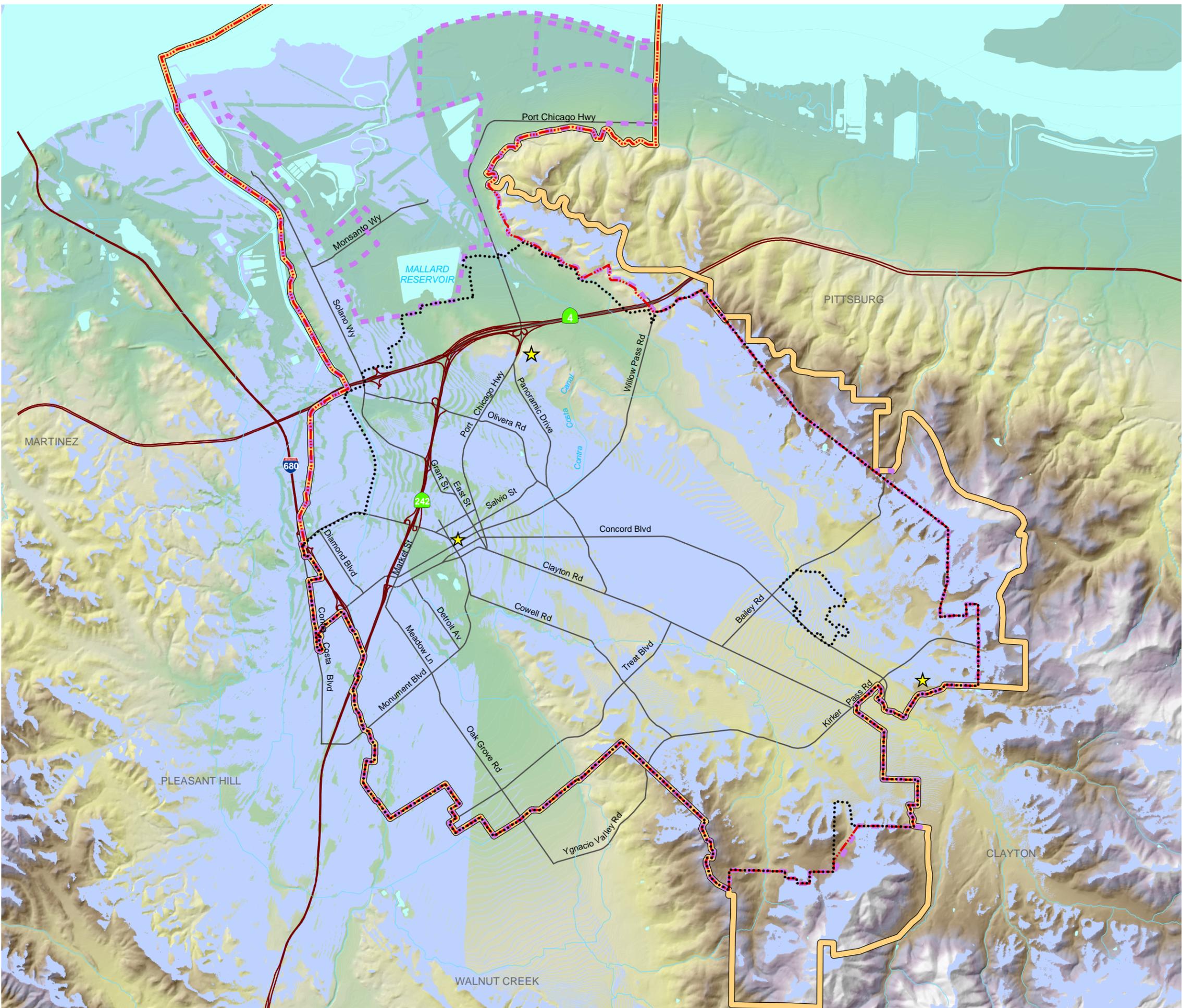
Policy LU-10.1.9: Oppose any expansion of the Urban Limit Line (ULL) that would allow development in protected viewsheds or on visible hillsides located within the City's Planning Area Boundary.

While the City is not opposed to expansion of the County's ULL per se, the City would raise objections to any new development that results in visible development on slopes and hillsides areas within the City's Planning Area Boundary Area. The City will evaluate all development proposals by neighboring cities and the County within Concord's Planning Area Boundary to determine if there are potential visual impacts.

Policy S-3.2.1: Require all development on hillsides where the grade exceeds 15 percent to submit a hillside development plan that demonstrates contoured grading techniques to ensure that buildings, streets, and drives can be accommodated safely with a minimum amount of grading.

Figure 3.12-1

Viewsheds



- ★ Viewpoint
- Visible Area from Viewpoint

Elevation (in meters)
High : 1173
Low : -5.800000

- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area Boundary

Source:
Percent slope derived from United States Geological Survey (USGS) 10-meter digital elevation models (1997). Viewshed analysis conducted by Dyett & Bhatia in 2006. Viewpoints assumed to 1.75 meters above groundlevel.



Mitigation Measures

No additional mitigation measures are required.

Impact

3.12-2 Future development projects could be of different intensity, size, and character than existing development and which could degrade the existing visual character of Concord. (Less than Significant)

The aesthetic resources of the city could potentially be impacted by new development unless it is thoughtfully designed. Redevelopment or new development proposed on vacant sites within the ULL could alter the surrounding visual character through increased densities and intensities. However, the proposed Concord 2030 Urban Area General Plan contains several policies and programs specifically designed to minimize negative aesthetic impacts. Policies such as LU-1.1.3 would ensure that the scale, operation, location, and other characteristics of community facilities enhance the character of neighborhoods, Policy LU-1.3.2 call for standards for height and setback requirements, screening, lighting, landscaping, and parking for transition areas between existing neighborhoods and new infill development. Policies as these, and those provided below help establish design standards that the City desires to achieve, including pedestrian connections, encouraging new development to be contiguous with existing development, and maintaining significant views of the surrounding hillsides. Implementation of the following Concord 2030 Urban Area General Plan policies would reduce potential scale and character effects and ensure that existing visual quality is preserved.

Policy LU-1.1.1 Support land use decisions that reinforce and capitalize on neighborhood strengths and benefit neighborhood identity and scale.

Policy LU-1.1.2 Require new development in residential areas to preserve and enhance positive neighborhood characteristics.

This will be done by standards and review procedures included in the Zoning Ordinance.

Policy LU-1.1.3 Ensure that the scale, operation, location, and other characteristics of community facilities, including parks, schools, childcare facilities, religious institutions, and other public and quasi-public facilities, enhance the character and quality of neighborhoods.

This will be done through neighborhood planning following adoption of the General Plan.

Policy LU-1.1.4 Mitigate residential uses from impacts of more intensive land uses through good site planning and/or appropriate operational measures.

Screening, landscaping, restrictions on driveway access, and limitations on hours of operation can help minimize adverse impacts.

Policy LU-1.1.6: Prohibit conversion of residences backing onto roadways to commercial or office uses which would gain access or seek visibility from the roadways.

Policy LU-1.1.7: Upgrade the quality of new and existing multi-family housing by requiring high-quality design.

Specific standards will be included in the Zoning Ordinance.

Policy LU-1.1.8: Continue to support and promote housing conservation and home remodeling, expansion, and updating to maintain the quality of the housing stock.

Examples of the City programs that will be used are in the Housing Element.

Policy LU-1.1.9: Preserve visible hillsides and open space areas through techniques such as cluster development or density transfers.

Policy LU-1.3.2: Establish standards to address the transition between existing neighborhoods and new infill development.

These standards will be included in the Zoning Ordinance and include height and setback requirements and standards for screening, lighting, landscaping, refuse collection, and location of parking.

Mitigation Measures

No additional mitigation measures are required.

Impact

3.12-3 Implementation of the Concord 2030 Urban Area General Plan would protect Historic neighborhoods from incompatible development. (Beneficial)

The City has a number of historic neighborhoods, including North Todos Santos, which contribute to the visual character of the community. The North Todos Santos Specific Plan is intended to protect the character of this historic neighborhood and its pre-World War II homes. This specific plan will continue to be the guiding policy document, and zoning regulations will ensure that new land uses, including offices and multi-family residences in this neighborhood, are compatible with existing uses. A portion of this area may be zoned for medium density residential uses - if the proposed housing is be compatible with the adjacent neighborhood and with the Specific Plan; however, the portion would not be allowed to exceed 10 percent or two acres - whichever is less. In addition, the proposed Concord 2030 Urban Area General Plan seeks to preserve these resources by carrying forward existing policies and programs that are intended to protect them – such as Policy LU-4.2.6, which would Limit building heights for new structures in

the blocks immediately adjacent to Todos Santos Plaza – thereby further minimizing the potential for introducing modern elements and building forms that would be out-of-character and create aesthetic conflicts with areas such as North Todos Santos and Concord’s other valuable visual historic resources.

Proposed General Plan Policies that Reduce the Impact:

- Policy LU-1.1.10: Ensure that new development in historic neighborhoods is compatible in scale and style to the character of that neighborhood, and encourage retention of historic buildings through flexible reuse provisions.
- Policy LU-4.2.4: Encourage new and redevelopment projects to include amenities for public benefit, such as affordable housing, pedestrian-oriented facilities, and historic preservation.
- Policy LU-4.2.6: Limit building heights for new structures in the blocks immediately adjacent to Todos Santos Plaza with an inclined daylight plane requiring upper-story setbacks to ensure sunlight access for public spaces.
- Policy LU-4.2.8: Encourage preservation of historic buildings to the maximum extent feasible.

Mitigation Measures

No additional mitigation measures are required.

Impact

3.12-4 Development under the proposed General Plan has the potential to adversely affect visual resources in the short-term during periods of construction by blocking or disrupting views. (Less than Significant)

Short-term visual impacts resulting from development includes blockage or disruption of views by construction equipment and scaffolding, removal of vegetation, temporary route changes for transportation improvements, exposed excavation, and construction staging areas. Short-term visual impacts are less than significant because they are temporary in nature. In addition, there are proposed policies that would ensure long-term significant adverse impacts from new development would not occur.

Proposed General Plan Policies that Reduce the Impact:

- Policy LU-8.1.1: Establish design standards that achieve the highest quality of building design and materials.
- Policy LU-8.1.2: Establish design standards for mixed use projects that provide for a cohesive, well-integrated, functional development.

Policy LU-8.1.3: Require new commercial development to provide comprehensive landscaping, including within hardscapes and parking lot areas.

Policy LU-9.1.2: Require new development to provide and maintain right-of-way improvements along project frontages such as landscaping, street trees, and other amenities that enhance the streetscape appearance.

Policy POS-2.2.4: Require degraded open space areas to be restored to an environmentally sustainable condition as part of development approval where these lands are proposed as permanent open space in new development.

Mitigation Measures

No additional mitigation measures are required.

3.13 Water Resources and Flooding

This section discusses water resource issues related to the implementation of the proposed Concord 2030 Urban Area General Plan and adoption of the proposed Urban Limit Line, including its consistency with applicable local, State, and Federal plans, policies, and regulations. Groundwater basins and surface water drainages within the City are described, and existing water quality and flooding issues associated with these water bodies are assessed. The potential for future development under the proposed Urban Area General Plan to affect water quality and flooding due to creation of impervious surface area, increase in storm water pollutant levels, increased rate or volume of storm water runoff, and other factors are analyzed.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

Surface Water

Concord sits along the shoreline of the Suisun Bay. Surface water bodies within Concord include Mallard Reservoir, Walnut Creek, Pacheco Creek, Kirker Creek, Mt. Diablo Creek, Pine Creek, Galindo Creek, Grayson Creek, Clayton Canal, Contra Costa Canal, and sloughs and wetlands located along Suisun Bay. Drainage patterns within Concord are shaped by the region's topography which consists of steeper areas located along the foothills of Mt. Diablo, which gradually flatten out onto an alluvial plain and eventually merge with the flat estuarine deposits along the Suisun Bay shoreline.

Watersheds within the region are defined by creeks, streams, and other surface water drainages that originate in the upland areas near Mt. Diablo and flow downslope towards San Francisco Bay. The City of Concord lies within the Mount Diablo and Walnut Creek watersheds. The Walnut Creek watershed encompasses 93,556 acres in Contra Costa County and is composed of several sub-watersheds. The southeast portion of the City of Concord lies largely within the Pine Creek and Concord Area sub-watersheds, with small areas of the City extending into the Grayson Creek and San Ramon sub-watersheds. The remainder of the City and the majority of the Concord Naval Weapons Station lie within the Mt. Diablo watershed, which extends from the north slope of Mount Diablo to Suisun Bay. The Willow Creek watershed, located west of the City, encompasses the northwest corner of the Planning Area along the shoreline of Suisun Bay. Boundaries between these watersheds are created by the topographic features such as ridges and valleys, which shape surface water drainage patterns.

Groundwater

Concord is underlain by two groundwater basins, Clayton Valley and Ygnacio Valley, as defined by the California Department of Water Resources (DWR). The Clayton Valley groundwater basin is bounded by Suisun Bay to the north, Mt. Diablo creek to the east, the Concord Fault to the west, and the foothills of Mt. Diablo to the south. The Clayton Valley is underlain by thick alluvial deposits, which cover faulted and folded older rocks. The water bearing units are Quaternary-age

and older alluvial deposits, which exceed 700 feet in depth. These units are hydraulically connected with Suisun Bay. The Ygnacio Valley groundwater basin is bounded by Suisun Bay to the north, Interstate 680 to the west, by the Concord Fault to the east and the basin extends south along the Walnut Creek channel and by the City of Walnut Creek to south. Walnut and Grayson creeks flow through the basin before draining into Pacheco Creek and then into Suisun Bay. The Ygnacio Valley groundwater basin is formed in a depression between the Berkeley Hills and the Mt. Diablo Range. Thick alluvial deposits cover folded and faulted older rocks. The water bearing units in the basin are from Quaternary deposits. The combined thickness of the water bearing deposits is over 700 feet. Aquifers in this basin are hydraulically connected to the Sacramento River (DWR, 2003).

Information from DWR indicates that groundwater levels in both of the basins have declined gradually; groundwater levels are generally lowest during the summer months and highest during the winter months. Water quality testing conducted on samples collected from water supply wells in the Clayton and Ygnacio Valley basins indicate groundwater meets drinking water standards (DWR, 2003).

Storm Water Collection and Flooding

Storm water disposal capacity is a function of the volume of discharged water and the rate at which the water moves through a particular system. When the capacity of the creeks and/or pipelines of a drainage system are not sufficient or flow rates are low due to streambed conditions or stream length, drainage system efficiency is reduced and flooding can occur.

The City of Concord storm water collection system is composed of 229 miles of storm drain pipes, 1140 manholes and almost 6000 catch basins, and is maintained by the City of Concord Public Works Maintenance Services Department. The storm drain pipes typically drain into 11 miles of creeks and drainage channels, among them Mount Diablo Creek, Galindo Creek, Pine Creek, and their tributaries, and/or the Walnut Creek Flood Control Channel, which is maintained by the Contra Costa County Flood Control District. The City's storm water is solely conveyed through gravity-flow; pump stations are not utilized to facilitate the flow.

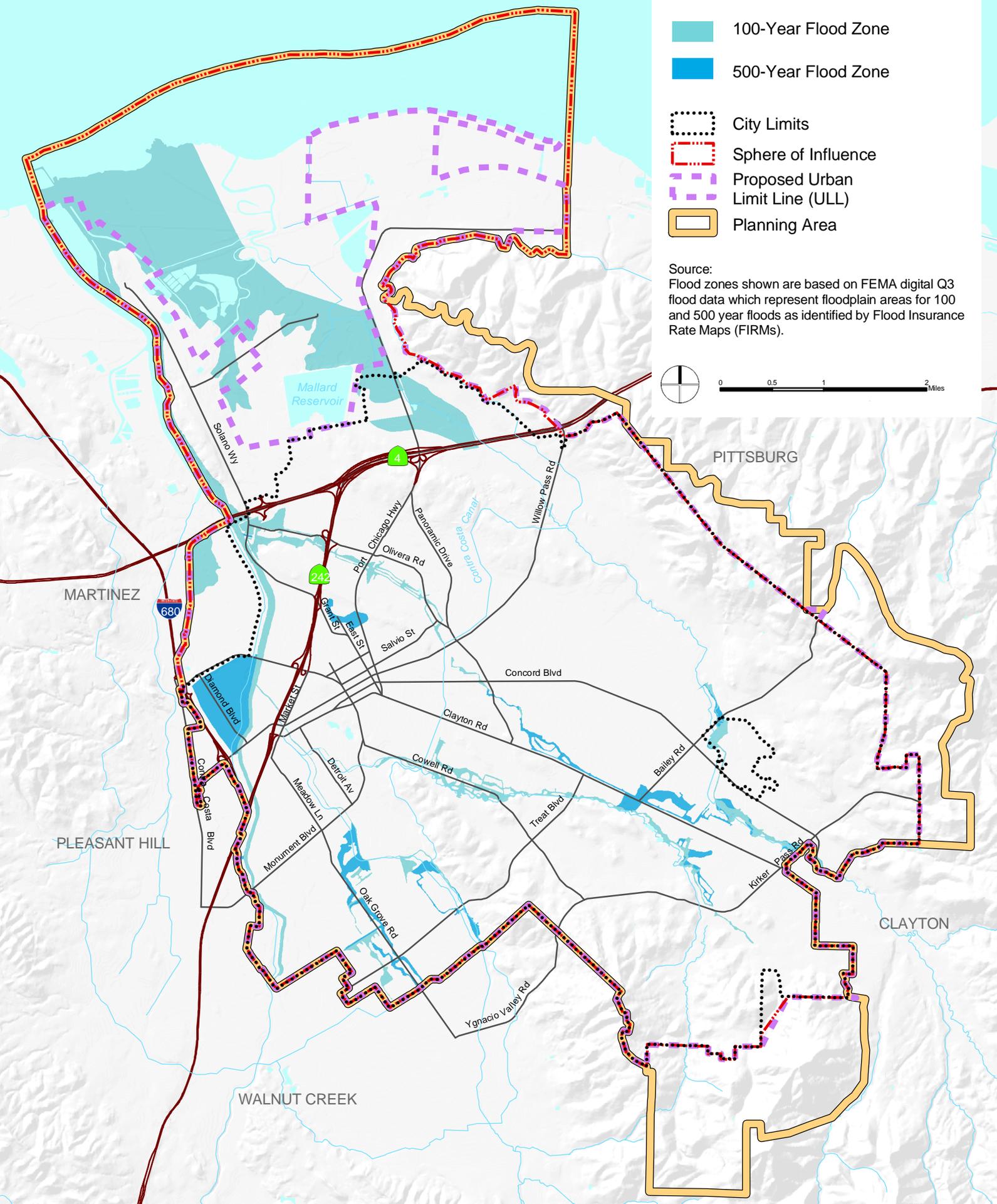
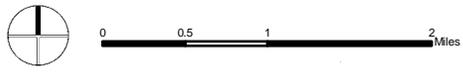
Flood-prone areas are generally located in topographic lows and in close proximity to shorelines, streams and creeks. Flood zone mapping by the Federal Emergency Management Authority (FEMA) indicates that the Concord area is most prone to flooding north of Mallard Reservoir to Suisun Bay, along Pacheco Creek, and near the Buchanan Field Airport, as shown on **Figure 3.13-1**. In addition, there are many creeks and culverts in the Concord area that could flood locally during large storm events due to build-up of debris and other factors.

FEMA maps are designed to supply information for public areas. Because access to Concord Naval Weapons Station is restricted, FEMA has not classified 100-year flood zones within this area. Although the majority of the Concord Naval Weapons Station is located on upland slopes, which would lessen the probability of flooding, the low-lying areas of the Concord Naval Weapons Station near Suisun Bay and the Contra Costa Canal may be susceptible to flooding.

Figure 3.13-1
Flood Zones

- 100-Year Flood Zone
- 500-Year Flood Zone
- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area

Source:
 Flood zones shown are based on FEMA digital Q3 flood data which represent floodplain areas for 100 and 500 year floods as identified by Flood Insurance Rate Maps (FIRMs).



Water Quality

During periods of wet weather, rain carries pollutants and sediments from all parts of a watershed into surface water bodies such as storm drains, streams, rivers, reservoirs, or marshes. In an urban setting, natural drainage patterns have been altered and storm water runoff, as well as non-storm discharge (irrigation water, accidental spills, washdown water, etc.), picks up sediments and contaminants from land surfaces, and transports these pollutants into surface and ground water. The diffused sources of pollutants range from parking lots, bare earth at construction sites, agricultural sites, and a host of many other sources. Therefore, storm water discharged to surface waters may carry pollution from “nonpoint” sources. The total amount of pollutants entering aquatic systems from these diffused, non-point sources is now generally considered to be greater than that from any other source, such as pipe discharges (point source). The water quality in several surface water bodies within Concord has been identified as impaired.

REGULATORY SETTING

Regulatory authorities exist on both the state and federal levels for the control of water quality in California. The major federal legislation governing the water quality aspects of the project is the Clean Water Act, as amended by the Water Quality Act of 1987. The objective of the act is “to restore and maintain the chemical, physical, and biological integrity of the nation’s waters.” The State of California’s Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) provides the basis for water quality regulation in California. The State Water Resources Control Board (SWRCB) administers water rights, water pollution control, and water quality functions throughout the State, while the Regional Water Quality Control Boards (RWQCBs) conduct planning, permitting, and enforcement activities.

State and Regional Water Quality Control Board

The primary responsibility for the protection and enhancement of water quality in California has been assigned by the California legislature to the SWRCB and the nine RWQCBs. The SWRCB provides State-level coordination of the water quality control program by establishing statewide policies and plans for the implementation of State and Federal laws and regulations. The RWQCBs adopt and implement water quality control plans that recognize the unique characteristics of each region with regard to natural water quality, actual and potential beneficial uses, and water quality problems.

The project area lies within the jurisdiction of the San Francisco Bay RWQCB, which has adopted the Water Quality Control Plan for the San Francisco Bay Region (Basin Plan) to implement plans, policies, and provisions for water quality management. Beneficial uses of surface waters within the San Francisco Bay Region are described in the Basin Plan and are designated for major surface waters and their tributaries. Beneficial uses of waterbodies in Suisun Basin are summarized in **Table 3.13-1**.

Table 3.13-1: Beneficial Uses of Waterbodies within Suisun Basin

<i>Beneficial Use</i>	<i>Suisun Bay</i>	<i>Mallard Reservoir</i>	<i>Mt. Diablo Creek</i>	<i>Pine Creek</i>
Agricultural Supply		X		
Cold Freshwater Habitat			X	X
Commercial Fishing	X			
Estuarine Habitat	X			
Industrial Service Supply	X	X		
Industrial Process Supply		X		
Fish Migration	X		X	
Municipal Supply		X		
Navigation	X			
Rare and Endangered Species	X			
Water Recreation	X	X	X	X
Fish Spawning	X	X	X	X
Warm Water Habitat		X	X	X
Wildlife Habitat	X	X	X	X

Source: San Francisco Bay Regional Water Quality Control Board, 1995.

Both the SWRCB and the U.S. Environmental Protection Agency (US EPA) Region IX have been in the process of developing new water quality objectives and numeric criteria for toxic pollutants for California surface waters since 1994, when a State court overturned the SWRCB's water control plans containing water quality criteria for priority toxic pollutants. US EPA's California Toxics Rule (CTR) was promulgated in 2000. The criteria largely reflect the existing criteria contained in US EPA's 304(a) Gold Book (1986) and its National Toxics Rule (NTR) adopted in December 1992 [57 Federal Register 60848], and those of earlier state plans (the *Inland Surface Waters Plan* and the *Enclosed Bays and Estuaries Plan* of April 1991 has since been rescinded). With promulgation of the Final CTR, these federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays and estuaries for all purposes and programs under the Clean Water Act.

Section 303(d) of the Clean Water Act - Total Maximum Daily Load (TMDL)

California has identified waters that are polluted and need further attention to support their beneficial uses. These water bodies are listed pursuant to Clean Water Act Section 303(d), which requires states to identify these polluted waters. Specifically, Section 303(d) requires that each state identify water bodies or segments of water bodies that are "impaired" (i.e., not meeting one or more of the water quality standards established by the state). Approximately 500 waterbodies or segments have been listed in California. Once the water body or segment is listed, the state is required to establish "Total Maximum Daily Load," or TMDL, for the pollutant causing impairment. The TMDL is the quantity of a pollutant that can be safely assimilated by a water body without violating water quality standards. Listing a water body as impaired does not necessarily suggest that the pollutants are at levels considered hazardous to humans or aquatic life

or that the water body segment cannot support the beneficial uses. The intent of the 303(d) list is to identify the water body as requiring future development of a TMDL to maintain water quality and reduce the potential for continued water quality degradation.

In accordance with Section 303(d) of the California Water Code, the San Francisco Bay RWQCB has identified impaired water bodies in its jurisdiction, identified the pollutant or stressor impairing water quality, and prioritized the urgency for developing a TMDL. Several waterbodies within or downstream of the City of Concord, including Suisun Bay, the Suisun Marsh Wetlands, and Walnut Creek are included on the Section 303(d) List. Pollutants or stressors identified for Suisun Bay include chlordane, dichlorodiphenyltrichloroethane (DDT), diazinon, dieldren, dioxin compounds, exotic species, furan compounds, mercury, nickel, polychlorinated biphenyls (PCBs), PCBs (dioxin like), and selenium. Identified pollutants or stressors for the Suisun Marsh Wetlands include metals, nutrients, organic enrichment/low dissolved oxygen, and salinity/total dissolved solids/chlorides, while in Pine and Walnut creeks, diazinon is the sole pollutant or stressor.

Construction Activity Permitting

The San Francisco Bay RWQCB monitors and enforces National Pollutant Discharge Elimination System (NPDES) storm water permitting, as required under the federal Clean Water Act, in the City of Concord. The SWRCB administers the NPDES Permit Program through its General NPDES Permit. Construction activities of one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). A project sponsor must submit a Notice of Intent to the SWRCB in order to be covered by the General Permit prior to the commencement of construction. The General Construction Permit requires the preparation and implementation of a storm water pollution prevention plan (SWPPP), which must be prepared before construction begins. Components of SWPPPs typically include specifications for best management practices (BMPs) that must be implemented during project construction in order to minimize the discharge of pollutants in storm water from the construction area. In addition, a SWPPP includes measures to minimize the amount of pollutants in runoff after construction is completed, and identifies a plan to inspect and maintain project BMPs and facilities.

Contra Costa County Flood Control and Water Conservation District

The Contra Costa County Flood Control and Water Conservation District maintains and oversees maintenance of surface water bodies within the County. The District ensures that adequate capacity exists to manage storm water runoff from development, and requires that storm channels be designed to a 25-year storm event.

In Contra Costa County, storm water discharge from 21 participating agencies and cities, including the City of Concord, is regulated by the Contra Costa Clean Water Program (CCCWP) in accordance with a NPDES permit issued by the SWRCB and overseen jointly by the San Francisco Bay and Central Valley Regional Water Quality Control Boards. The CCCWP is administered by the Contra Costa County Flood Control and Water Conservation District and is intended to reduce the discharge of pollutants in storm water to the maximum extent possible and to effectively prohibit non-storm water discharges into municipal storm drain systems and

waterways. The CCCWP includes a number of management practices and control techniques to reduce discharge of pollutants in storm water in Contra Costa County and addresses municipal government activities, new development controls, and storm water treatment.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Implementation of the proposed Urban Area General Plan and establishment of the proposed ULL would have a potentially significant impact if it resulted in:

- Violation of water quality standards;
- Alteration of existing drainage patterns of the area, including alteration of a stream or river course, in a manner which would result in substantial erosion or siltation on-or offsite or increase sediment loads thereby affecting water quality;
- Substantial increase of nonpoint-source pollution entering storm water runoff and entering the regional storm drain system or surrounding water resources (from either construction or long-term development);
- Substantial increase of construction-related erosion (including erosion from cut-and-fill slopes) and sedimentation into surface waters;
- Disruption of a creek or stream channel;
- Increased rates and amounts of runoff due to additional impervious surfaces, higher runoff values, or alterations to drainage systems that could cause potential flood hazards;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Reduced rates of groundwater recharge due to the increased amount of impervious surfaces;
- Inadequate storm drainage systems to accommodate 100- year flood flows; or
- Development within the 100-year flood zone.

METHODOLOGY & ASSUMPTIONS

The analysis considered proposed Urban Area General Plan policies and goals, hydrologic conditions within the City, the proposed Urban Limit Line and its associated Planning Area, and applicable regulations and guidelines. The proposed General Plan would facilitate development and growth in Concord's Urban Area. Consideration is given to potential increases in hazardous material use, creation of new impervious surface area, erosion associated with future development related construction activities, and other results of growth, as well as proposed General Plan policies intended to minimize the impacts of growth on water resources.

SUMMARY OF IMPACTS

Potential impacts associated with implementation of the proposed Urban Area General Plan and establishment of the proposed Urban Limit Line include increased rates of storm water runoff and subsequent flooding hazards, erosion, increases in nonpoint source pollutants and degradation of water quality in surface water resources, and a reduction in groundwater recharge. These impacts can be reduced to levels that are not significant, with implementation of proposed policies and/or additional mitigation measures.

IMPACTS AND MITIGATION MEASURES

Impact

3.13-1 New urban land uses and increased intensity of urban land uses could alter existing drainage patterns or increase storm water runoff rates, overwhelming storm drain capacity, decreasing groundwater recharge, and causing flooding in downstream receiving waters. (Less than Significant with Mitigation)

Increased urban development, such as that proposed under the Urban Area General Plan, is generally accompanied by decreases in natural ground cover and an increase in impervious surfaces (such as paved areas and buildings). Increasing the area of impervious surface reduces the amount of rain that can be absorbed by the land, increases storm water runoff, and decreases groundwater recharge. Development may also cause erosion, such as when ground is cleared for construction or the integrity of stream banks is impaired, resulting in the siltation of creeks and reduction of their capacity to accommodate storm water. Changes in existing drainage patterns through grading or alterations to the creeks and sloughs can also alter sheetflow and surface water flow levels and patterns, potentially overwhelming downstream capacity and resulting in flooding. Additional improvements and expansion of the storm drain network would likely be necessary to provide services to new development in the city.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce potential impacts associated with increases in storm water runoff, flooding, and concurrent decreases in recharge of groundwater aquifers:

Policy LU-8.2.3: Apply site planning techniques that minimize the amount of impervious paving, promote pedestrian safety, and reduce urban runoff in commercial centers.

All new development in California is required to follow Best Management Practices (BMPs) that reduce erosion, sedimentation and other urban runoff from parking lots and commercial centers through the use of permeable surfaces, on-site detention, sediment trapping and filtering and landscaping. Permeable pavements, in particular, have tremendous potential for stormwater management. Pedestrian safety can be achieved through installing better security lighting and signage, creating grade-separated walkways, and marking pedestrian crossings.

- Policy LU-10.1.5: Ensure that developers incorporate natural creekways as open space amenities into the design of projects as a condition of approval.
- Policy POS-3.1.1: Enhance and maintain the natural values of creeks and major drainage ways.
- Policy POS-3.1.3: Require adequate building setbacks for development adjacent to creek banks and major drainage ways to protect neighboring properties from erosion and flooding.
- Policy POS-3.1.6: To the extent practical, preserve creeks in a natural condition while providing the need to convey storm water.
- Policy S-4.1.1: Manage development to ensure compliance with the City's Flood Management Ordinance and the City's Stormwater Management and Discharge Control Ordinance.
- Policy S-4.1.2: Establish engineering standards for constructing a storm drainage system to protect against loss of life and property and minimize risks of flooding.
- Policy S-4.1.3: Coordinate storm drainage management with appropriate agencies, including the County Flood Control and Water Conservation District, Regional Water Quality Control Board, Army Corps of Engineers, Department of Fish and Game, and with the Contra Costa Water District, in the vicinity of the Contra Costa Canal.
- Policy S-4.1.4: Design storm drainage facilities to meet the Contra Costa County Flood Control and Water Conservation District standards and ensure adequate and safe flow to minimize flooding.
- Policy PF-1.1.3: Coordinate with the San Francisco Bay Regional Water Quality Control Board to provide for the implementation of Storm Water Management Programs intended to protect receiving water sources from pollutants.
- Policy PF-1.3.5: Require new development to provide any needed storm drains that are not part of the City's master storm drain system and to incorporate features into site improvement plans to minimize surface runoff.
- Policy PF-1.3.6: Schedule master drainage improvement projects in the Capital Improvements Program.
- Policy PF-1.3.7: Maintain master storm drain system maps that identify locations where easements should be reserved for the eventual installation of pipes and structures to ensure appropriate storm drainage management.

Policy PF-1.3.8: Continue the Drainage Area Fee Program to fund master storm drainage improvements.

Policy PF-1.3.9: Ensure that new development provides needed drainage improvements in proportion to a project's impacts, to assure an equitable distribution of costs to construct and maintain the City's master storm drainage system.

Mitigation Measure

In addition to these policies, in order to address hazards specifically posed by proposed development located within a 100-year floodplain, the following mitigation should be incorporated into the proposed Urban Area General Plan. With this measure and the above policies, impacts would be reduced to levels that are not significant.

3.13(a) General Plan Policy S-4.1.2, which requires storm drainage systems be designed to protect against loss of life and property and minimize risks of flooding, shall be supported by commentary that explains that implementing regulations will need to incorporate specific adequate protection of structures located within a 100-year floodplain from flooding hazards.

Impact

3.13-2 New development within the proposed ULL may require the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (Less than Significant)

The City of Concord Capital Improvement Program has allocated approximately 3 million dollars for various pipeline improvements and repairs. However, improvements and expansion of the storm drain network beyond what is currently anticipated may be necessary to provide services to new development in the City within the proposed ULL. These improvements would require excavation and trenching, which could in turn result in significant environmental effects. The following policies of the proposed Urban Area General Plan address the potential construction or expansion of storm water drainage facilities:

Proposed General Plan Policies that Reduce the Impact

Policy PF-1.1.3: Coordinate with the San Francisco Bay Regional Water Quality Control Board to provide for the implementation of Storm Water Management Programs intended to protect receiving water sources from pollutants.

Policy S-4.1.3: Coordinate storm drainage management with appropriate agencies, including the County Flood Control and Water Conservation District, Regional Water Quality Control Board, Army Corps of Engineers, Department of Fish & Game and with the Contra Costa Water District, in the vicinity of the Contra Costa Canal.

- Policy PF-1.3.5: Require new development to provide any needed storm drains that are not part of the City's master storm drain system and to incorporate features into site improvement plans to minimize surface runoff.
- Policy PF-1.3.6: Schedule master drainage improvement projects in the Capital Improvement Program.
- Policy PF-1.3.7: Maintain master storm drain system maps that identify locations where easements should be reserved for the eventual installation of pipes and structures to ensure appropriate storm drainage management.
- Policy PF-1.3.8: Continue the Drainage Area Fee Program to fund master storm drainage improvements.
- Policy PF-1.3.9: Ensure that new development provides needed drainage improvements in proportion to a project's impacts, to assure an equitable distribution of costs to construct and maintain the City's master storm drainage system.
- Policy PF-1.4.1: Require new development to coordinate with all utility providers to assure quality services to all residents and businesses throughout the community.

Implementation of the policies listed above would ensure that this potential impact is less than significant.

Mitigation Measures

No additional mitigation measures are required.

Impact

3.13-3 New and increased intensity of urban land uses could result in increased levels of nonpoint source pollutants in storm water runoff, adversely affecting water quality in receiving water bodies. (Less than Significant)

As discussed in the environmental setting, nonpoint pollution includes oil and exhaust from cars that settles on city streets and parking lots and is then washed into local waterways during storm events. Pollutants also include sedimentation caused by erosion from such activities as ground clearing and grading for construction, erosion resulting from changes to existing drainage patterns, chemicals used for lawn and garden maintenance, improperly disposed hazardous materials, and litter. New and increased levels of urban land uses can increase the level of nonpoint pollution through creation of new impervious surface areas, intensification of hazardous material use, and other factors that could ultimately wash to area creeks, Suisun Marsh Wetlands, and the Suisun Bay, adversely affecting water quality and potentially leading to violations of applicable water quality standards.

Mitigation Measures

No additional mitigation measures are required.

Proposed General Plan Policies that Reduce the Impact

The following proposed policies would reduce potential water quality associated with increases in nonpoint source pollutant from growth under the General Plan:

- Policy LU-8.2.3: Apply site planning techniques that minimize the amount of impervious paving, promote pedestrian safety, and reduce urban runoff in commercial centers.
- Policy POS-3.1.1: Enhance and maintain the natural values of creeks and major drainage ways.
- Policy POS-3.1.2: Preserve native riparian vegetation and wildlife, and establish riparian corridors along all creeks.
- Policy POS-3.1.3: Require adequate building setbacks for development adjacent to creek banks and major drainage ways to protect neighboring properties from erosion and flooding.
- Policy POS-3.1.4: Support improvements along creeks in consultation and cooperation with creek restoration and design professionals.
- Policy POS-3.1.6: To the extent practical, preserve creeks in a natural condition while providing for the need to convey storm water.
- Policy POS-3.1.7: Improve the quality of underground and surface waters in Concord through coordination with outside agencies.
- Policy POS-3.2.1: Preserve bay marshes, wetlands, and tidal areas adjacent to Suisun Bay and other wetlands and creeks in the Planning Area as open space.
- Policy PF-1.1.3: Coordinate with the San Francisco Bay Regional Water Quality Control Board to provide for the implementation of Storm Water Management Programs intended to protect receiving water sources from pollutants.
- Policy S-4.1.3: Coordinate storm drainage management with appropriate agencies, including the County Flood Control and Water Conservation District, Regional Water Quality Control Board, Army Corps of Engineers, Department of Fish & Game and with the Contra Costa Water District, in the vicinity of the Contra Costa Canal.

Implementation of these policies would ensure that the potential impact is less than significant.

Mitigation Measures

No additional mitigation measures are required.

4 Analysis of Alternatives

CEQA mandates consideration and analysis of alternatives to the proposed General Plan. According to CEQA Guidelines, the range of alternatives “shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts” (Section 15126(d)(2)). The alternatives may result in new impacts that do not result from the proposed General Plan.

Case law suggests that the discussion of alternatives need not be exhaustive and that alternatives be subject to a construction of reasonableness. The impacts of the alternatives may be discussed “in less detail than the significant effects of the project proposed” (CEQA Guidelines §15126.6(d)). Also, the Guidelines permit analysis of alternatives at a less detailed level for general plans and other program EIRs, compared to project EIRs. The Guidelines do not specify what would be an adequate level of detail. Quantified information on the alternatives is presented where available; however, in some cases only partial quantification can be provided because of data or analytical limitations.

4.1 BACKGROUND OF ALTERNATIVES DEVELOPMENT

A lengthy planning process took place to develop the proposed General Plan. This process emphasized community needs and values, as developed from a variety of workshops which gathered comments from Concord residents, businesses, property owners, and other stakeholders, as well as City officials. Workshops were held with the Planning Commission in September 2003 and with the community in spring 2004, and updates were distributed by newspaper inserts, mailings, and on the City’s website. After an initial report on existing conditions, opportunities, and constraints in Concord, possible new plans known as Sketch Plans were created, based upon that report and public input.

ALTERNATIVES INITIALLY CONSIDERED

The Sketch Plan alternatives originally identified in the Sketch Plan Workbook were initially intended to respond to community needs and projected market demand for alternative land uses and to the analysis of environmental resources and constraints undertaken early in the General Plan update. The Sketch Plan Workbook was widely distributed and was presented at two workshops with the Planning Commission and the City Council and three community workshops. The Sketch Plans showed generalized depictions of future land use in the Planning Area and, more specifically, the opportunity areas identified in the Opportunities and Constraints Working Paper. The Sketch Plans were further refined during the public review process.

The Sketch Plans represented two land use concepts; Plan A: Central Area and Housing Focus, and Plan B: Mixed-Use Districts and Shaping Our Future Growth Concepts. These two Sketch Plans differed in both the amount and the design of new development. Plan A had higher intensity development within the City and provided for very limited development in the Concord Naval Weapons Station (CNWS) planning area; it represented the “grow-in” plan. In contrast, Plan B illustrated Shaping Our Future’s growth concepts with mixed-use in the Central Area, the

Monument Boulevard and Clayton Road corridors, and development in the CNWS planning area—the “grow-out” plan. These plans provided a range of options for physical growth within the Concord Planning Area, and represented varying amounts of development capacity (according to the growth scenarios discussed previously).

Sketch Plan A: Central Area and Housing Focus

The development concepts proposed in Sketch Plan A focused on infill development, existing neighborhoods and commercial corridors, and the Central Area (Downtown) as the primary activity center. This Plan allowed for more intensive land uses in areas with underutilized or vacant parcels, but in general, new development would be consistent with established development patterns in the City. New commercial space would be accommodated in the more intensive Downtown core, as well as redevelopment or reuse of older commercial strip centers. Small-scale neighborhood commercial uses would also be allowed as part of mixed-use developments along commercial corridors.

Plan A kept development largely within the existing urban area and proposed minimal development in the CNWS planning area. Within the built city, Sketch Plan A accommodated an estimated additional 7,620 housing units, by the year 2025. New commercial, office, and industrial development within the built city would accommodate an additional 16,530 jobs.

Sketch Plan B: Mixed-Use Districts and Shaping our Future Growth Concepts

The development concepts proposed in Sketch Plan B incorporated the principles and land use proposal outlined in the Shaping Our Future 2003 Vision Plan—the collaborative regional planning project of the cities in Contra Costa County.

As the majority of buildout under Sketch Plan B had been proposed for the CNWS, Sketch Plan B accommodated significantly less new housing within the built city. Plan B allowed for an estimated additional 2,780 housing units and 15,570 new jobs from commercial, office, and industrial development to be developed within the built city.

ALTERNATIVES NOT CARRIED FORWARD IN EIR ANALYSIS

The EIR alternatives analysis includes all of the substantive proposals for sketch plan alternatives for the built city and concepts for alternative ULLs that emerged during the planning process. Although the Sketch Plans originally proposed new development in the CNWS, the proposed General Plan and alternatives do not accommodate any new development within the CNWS but limit new development within the built city. Several initial alternatives for the built city were identified that would have provided for more jobs or housing development than the proposed General Plan. These alternatives were eliminated from full analysis because they would not reduce impacts of the proposed Plan and would, in fact, have the potential to create greater impacts in regard to conversion of open space and loss of biological resources.

4.2 DESCRIPTION OF ALTERNATIVES

Four alternatives to the proposed General Plan are described and evaluated in this chapter:

- Alternative 1: Jobs/Housing Balance;
- Alternative 2: Environmental Balance; and
- Alternative 3: Constrained Urban Limit Line and Transit Priority; and
- No Project alternative.

The alternatives described and evaluated in this EIR have been refined from concepts presented in the Sketch Plans Workbook for the built city and to include modifications that respond specifically to potentially significant environmental impacts associated with the proposed General Plan, which are described in Chapter 3 of this EIR. Development within the built city proposed under Alternative 1 is similar to the concepts proposed under Sketch Plan A while Alternative 2 is similar to the concepts proposed under Sketch Plan B. Alternative 3 is similar to Sketch Plan B but with less land included in the City’s proposed Urban Limit Line. The proposed General Plan was prepared based on the responses of the community and on policy direction from the Planning Commission and City Council after reviewing the Sketch Plans.

Table 4.2-1 summarizes buildout under the proposed General Plan and each of the alternatives, including the No Project alternative, and also includes a comparison of the ratio of jobs to employed residents.

Table 4.2-1 Comparison of Buildout of Proposed General Plan and Alternatives

<i>Alternative</i>	<i>Housing Units</i>	<i>Jobs</i>	<i>Households</i>	<i>Employed Residents</i>	<i>Jobs/Emp. Residents Ratio</i>
Proposed GP	53,220	88,800	50,560	75,840	1.17
Alternative 1	53,250	78,360	50,590	75,890	1.03
Alternative 2	49,220	81,180	46,760	70,140	1.16
Alternative 3	49,220	81,180	46,760	70,140	1.16
No Project	47,200	80,340	44,840	67,260	1.19

Note: For projected buildouts, households equal 95% of the total housing units (assumes a 5% vacancy rate). Numbers rounded to the nearest tenth.

Source: Dyett and Bhatia, 2006.

ALTERNATIVE 1: JOBS/HOUSING BALANCE

The development concepts proposed in this alternative focus on infill development within existing neighborhoods and commercial corridors, and in the Central Area (Downtown) as the primary activity center. This alternative also would allow for more intensive land uses in areas with underutilized or vacant parcels. However, in general, new development would be consistent with established development patterns in the city. New commercial space would be accommodated in the more intensive Downtown core, as well as redevelopment or reuse of older

commercial strip centers. Small-scale neighborhood commercial uses would also be allowed as part of mixed-use developments along commercial corridors. Design standards would ensure new residential development does not compromise neighborhood preservation. This alternative would have the same Urban Limit Line (ULL) and planned transportation network as the proposed General Plan. **Figure 4-1** shows the proposed land use for this alternative.

ALTERNATIVE 2: ENVIRONMENTAL BALANCE

The development concepts proposed in this alternative are intended to promote more compact development and foster more mixed-use development within the existing urban area. This alternative incorporates the principles and land use proposal outlined in the Shaping Our Future 2003 Vision Plan—the collaborative regional planning project of the cities in Contra Costa County. This alternative would have the same Urban Limit Line (ULL) as in the proposed General Plan and the same planned transportation network. **Figure 4-2** shows the proposed land use for this alternative.

ALTERNATIVE 3: CONSTRAINED URBAN LIMIT LINE AND TRANSIT PRIORITY

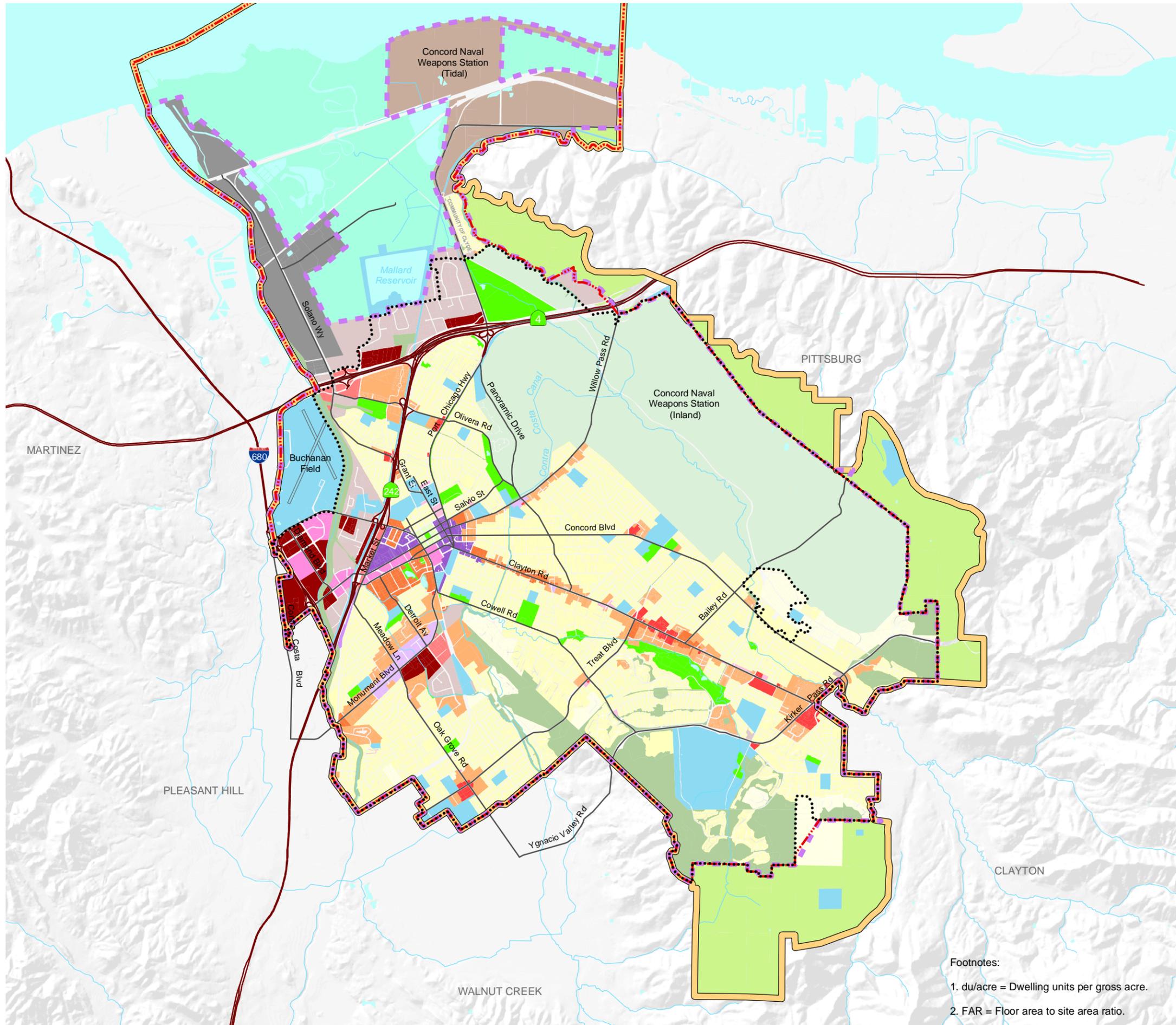
Under this alternative, the Urban Limit Line (ULL) within the inland portion of the CNWS would be established along Mt. Diablo Creek, thereby reducing the size of Concord’s planned urban area by 4,572 acres, or 20 percent, from 23,275 acres to 18,703 acres. The objective would be to protect permanently the Los Medanos hills and adjacent land to the east of the creek from urbanization over the term of Measure J, the Transportation Expenditure Plan for the Countywide Transportation Plan and Growth Management Program approved by the voters in November 2004. The constrained ULL would be submitted for voter approval and would extend through March 2034, with only minor boundary adjustments not to exceed a total of 30 acres allowed over the life of the ULL.

Within the existing urban area of Concord, Alternative 3 would be paired with the mixed-use and infill development concepts of Alternative 2. Compared to the proposed General Plan and other alternatives, this alternative would result in same growth as Alternative 2 but include improved transit services to reduce trips and support alternative modes of transportation. Daily vehicle trips would shift from auto to transit and non-motorized modes, such as walking and bicycling. **Figure 4-3** shows the planned land use and ULL for this alternative

NO PROJECT ALTERNATIVE

Consideration of the No Project alternative is required by CEQA in all EIRs and represents the continuation of the current City of Concord General Plan land use designations. In the absence of the proposed General Plan, the existing General Plan and zoning would continue to guide development in the Planning Area. The No Project alternative would not include establishment of a ULL by Concord. The No Project alternative is illustrated in **Figure 4-4**.

Figure 4-1
Alternative 1
Urban Area Land Use Diagram



- Rural Residential (< 2.5 du/acre)¹
- Low Density Residential (2.5 - 10 du/acre)
- Medium Density Residential (11 - 32 du/acre)
- High Density Residential (33 - 100 du/acre)
- Downtown Pedestrian District (Max 4.0 FAR)²
- Commercial Mixed Use (Up to 40 du/acre; Max 2.0 FAR)
- West Concord Mixed Use (MAX 4.0 FAR)
- Downtown Mixed Use (Max 100 du/acre; 6.0 FAR)
- Service Commercial (Max 0.8 FAR)
- Neighborhood Commercial (Max 0.35 FAR)
- Regional Commercial (Max 0.5 FAR)
- Regional Office (Max 4.0 FAR)
- Community Office (Max 1.0 FAR)
- Business Park (Max 0.8 FAR)
- Heavy Industrial (Max 0.6 FAR)
- CNWS - Tidal
- CNWS - Inland
- Public/Quasi-Public (Max 1.5 FAR)
- Hospital (Max 1.5 FAR)
- Wetlands/Resource Conservation
- Parks
- Open Space
- Rural Conservation
- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area Boundary

Sources:
 City of Concord, Dyett & Bhatia: September, 2006.

Footnotes:
 1. du/acre = Dwelling units per gross acre.
 2. FAR = Floor area to site area ratio.

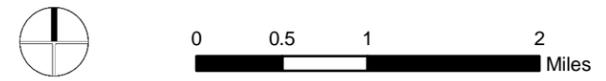
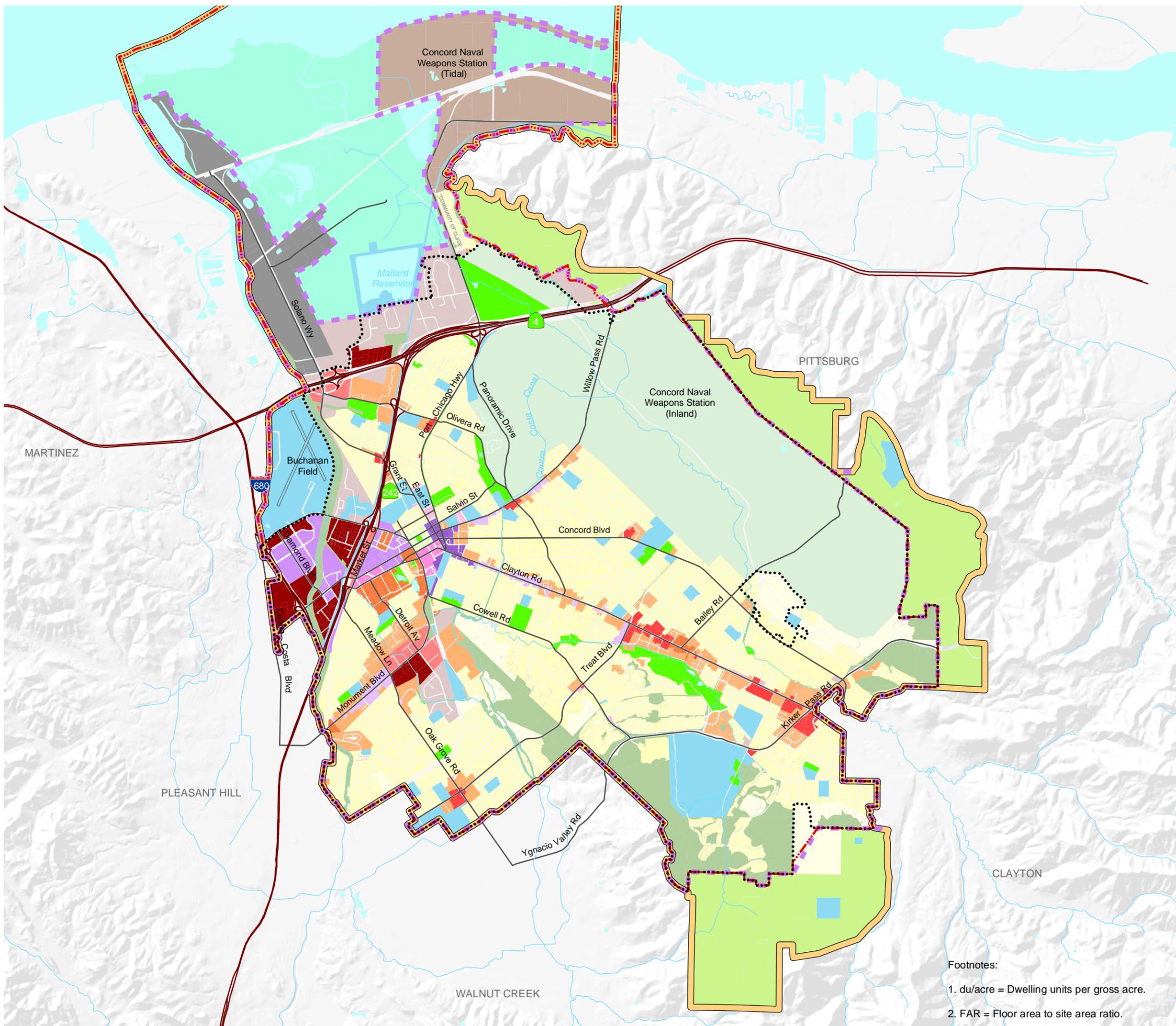


Figure 4-2
Alternative 2
Urban Area Land Use Diagram



- Rural Residential (< 2.5 du/acre)¹
- Low Density Residential (2.5 - 10 du/acre)
- Medium Density Residential (11 - 32 du/acre)
- High Density Residential (33 - 100 du/acre)
- Downtown Pedestrian District (Max 4.0 FAR)²
- Commercial Mixed Use (Up to 40 du/acre; Max 2.0 FAR)
- West Concord Mixed Use (Max 4.0 FAR)
- Downtown Mixed Use (Max 100 du/acre; 6.0 FAR)
- Service Commercial (Max 0.8 FAR)
- Neighborhood Commercial (Max 0.35 FAR)
- Regional Commercial (Max 0.5 FAR)
- Regional Office (Max 4.0 FAR)
- Community Office (Max 1.0 FAR)
- Business Park (Max 0.8 FAR)
- Heavy Industrial (Max 0.6 FAR)
- CNWS - Tidal
- CNWS - Inland
- Public/Quasi-Public (Max 1.5 FAR)
- Hospital (Max 1.5 FAR)
- Wetlands/Resource Conservation
- Parks
- Open Space
- Rural Conservation
- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area Boundary

Sources:
 City of Concord, Dyett & Bhatia: September, 2006.

Footnotes:
 1. du/acre = Dwelling units per gross acre.
 2. FAR = Floor area to site area ratio.

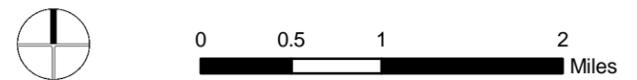
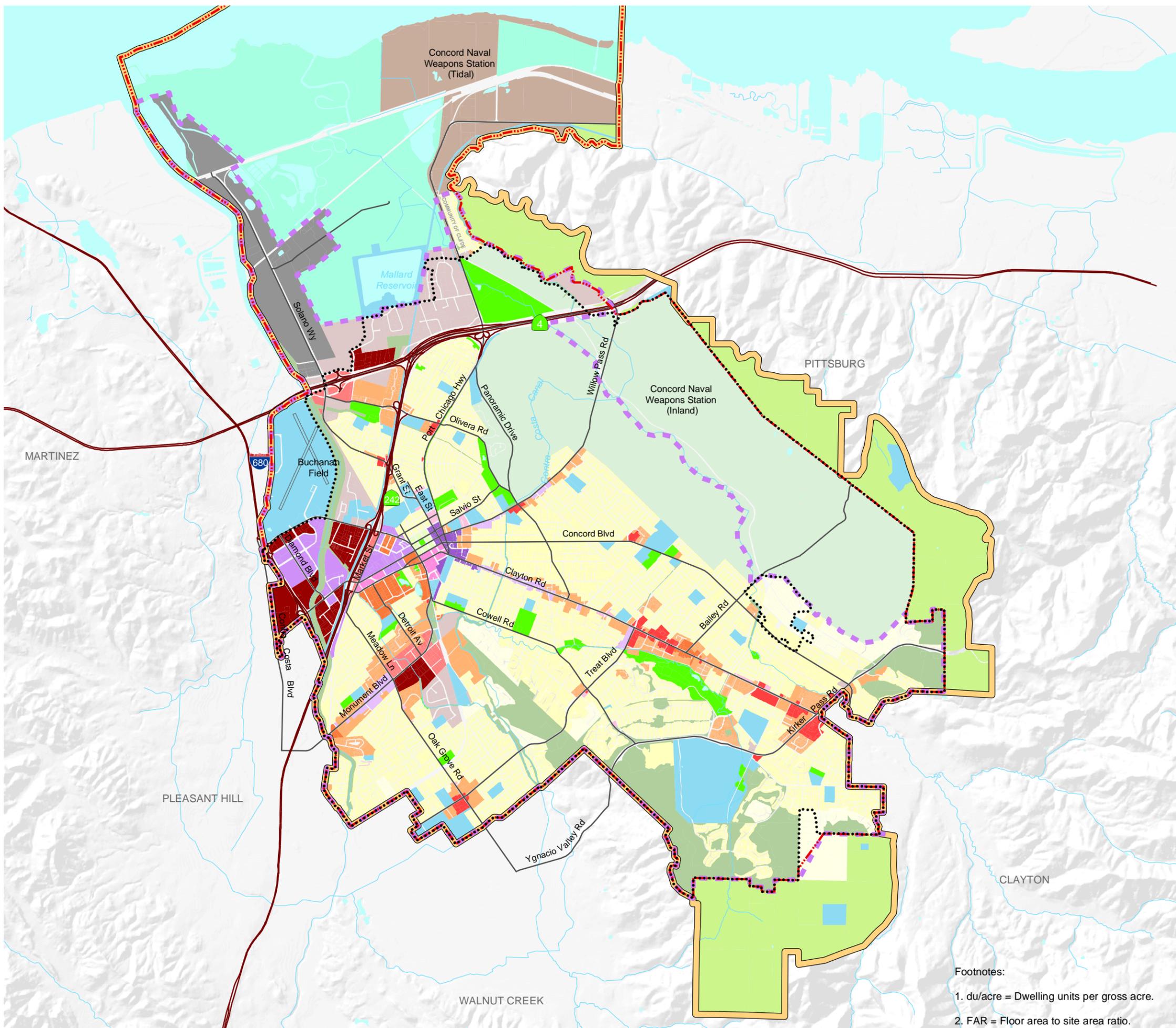


Figure 4-3
Alternative 3
Urban Area Land Use Diagram



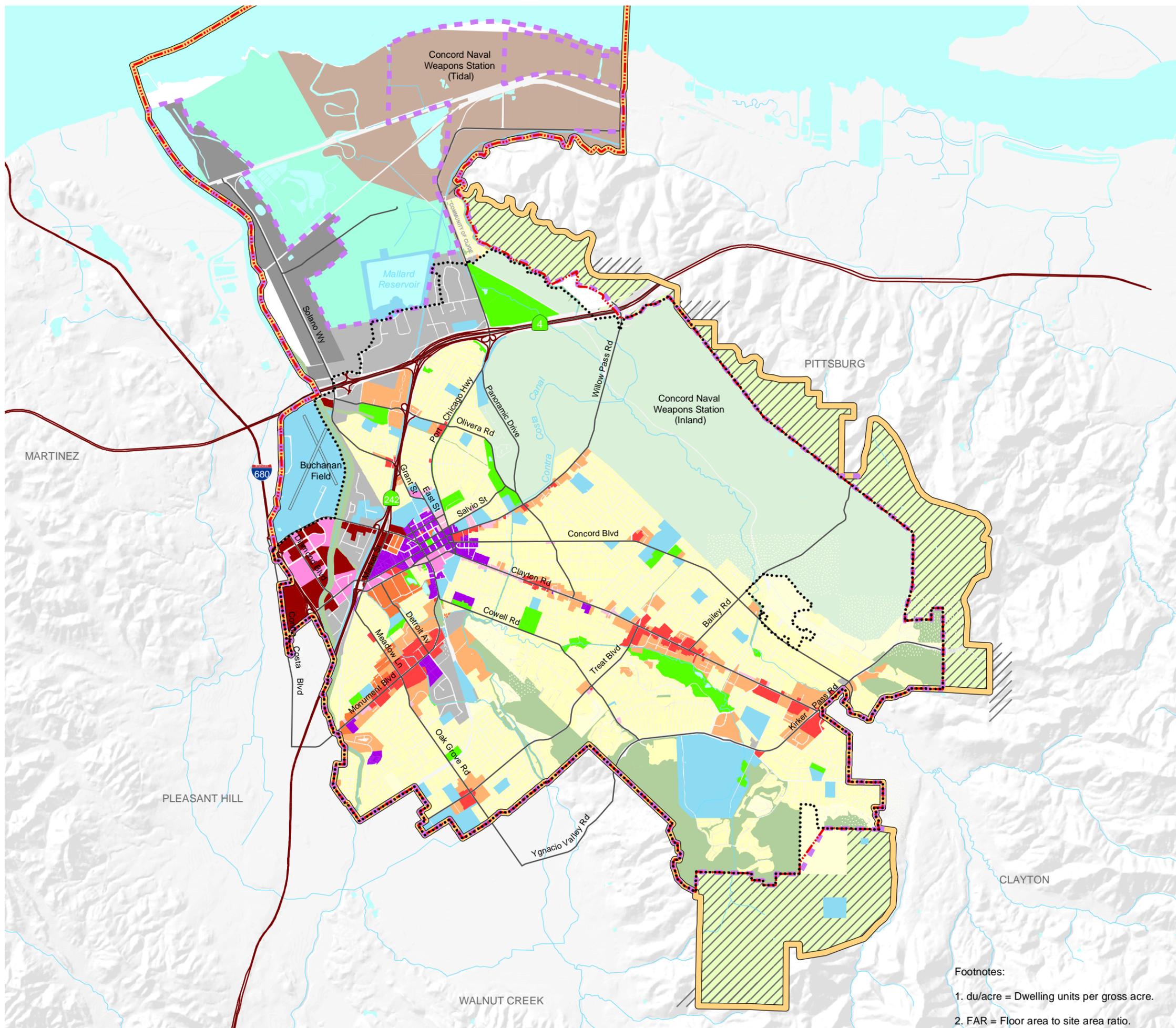
- Rural Residential (< 2.5 du/acre)¹
- Low Density Residential (2.5 - 10 du/acre)
- Medium Density Residential (11 - 32 du/acre)
- High Density Residential (33 - 100 du/acre)
- Downtown Pedestrian District (Max 4.0 FAR)²
- Commercial Mixed Use (Up to 40 du/acre; Max 2.0 FAR)
- West Concord Mixed Use (Max 4.0 FAR)
- Downtown Mixed Use (Max 100 du/acre; 6.0 FAR)
- Service Commercial (Max 0.8 FAR)
- Neighborhood Commercial (Max 0.35 FAR)
- Regional Commercial (Max 0.5 FAR)
- Regional Office (Max 4.0 FAR)
- Community Office (Max 1.0 FAR)
- Business Park (Max 0.8 FAR)
- Heavy Industrial (Max 0.6 FAR)
- CNWS - Tidal
- CNWS - Inland
- Public/Quasi-Public (Max 1.5 FAR)
- H Hospital (Max 1.5 FAR)
- Wetlands/Resource Conservation
- Parks
- Open Space
- Rural Conservation
- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area Boundary

Sources:
 City of Concord, Dyett & Bhatia: September 2006.

Footnotes:
 1. du/acre = Dwelling units per gross acre.
 2. FAR = Floor area to site area ratio.



**Figure 4-4
No Project Alternative
(Existing General Plan)
Land Use Diagram**

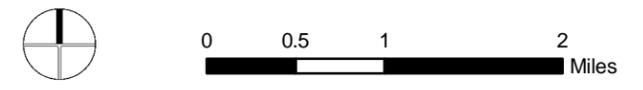


- Rural Residential (0.1 - 2.5 du/acre)¹
- Low Density Residential (2.5 - 10 du/acre)
- Medium Density Residential (10 - 24 du/acre)
- High Density Residential (24 - 100 du/acre)
- Central Area Multiple Use (10 - 43 du/acre; Max 4.0 FAR)²
- Neighborhood/Community Commercial (Max 0.5 FAR)
- Regional Commercial (Max 0.5 FAR)
- Regional Office (Max 4.0 FAR)
- Community Office (Max 0.5 FAR)
- Industrial Business Park (Max 0.6 FAR)
- Heavy Industrial (Max 0.6 FAR)
- Naval Weapons Station - Tidal
- Naval Weapons Station - Inland
- Public/Quasi-Public
- Wetlands/Resource Conservation
- Parks
- Open Space
- Area not included in the 1987 General Plan. Designations shown are consistent with the Contra Costa County General Plan.

- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area Boundary

Sources:
City of Concord, Dyett & Bhatia: September 2006.

Footnotes:
1. du/acre = Dwelling units per gross acre.
2. FAR = Floor area to site area ratio.



Comparison of Alternatives

Table 4.2-2 shows the additional development expected under the proposed General Plan and the alternatives.

Table 4.2-2: Comparison of Buildout to Existing (2006) Conditions: Proposed General Plan and Alternatives

Alternative	<u>Households</u>		<u>Jobs</u>		<u>Housing</u>		<u>Population</u>					
	Existing	Buildout	Additional Households	Existing	Buildout	Additional Jobs	Existing	Buildout	Additional Population			
Proposed GP	43,980	50,560	6,580	60,890	88,800	27,910	46,290	53,220	6,930	124,440	142,210	17,770
Alternative 1	43,980	50,590	6,610	60,890	78,360	17,470	46,290	53,250	6,960	124,440	142,290	17,850
Alternative 2	43,980	46,760	2,780	60,890	81,180	20,290	46,290	49,220	2,930	124,440	131,950	7,510
Alternative 3	43,980	46,760	2,780	60,890	81,180	20,290	46,290	49,220	2,930	124,440	131,950	7,510
No Project	43,980	44,840	860	60,890	80,340	19,450	46,290	47,200	910	124,440	126,760	2,320

Note: For projected buildouts, households equal 95% of the total housing units (assumes a 5% vacancy rate). Numbers rounded to the nearest tenth.

Source: Dyett and Bhatia, 2006.

4.3 COMPARATIVE IMPACT ANALYSIS

This comparative analysis of alternatives evaluates impacts in the same environmental issue areas analyzed in Chapter 3 for the proposed General Plan. Alternatives are generally compared to the proposed General Plan. Since all impacts identified for the proposed General Plan can be mitigated to levels that are not significant, the alternatives would serve to reduce adverse but not significant impacts. It is assumed that Alternatives 1, 2, and 3 would include the same policies providing protection for environmental resources as those defined for the proposed General Plan.

AIR QUALITY

Air pollutant emissions are a function of human activity and are directly related to population and consequently to Vehicle Miles Traveled (VMT) by the population. Development under all alternatives would result in increases in population and employment and consequently increases in traffic and air pollutant emissions. In 2000, Concord generates 528,915 vehicle trip ends. At buildout, the proposed General Plan would generate 17,770 new residents and 27,910 new jobs resulting in 728,607 vehicle trip ends. Each of the alternatives generates less overall development and vehicle trip ends at buildout than the proposed General Plan. Accordingly, of all the scenarios analyzed, the proposed General Plan would have the greatest air quality impact as population and vehicle trip ends numbers are highest for this scenario. The No Project alternative generates the least population and vehicle trip ends at buildout.

- *Alternative 1* would generate 17,850 new residents, 17,470 new jobs, and 721,785 vehicle trip ends at buildout. Air quality impacts under this alternative would be slightly less than the proposed General Plan but greater than Alternative 2, Alternative 3, and the No Project alternative. Proposed General Plan policies would also apply to this alternative and further reducing impacts.
- *Alternative 2* would generate 7,510 new residents, 20,290 new jobs, and 709,858 vehicle trip ends at buildout. Air quality impacts under this alternative would be less than the proposed General Plan but greater than Alternative 3 and the No Project alternative. Proposed General Plan policies would also apply to this alternative and further reducing impacts.
- *Alternative 3* would generate 7,510 new residents and 20,290 new jobs. With the increased transit services and walkable neighborhoods envisioned under alternative 3, a ten percent shift in daily vehicle trips to alternative modes would result in similar vehicle trips as the no project. Other than the No Project alternative, air quality impacts under Alternative 2 and 3 have the least impacts on air quality. Proposed General Plan policies would also apply to this alternative and further reducing impacts.
- The *No Project* alternative would generate 2,320 new residents, 19,450 new jobs, and 637,079 vehicle trip ends at buildout. Other than the No Project alternative, air quality impacts under Alternative 2 and 3 have the least impacts on air quality. Proposed General Plan policies would also apply to this alternative and further reducing impacts.

Table 4.3-1 compares population, jobs, VMT, and vehicle trip ends for the alternatives.

Table 4.3-1 Comparison of Population, Jobs, Vehicle Miles, and Vehicle Trip Ends

Alternative	New Population	New Jobs	VMT (in Million Vehicle Miles) ¹	Vehicle Trip Ends	Percent Decrease in Vehicle Trip Ends
Proposed GP	17,770	27,910	3.161	728,607	-
Alternative 1	17,850	17,470	3.153	721,785	0.94%
Alternative 2	7,510	20,290	3.131	709,858	2.57%
Alternative 3	7,510	20,290	na	na ¹	na
No Project	2,320	19,450	3.112	637,079	12.56%

¹ With the increased transit services and walkable neighborhoods envisioned under alternative 3, a ten percent shift in daily vehicle trips to alternative modes would result in similar vehicle trips as the no project.

Source: Dowling Associates, Dyett and Bhatia, 2006.

LAND USE

The alternatives differ in the amount of land dedicated to residential and non-residential uses. The proposed General Plan, Alternative 1, and Alternative 2 all use the proposed Urban Limit Line, while Alternative 3 uses a constrained ULL. The proposed ULL contains 23,275 acres of land while the constrained ULL includes 18,703 acres—the 4,572 acre difference all occurs within the CNWS. Compared to the proposed General Plan, which designated 2.5 percent of the Planning Area as mixed use, each of the alternatives designates less than one percent of the Planning Area as mixed use.

The comparison of alternatives with respect to land use is summarized below. None of the alternatives would result in conversion of substantial amounts of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; divide an established community; or conflict with existing land use plans and policies.

- *Alternative 1* devotes significantly more land to residential (medium and high density residential), office, and industrial than the proposed General Plan. This comes at a comparative loss of mixed-use, industrial, and some public/quasi public space than in the proposed Plan.
- *Alternative 2* devotes more land to residential (low and medium density residential), office and industrial uses than the proposed General Plan. Compared to the proposed General Plan, it devotes less than half as much land to mixed-uses, with the balance being distributed among commercial, office, and industrial uses.
- Similar to *Alternative 2*, *Alternative 3* devotes more land to residential (low and medium density residential), office and industrial uses than the proposed General Plan. Compared to the proposed General Plan, it devotes less than half as much land to mixed-uses, with the balance being distributed among commercial, office, and industrial uses.
- The *No Project Alternative* would build slightly more medium density housing but less high density housing than the proposed General Plan. It devotes a quarter of the amount of mixed-

Table 4.3-2 compares land use by acreage at buildout for each alternative.

Table 4.3-2 Comparison of Land Use Buildout for Alternatives

<i>Land Use</i>	<i>Proposed GP</i>	<i>Alternative 1</i>	<i>Alternative 2</i>	<i>Alternative 3</i>	<i>No Project</i>
Rural Residential	740	740	740	740	749
Low Density Residential	5,509	5,509	5,516	5,516	5,548
Medium Density Residential	873	973	881	881	818
High Density Residential	96	204	133	133	125
<i>Residential Land Subtotal</i>	<i>7,218</i>	<i>7,426</i>	<i>7,270</i>	<i>7,270</i>	<i>7,240</i>
Downtown Pedestrian District	24	16	16	16	-
Central Area Multiple Use	-	-	-	-	215
Commercial Mixed Use	139	85	89	89	-
West Concord Mixed Use	264	10	244	244	-
Downtown Mixed Use	344	116	47	47	5
Industrial Mixed Use	46	-	-	-	-
Service Commercial	76	89	136	136	-
Neighborhood Commercial	134	124	152	152	328
Regional Commercial	204	340	352	352	256
<i>Mixed Use and Commercial Land Subtotal</i>	<i>1,231</i>	<i>780</i>	<i>1,036</i>	<i>1,036</i>	<i>804</i>
Community Office	27	27	31	31	64
Regional Office	-	132	39	39	153
Business Park	737	830	795	795	925
Heavy Industrial	860	860	860	860	766
<i>Office and Industrial Land Subtotal</i>	<i>1,624</i>	<i>1,849</i>	<i>1,725</i>	<i>1,725</i>	<i>1,908</i>
Public/Quasi-Public	1,872	1,896	1,904	1,904	1,843
Wetlands/Resource Conservation	3,319	3,319	3,319	3,319	1,969
Parks	546	546	546	546	546
Open Space	1,735	1,729	1,742	1,742	1,651
Rural Conservation	3,513	3,513	3,513	3,513	-
<i>Community Land Subtotal</i>	<i>10,985</i>	<i>11,003</i>	<i>11,024</i>	<i>11,024</i>	<i>6,009</i>
CNWS - Inland	5,057	5,057	5,057	5,057	5,057
CNWS - Tidal	1,332	1,332	1,332	1,332	2,562
<i>Navy Lands Subtotal</i>	<i>6,389</i>	<i>6,389</i>	<i>6,388</i>	<i>6,388</i>	<i>7,619</i>
Suisin Bay	2,382	2,382	2,382	2,382	2,382
Water, Rights-of-Way, or Undesignated	3,364	3,364	3,367	3,367	3,630
Land Located Outside ULL	-	-	-	-	3,601
<i>Other Subtotal</i>	<i>5,746</i>	<i>5,746</i>	<i>5,749</i>	<i>5,749</i>	<i>9,613</i>
Total	33,193	33,193	33,193	33,193	33,193

Source: Dyett & Bhatia, 2006.

use land, compared to the proposed General Plan. Instead, more land would be devoted to single-use neighborhood/ community commercial, office, and business park developments. The development potential of this alternative does not meet the City’s long term housing and economic development needs. Compared to the proposed General Plan, this alternative designates a significantly less amount of land to wetlands/resource conservation and open space, and no land as rural conservation use.

TRANSPORTATION

All of the alternatives include planned transportation improvements to serve expected travel demand. The same procedures and methodologies used to evaluate existing conditions and the proposed General Plan were used to analyze the project alternatives, with the exception of Alternative 3. Alternative 3, which included the same growth projections as Alternative 2, but would include improved transit services to reduce trips and support alternative modes, was assessed in a qualitative manner.

The selection of an environmentally superior alternative in transportation is complicated by several factors. On the one hand, the No Project alternative appears to be slightly superior with regard to freeway and freeway ramp operations; however, the No Project alternative would not alleviate congestion on existing roadway facilities. The proposed General Plan and Alternatives 1, 2, and 3 include transportation improvements that would alleviate some congestion on existing roadways and at local intersections that would otherwise operate below standard.

Trip Generation

All of the alternatives would generate fewer total vehicle trips than the proposed General Plan while the No Project alternative would generate the fewest number of vehicle trips of all the alternatives (see **Table 4.3-3**). For Alternative 3, the daily vehicle trips would be reduced due to the shift from auto to transit and non-motorized modes, such as walking and bicycling. With the increased transit services and walkable neighborhoods envisioned under Alternative 3, a ten percent shift in daily vehicle trips to alternative modes would result in similar vehicle trips as the No Project.

Table 4.3-3 Daily Vehicle-Trip Generation

<i>Alternative</i>	<i>Vehicle Trips</i>	<i>Decrease</i>	<i>Percent Decrease</i>
Proposed General Plan	728,607	--	--
Alternative 1	721,785	6,822	0.94%
Alternative 2	709,858	18,749	2.57%
No Project (Existing General Plan)	637,079	91,528	12.56%

Source: Dowling Associates, Inc. 2006.

Vehicle Miles of Travel (VMT)

Table 4.3-4 summarizes the number of the daily vehicle miles of travel (VMT) under buildout conditions for the proposed General Plan and Alternatives 1 and 2. While there would be a decrease in total trips from the alternatives compared to the proposed General Plan, the number of vehicle miles traveled would not change significantly. The difference represents less than one percent of the daily VMT.

Table 4.3-4 Daily Vehicle Trips and Vehicle Miles of Travel For Buildout Conditions

<i>Alternative</i>	<i>Vehicle Trips</i>	<i>VMT(in Million Vehicle Miles) ¹</i>
Proposed General Plan	728,607	3.161
Alternative 1	721,785	3.153
Alternative 2	709,858	3.131
No Project (Existing General Plan)	637,079	3.112

¹ Includes external trips

Source: Dowling Associates, Inc. 2006.

Roadway System Analysis Results

Freeways

Table 4.3-5 compares the freeway levels of service and volume-to-capacity ratios for the proposed General Plan and Alternatives 1 and 2. The freeway segment operations during the peak hours along I-680, SR 242, and SR 4 would be substandard in 2030. On most analysis freeway segments, the LOS F would occur with No Project conditions. Increasing freeway capacity by adding lanes would not be feasible because of the high cost, the negative impacts on air quality, and other factors. Adding lanes is inconsistent with the policies of the responsible regional agencies.

The following significant differences occur relative to the impacts among the proposed General Plan and Alternatives 1 and 2 (in comparison to No Project):

1. On the southbound I-680 freeway segment north of Monument Boulevard, Alternative 1 and 2 show a significant impact during the a.m. and p.m. peak hours. The proposed General Plan does not show a significant impact since the increase in the v/c ratio to less than 0.03. This difference may be attributed to oscillation between freeway and regional arterials in the model forecasts due to the congested corridors. The freeway segment would operate at a low LOS F condition for all the alternatives.
2. On southbound I-680 north of SR 4 and on southbound SR 242 north of I-680, Alternatives 1 and 2 are showing a slight increase in v/c during the p.m. peak hour, but lower v/c during the a.m. peak hour. This difference may be attributed to oscillation in the model forecasts.
3. On southbound SR 242 north of Grant Avenue during the a.m. and p.m. peak hours, Alternatives 1 and 2 would cause the freeway to drop LOS F.
4. On northbound SR 242 north of Olivera Road, Alternatives 1 and 2 would cause the freeway to drop to LOS F, while the proposed General Plan and the No Project would operate at LOS A.

5. Alternatives 1 and 2 would cause the westbound freeway segment of SR 4 east of Arnold Industrial Way to operate at LOS F during the a.m. peak hour, although the proposed General Plan and other alternatives would maintain freeway operations at LOS E.

In addition, the proposed General Plan and Alternatives 1 through 3 would all cause significant impacts (in comparison to No Project) at the freeway locations listed below:

- Southbound SR 242 north of I-680 during the a.m. or p.m. peak hour
- Eastbound SR 4 east of I-680 during the p.m. peak hour

In contrast, the proposed General Plan and Alternatives 1 and 2 would provide significant improvement in freeway traffic operations (in comparison to No Project) at the locations listed below:

- Westbound SR 4 east of SR 242 during the a.m. peak hour
- Eastbound SR 4 east of Port Chicago Highway during the p.m. peak hour
- Westbound SR 4 east of Port Chicago Highway during the a.m. peak hour

These impacts are due to regional growth as well as the growth in Concord. The proposed General Plan would contribute to these cumulative conditions.

Freeway Ramp Operations

Table 4.3-6 summarizes the peak hour levels of service, volumes and densities for the proposed General Plan and Alternatives 1 and 2 at freeway ramp junctions. Significant differences occur among the alternatives with regard to freeway ramp operations impacts. At the following locations, the proposed General Plan shows a significant impact during the p.m. peak hour, which would not occur with Alternatives 1 and 2:

- Concord Avenue Burnett northbound on-ramp to I-680
- Concord Avenue westbound on-ramp to northbound I-680
- Clayton Road northbound off-ramp from SR 242.

In addition, the proposed General Plan and Alternatives 1 and 2 would all cause significant impacts (in comparison to No Project) at the Clayton Road on-ramp to southbound SR 242, during the a.m. peak hour, where the ramp junction would operate at LOS F with the proposed General Plan, while Alternatives 1 and 2 would operate at LOS F during the PM peak hour. This condition would be caused by congestion on the freeway mainline.

Willow Pass Road northbound off-ramp from I-680 would operate at LOS F during the p.m. peak hour and the proposed General Plan and would increase the v/c by 0.03. Alternatives 1 and 2 would result in LOS F conditions, however, the change in v/c would not be considered significant.

Roadway Segment Operations

Table 4.3-7 summarizes the peak hour volumes and levels of service for the proposed General Plan and Alternatives 1 and 2 on roadway segments. The proposed General Plan and Alternatives

1 and 2 would all cause significant impacts (in comparison to No Project) at the roadway segments listed below:

- Clayton Road east of Galindo Street
- Galindo Street between Cowell Road and Clayton Road
- Monument Boulevard west of Oak Grove Road
- Willow Pass Road between Diamond Boulevard and SR 242

The impacts are similar for the proposed General Plan and Alternatives 1 and 2 with the exception of Clayton Road east of Galindo Street. Alternative 2, with fewer daily trips would operate at LOS E.

Intersections Operations

Table 4.3-8 summarizes the peak hour levels of service for the proposed General Plan and Alternatives 1 and 2 for intersections. The following significant differences occur with regard to the traffic operations impacts at intersections among the proposed General Plan and Alternatives 1 and 2 (in comparison to No Project):

1. At the intersection of I-680 Northbound ramps and Willow Pass Road, Alternatives 1 and 2 would operate at LOS F during the p.m. peak hour, while the proposed General Plan is just below the v/c threshold at LOS E.
2. At the intersection of Farm Bureau Road and Willow Pass Road, the increased traffic of the proposed General Plan and Alternative 1 result in an increase in v/c of 0.03 or more during the a.m. peak hour.
3. The proposed General Plan and Alternative 1 would cause a significant impact at the Monument Boulevard / Oak Grove Road intersection during the p.m. peak hour, while the No Project and Alternative 2 would be just below the LOS F threshold.
4. Alternative 2 would cause a significant impact at the Bailey Road / Concord Boulevard intersection during the a.m. peak hour, and neither the proposed General Plan nor Alternative 1 would cause significant impacts at that intersection.

In addition, the proposed General Plan and Alternatives 1 and 2 would all cause significant impacts (in comparison to No Project) at the intersection locations listed below:

- Commerce Avenue / Concord Avenue during the a.m. peak hour
- Oak Grove Road / Treat Boulevard during both the a.m. and p.m. peak hours

In contrast, the proposed General Plan and Alternatives 1 through 3 would provide an improvement in traffic operations (in comparison to No Project) at the intersections listed below:

- Market Street / Clayton Road during the a.m. peak hour
- Cowell Road / Treat Boulevard during the a.m. peak hour
- Cowell Road / Ygnacio Valley Road during the a.m. peak hour
- Kirker Pass Road / Concord Boulevard during the a.m. peak hour

Table 4.3-5 Freeway Segment Operations (2030)

Freeway Segment	Direction	Proposed General Plan				Alternative 1				Alternative 2				No Project			
		AM	V/C	LOS	PM	AM	V/C	LOS	PM	AM	V/C	LOS	PM	AM	V/C	LOS	PM
I-680 s/o Monument Blvd.	NB	F	1.11	F	1.44	F	1.10	F	1.42	F	1.10	F	1.42	F	1.09	F	1.42
	SB	F	1.05	E	0.97	D	0.87	D	0.76	D	0.87	D	0.76	F	1.04	E	0.95
I-680 n/o Monument Blvd.	NB	D	0.89	F	1.15	D	0.89	F	1.14	D	0.89	F	1.14	D	0.88	F	1.14
	SB	F	1.08	E	0.92	F	1.27	F	1.11	F	1.26	F	1.11	F	1.07	E	0.91
I-680 n/o SR 242	NB	F	1.10	F	1.41	F	1.10	F	1.39	F	1.10	F	1.39	F	1.09	F	1.40
	SB	F	1.00	D	0.88	D	0.78	C	0.68	D	0.78	C	0.68	F	1.02	D	0.87
I-680 n/o Willow Pass Rd	NB	D	0.84	F	1.09	D	0.75	E	0.95	D	0.74	E	0.95	D	0.80	F	1.12
	SB	D	0.80	C	0.72	C	0.64	C	0.64	C	0.64	C	0.64	D	0.82	C	0.71
I-680 n/o Concord Av	NB	D	0.83	F	1.08	C	0.72	D	0.89	C	0.72	D	0.89	D	0.83	F	1.07
	SB	D	0.77	C	0.68	C	0.63	C	0.55	C	0.63	C	0.55	D	0.76	C	0.68
I-680 n/o SR 4	NB	D	0.77	F	1.03	C	0.55	C	0.73	C	0.55	C	0.73	D	0.77	F	1.02
	SB	F	1.17	F	1.07	F	1.06	F	1.15	F	1.06	F	1.15	F	1.16	F	1.06
SR 242 n/o I-680	NB	B	0.45	F	1.08	D	0.82	E	0.92	D	0.84	E	0.92	B	0.43	F	1.06
	SB	F	1.07	D	0.76	E	0.94	F	1.06	E	0.94	F	1.05	F	1.04	C	0.73
SR 242 n/o Clayton Rd	NB	B	0.44	D	0.86	A	0.25	C	0.70	A	0.25	C	0.70	B	0.40	D	0.84
	SB	E	0.93	C	0.71	C	0.71	D	0.86	C	0.71	D	0.85	E	0.91	C	0.67
SR 242 n/o Concord Av	NB	B	0.42	E	0.92	C	0.69	D	0.77	C	0.70	D	0.77	B	0.37	E	0.91
	SB	E	0.97	C	0.58	D	0.78	E	0.93	D	0.78	E	0.92	E	0.94	C	0.57
SR 242 n/o Grant Av	NB	B	0.39	D	0.83	A	0.26	C	0.72	A	0.26	C	0.72	B	0.34	D	0.83
	SB	E	0.92	C	0.56	F	1.59	F	1.33	F	1.58	F	1.33	E	0.90	C	0.54
SR 242 n/o Olivera Rd	NB	A	0.32	C	0.71	F	1.09	E	0.98	F	1.09	E	0.98	A	0.28	C	0.73
	SB	E	0.98	C	0.61	D	0.82	B	0.49	D	0.82	B	0.49	E	0.98	C	0.60
SR 4 e/o I-680	EB	C	0.62	F	1.13	B	0.48	F	1.64	B	0.48	F	1.65	C	0.58	F	1.10
	WB	F	1.37	D	0.84	F	1.15	D	0.86	F	1.15	D	0.85	F	1.36	D	0.81
SR 4 e/o Arnold Ind Wy	EB	B	0.42	E	0.90	B	0.35	F	1.15	B	0.35	F	1.15	B	0.41	E	0.91
	WB	F	1.01	C	0.59	F	1.19	D	0.85	F	1.20	D	0.85	F	1.02	C	0.58
SR 4 e/o SR 242	EB	A	0.31	C	0.74	B	0.49	B	0.53	B	0.51	B	0.53	A	0.29	D	0.80
	WB	F	1.71	E	0.96	F	1.29	C	0.72	F	1.29	C	0.73	F	1.85	E	0.97
SR 4 e/o Port Chicago Hwy	EB	B	0.42	F	1.10	C	0.70	D	0.85	C	0.71	D	0.85	B	0.39	F	1.20
	WB	F	1.30	C	0.68	F	1.04	B	0.50	F	1.04	B	0.51	F	1.39	C	0.68

Note: **Bold** values identify potential significant impacts.

Source: Dowling Associates, Inc., 2005

Table 4.3-6 Ramp Operations (2030)

Freeway Ramp	Peak Hour	Proposed General Plan			Alternative 1			Alternative 2			No Project		
		LOS	V/C	Density	LOS	V/C	Density	LOS	V/C	Density	LOS	V/C	Density
<i>I-680</i>													
Willow Pass Rd NB off-ramp	AM	D	0.92	32.72	D	0.92	32.72	D	0.92	32.73	D	0.92	32.76
	PM	F	1.19	43.06	F	1.15	41.52	F	1.16	41.72	F	1.16	41.82
Willow Pass Rd NB on-ramp	AM	C	0.35	na	C	0.35	na	C	0.35	na	C	0.35	na
	PM	C	0.63	na	C	0.59	na	C	0.57	na	C	0.68	na
Concord Av NB off-ramp	AM	D	0.72	na	D	0.73	na	C	0.70	na	C	0.56	na
	PM	D	0.71	na	D	0.72	na	C	0.67	na	C	0.55	na
Concord Av Burnett NB on-ramp	AM	C	0.71	24.03	C	0.64	21.75	C	0.64	21.67	C	0.70	23.85
	PM	F	0.87	29.93	C	0.79	26.78	C	0.79	27.00	F	0.92	31.71
Concord Av WB to NB on-ramp	AM	C	0.77	26.86	C	0.69	23.75	C	0.68	23.64	C	0.76	26.53
	PM	F	1.00	34.81	D	0.89	30.94	D	0.90	31.20	F	1.03	35.95
Concord Av SB off-ramp	AM	E	0.99	35.57	D	0.84	29.82	D	0.84	29.82	E	0.99	35.47
	PM	D	0.86	30.55	C	0.72	25.13	C	0.72	25.13	D	0.86	30.60
Concord Av WB to SB on-ramp	AM	C	0.81	27.88	C	0.67	22.97	C	0.68	23.25	C	0.81	27.80
	PM	C	0.76	26.06	C	0.65	22.08	C	0.65	22.05	C	0.77	26.15
Concord Av EB to SB on-ramp	AM	C	0.22	na	C	0.24	na	C	0.24	na	C	0.24	na
	PM	C	0.18	na	C	0.19	na	C	0.18	na	C	0.18	na
Willow Pass Rd SB off-ramp	AM	B	0.34	19.51	B	0.35	15.66	B	0.32	15.62	B	0.31	19.85
	PM	B	0.30	17.41	B	0.30	15.53	B	0.30	15.50	B	0.30	17.32
Willow Pass Rd VVB to SB on-ramp	AM	D	0.83	28.75	C	0.67	22.81	C	0.67	22.91	D	0.86	29.76
	PM	C	0.76	26.19	C	0.69	23.45	C	0.68	23.36	C	0.75	25.95
Willow Pass Rd EB to SB on-ramp	AM	D	0.89	30.96	C	0.71	24.55	C	0.71	24.36	D	0.91	31.47
	PM	D	0.83	28.55	C	0.75	25.77	C	0.75	25.64	C	0.81	27.95
<i>SR 242</i>													
Clayton Rd NB off-ramp	AM	B	0.56	19.04	D	0.86	30.37	D	0.87	30.95	B	0.54	18.37
	PM	F	1.04	37.49	D	0.95	33.95	D	0.95	33.81	F	1.03	37.00
Clayton Rd NB on-ramp (proposed)	AM	B	0.38	12.45	C	0.71	24.40	C	0.74	25.39	B	0.32	10.59
	PM	D	0.81	28.31	C	0.67	23.16	C	0.68	23.39	C	0.79	27.59

Table 4.3-6 Ramp Operations (2030)

Freeway Ramp	Peak Hour	Proposed General Plan		Alternative 1		Alternative 2		No Project					
		LOS	V/C	Density	LOS	V/C	Density	LOS	V/C	Density			
Concord Av EB to NB on-ramp	AM	B	0.49	16.76	B	0.31	10.11	A	0.30	9.93	B	0.44	14.89
	PM	D	0.96	33.13	C	0.81	27.83	C	0.81	27.83	D	0.94	32.53
Concord Av WB to NB on-ramp	AM	C	0.41	na	C	0.41	na	C	0.41	na	C	0.41	na
	PM	E	0.94	na	E	0.93	na	E	0.91	na	E	0.96	na
Concord Av SB off-ramp	AM	C	0.73	23.30	B	0.70	18.82	B	0.70	18.82	C	0.65	22.65
	PM	B	0.39	13.94	C	0.39	22.26	C	0.39	22.08	B	0.39	13.68
Clayton Rd SB off-ramp (proposed)	AM	D	0.92	32.91	C	0.77	27.01	C	0.77	26.95	D	0.90	32.14
	PM	C	0.76	26.57	D	0.86	30.60	D	0.86	30.62	C	0.72	25.06
Clayton Rd SB on-ramp	AM	F	1.04	35.97	D	0.83	28.31	D	0.83	28.22	D	1.00	34.48
	PM	D	0.92	31.33	F	1.06	36.43	F	1.05	36.04	D	0.87	29.77
Concord Ave SB on-ramp	AM	D	0.87	30.04	C	0.65	22.30	C	0.64	21.88	D	0.82	28.54
	PM	C	0.62	21.06	D	0.99	34.44	D	0.99	34.36	B	0.54	18.45

Note: **Bold** values identify potential significant impacts.

Source: Dowling Associates, Inc., 2005

Table 4.3-7 Roadway Segment Operations (2030)

Street Name	Location	Proposed General Plan			Alternative 1			Alternative 2			No Project		
		LOS	V/C	Daily Volume	LOS	V/C	Daily Volume	LOS	V/C	Daily Volume	LOS	V/C	Daily Volume
Routes of Regional Significance													
Clayton Rd	East of Treat Blvd	F	1.05	54,583	F	1.03	53,517	F	1.04	54,063	F	1.05	54,628
Kirker Pass Rd	East of Concord Blvd	D	0.83	43,008	D	0.83	43,098	D	0.83	43,135	D	0.84	43,302
Treat Blvd	East of Oak Grove Rd	D	0.88	45,394	D	0.87	44,875	D	0.87	44,821	D	0.87	44,824
Ygnacio Valley Rd	East of Cowell Rd	C	0.90	48,250	C	0.91	48,774	C	0.91	48,421	C	0.91	48,810
Other Roadways													
Bailey Rd	East of Concord Blvd	D	0.94	15,863	D	0.92	15,549	D	0.93	15,664	D	0.94	15,808
Clayton Rd ¹	East of Galindo St	F	1.01	37,607	F	1.01	37,816	E	0.99	36,995	D	0.94	34,937
Concord Ave ¹	East of Diamond Blvd	D	0.92	47,830	D	0.90	46,417	D	0.90	46,378	D	0.85	44,228
Concord Ave ¹	West of Commerce Ave	D	0.90	46,688	D	0.90	46,547	D	0.88	45,609	D	0.85	44,185
Concord Blvd ²	West of Denlinger Rd	D	0.89	29,332	D	0.91	29,845	D	0.89	29,307	D	0.84	27,431
Concord Blvd ¹	West of Galindo St	D	0.86	24,682	D	0.87	24,899	D	0.86	24,499	D	0.79	22,605
Cowell Rd	Between Monument Blvd and Babel Ln	C	0.60	20,839	C	0.61	21,157	C	0.60	20,857	C	0.56	19,478
Denlinger Rd	Between Clayton Rd and Concord Blvd	C	0.36	12,550	C	0.36	12,453	C	0.36	12,404	C	0.37	12,633
Detroit Ave ²	North of Monument Blvd	D	0.85	13,775	D	0.86	14,017	D	0.83	13,537	D	0.85	13,809
Diamond Blvd ¹	North of Willow Pass Rd	C	0.57	29,419	C	0.54	28,151	C	0.54	27,934	C	0.52	26,745
East St ²	East of Grant St	C	0.60	19,630	C	0.59	19,344	C	0.59	19,323	C	0.58	19,089
Farm Bureau Rd	South of Willow Pass Rd	C	0.49	16,777	C	0.48	16,704	C	0.48	16,595	C	0.48	16,622
Galindo St ¹	Between Cowell and Clayton Rd	F	1.19	37,790	F	1.20	38,057	F	1.16	36,874	F	1.13	35,729
Market St ¹	Between Concord Ave and Willow Pass Rd	C	0.57	18,600	C	0.47	15,510	C	0.47	15,269	C	0.38	12,577
Meadow Ln	North of Monument Blvd	D	0.88	30,523	D	0.87	30,160	D	0.87	29,954	C	0.73	25,050
Monument Blvd ²	West of Oak Grove Rd	F	1.02	52,853	F	1.02	52,968	F	1.00	51,876	E	0.98	50,816
Oak Grove Rd	North of Treat Blvd	D	0.92	30,123	D	0.91	29,794	D	0.90	29,603	D	0.86	28,266
Port Chicago Hwy ¹	North of Olivera Rd	F	1.01	17,840	F	1.01	17,986	F	1.00	17,828	F	1.12	19,811
Willow Pass Rd	North of Landana Dr	C	0.91	32,508	C	0.88	31,314	C	0.89	31,738	B	0.69	24,506
Willow Pass Rd	East of Farm Bureau Rd	D	0.86	29,700	D	0.84	28,965	D	0.85	29,445	C	0.67	23,276
Willow Pass Rd ¹	East of Galindo St	D	0.88	27,987	D	0.91	28,930	D	0.90	28,627	D	0.83	26,283
Willow Pass Rd ¹	Between Diamond Blvd and SR 242	F	1.35	64,195	F	1.32	62,596	F	1.28	61,053	F	1.13	53,609

¹ Roadway segment within the CBD

² Roadway segment on transit route

Note: **Bold** values identify potential significant impacts.

Sources: City of Concord - Existing 2002 traffic volumes; Dowling Associates, Inc. 2005.

Table 4.3-8 Intersection Levels of Service (2030)

Intersection	Proposed General Plan						Alternative 1						Alternative 2						No Project					
	AM		PM		V/C		AM		PM		V/C		AM		PM		V/C		AM		PM		V/C	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
1. Port Chicago Hwy / Panoramic Dr ¹	A	0.52	C	0.77	A	0.51	C	0.72	A	0.50	C	0.72	A	0.51	C	0.72	A	0.51	C	0.76	A	0.51	C	0.76
2. Port Chicago Hwy / Olivera Rd ¹	F	1.09	F	1.19	F	1.08	F	1.02	F	1.07	E	1.00	F	1.08	F	1.00	F	1.08	F	1.19	F	1.08	F	1.19
3. Diamond Blvd / Concord Av ¹	A	0.56	C	0.74	A	0.55	C	0.77	A	0.55	C	0.75	A	0.52	C	0.75	A	0.52	C	0.74	A	0.52	C	0.74
4. Commerce Av / Concord Av ¹	F	1.05	F	1.12	F	1.03	F	1.10	F	1.02	F	1.10	F	0.96	F	1.10	E	0.96	F	1.12	E	0.96	F	1.12
5. Market St / Concord Av ¹	A	0.47	B	0.68	A	0.47	B	0.68	A	0.47	B	0.68	A	0.45	B	0.67	A	0.45	B	0.68	A	0.45	B	0.68
6. I-680 SB Ramp / Willow Pass Rd ¹	C	0.72	C	0.76	C	0.71	D	0.81	B	0.69	C	0.80	B	0.69	C	0.80	B	0.69	C	0.76	B	0.69	C	0.76
7. I-680 NB Ramp / Willow Pass Rd ¹	D	0.85	E	1.00	D	0.82	F	1.06	D	0.81	F	1.04	D	0.79	E	1.00	C	0.79	E	1.00	C	0.79	E	1.00
8. Diamond Blvd / Willow Pass Rd ¹	A	0.58	D	0.83	A	0.57	E	0.96	A	0.57	E	0.94	A	0.54	D	0.83	A	0.54	D	0.83	A	0.54	D	0.83
9. Market St / Willow Pass Rd ¹	C	0.72	C	0.80	B	0.65	D	0.82	B	0.62	D	0.83	C	0.74	C	0.80	C	0.74	C	0.80	C	0.74	C	0.80
10. Galindo St / Willow Pass Rd ¹	B	0.66	F	1.06	B	0.66	F	1.07	B	0.64	F	1.03	B	0.71	F	1.07	C	0.71	F	1.07	C	0.71	F	1.07
11. Farm Bureau Rd / Willow Pass Rd	F	1.20	F	1.32	F	1.24	F	1.34	F	1.24	F	1.33	F	1.16	F	1.32	F	1.16	F	1.32	F	1.16	F	1.32
12. Market St / Clayton Rd ¹	E	0.96	D	0.88	E	0.97	E	0.94	E	0.97	E	0.94	E	0.94	D	0.88	F	1.04	D	0.88	F	1.04	D	0.88
13. Oakland Av / Clayton Rd ¹	A	0.55	B	0.69	A	0.55	B	0.68	A	0.55	B	0.67	A	0.54	B	0.69	A	0.54	B	0.69	A	0.54	B	0.69
14. Monument Blvd / Oak Grove Rd	D	0.86	F	1.03	D	0.83	F	1.01	D	0.82	E	1.00	D	0.75	E	1.00	C	0.75	E	1.00	C	0.75	E	1.00
15. Oak Grove Rd / Treat Blvd ²	F	1.09	F	1.03	F	1.09	F	1.04	F	1.08	F	1.04	F	1.05	F	1.03	F	1.05	F	1.03	F	1.05	F	1.03
16. Cowell Rd / Treat Blvd ²	E	0.98	D	0.86	D	0.86	D	0.87	D	0.85	D	0.86	F	1.03	D	0.86	F	1.03	D	0.86	F	1.03	D	0.86
17. Clayton Rd / Treat Blvd ²	D	0.87	F	1.13	D	0.83	F	1.14	D	0.81	F	1.11	E	0.98	F	1.12	E	0.98	F	1.12	E	0.98	F	1.12
18. Bailey Rd / Concord Blvd	E	1.00	E	0.93	E	1.00	E	0.95	E	1.00	E	0.99	E	0.94	E	0.91	E	0.94	E	0.91	E	0.94	E	0.91
19. Cowell Rd / Ygnacio Valley Rd ²	E	0.98	F	1.36	E	0.94	F	1.34	E	0.94	F	1.34	E	1.03	F	1.36	E	1.03	F	1.36	E	1.03	F	1.36
20. Clayton Rd / Ygnacio Valley Rd ²	C	0.79	C	0.80	C	0.78	C	0.77	C	0.78	C	0.77	C	0.79	C	0.80	C	0.79	C	0.80	C	0.79	C	0.80
21. Kinker Pass Rd / Concord Blvd ²	E	1.00	F	1.01	E	0.99	F	1.02	E	0.99	F	1.02	E	1.02	F	1.01	E	1.02	F	1.01	E	1.02	F	1.01

¹ Intersection is within the CBD

² Intersection is on a Route of Regional Significance

V/C = Total Volume-to-Capacity Ratio prepared by CCTALOS Software ver. 2.35

Note: **Bold** values identify potential significant impacts.

Source: Dowling Associates, Inc. 2005.

BIOLOGICAL RESOURCES

Impacts to biological resources can occur as a result of conversion of existing vegetated land and habitat to built areas that accommodate population and job growth. Expansion of urban areas into natural areas has the potential to result in loss or degradation of habitat for protected species, of wetlands, or of other sensitive habitat as building activities can result in direct mortality of protected species and temporary loss of wetlands or other habitat. However, the proposed General Plan and alternatives focus new development in currently built-up areas, resulting in little conversion of existing vegetated land and habitat into urban areas.

Furthermore, the proposed General Plan and build alternatives redesignate 1,350 acres of land previously designated under the current General Plan as CNWS-tidal to wetlands/resource conservation. Also, the proposed General Plan and build alternatives include an additional 3,601 acres located outside of the Urban Limit Line under the current General Plan as rural conservation. At buildout, the proposed General Plan and each of the “build” alternatives designate 26 percent of the Planning Area to wetlands/resource conservation use while the No Project alternative designates only 6 percent of the Planning Area as wetlands/resource conservation (the other 4 percent remaining CNWS-tidal). **Table 4.3-2** compares wetlands/resource conservation, open space, or rural conservation land by alternative.

- Under *Alternative 1*, a total of 8,561 acres or 26 percent of the Planning Area is designated as wetlands/resource conservation, open space, or rural conservation—similar to that in the proposed General Plan, *Alternative 2*, and *Alternative 3* but significantly more than the No Project alternative.
- *Alternative 2* designates a total of 8,574 acres or 26 percent of the Planning Area as wetlands/resource conservation, open space, or rural conservation—similar to that in the proposed General Plan, *Alternative 1*, and *Alternative 3* but significantly more than the No Project alternative.
- *Similar to Alternative 2*, *Alternative 3* designates a total of 8,574 acres or 26 percent of the Planning Area as wetlands/resource conservation, open space, or rural conservation—similar to that in the proposed General Plan, *Alternative 1*, and *Alternative 3* but significantly more than the No Project alternative.
- Under the *No Project* alternative, a total of 3,620 acres or 11 percent of the Planning Area is designated as wetlands/resource conservation or open space. This alternative does not include the 3,601 acres designated under the proposed General Plan as rural conservation because it is located outside of the Urban Limit Line established by the current General Plan.

CULTURAL RESOURCES

The comparison of cultural impacts by alternatives is based on the degree and location of new development projected within each alternative. The proposed General Plan and the build alternatives 3 each propose increased intensification in Downtown and infill redevelopment in previously built-up areas. With many historical sites situated in downtown, new infill development located in close proximity has the potential to impact the historical resources in the area. On the other hand, concentrating new buildout in downtown and previously built-up areas

decreases the potential impact on archaeological resources in previously undeveloped areas—where there is a greater risk of disturbing undiscovered Native American sites.

Historical and archaeological resources are protected by existing national, state and local laws, proposed development would therefore not significantly threaten known sites. Additionally, the proposed General Plan and Alternatives 1 through 3 establish new policies aimed at protecting the historic character of Downtown from new development. However, future development could potentially lead to the disruption of undiscovered archaeological resources as well as potentially threaten historical structures that have not yet been deemed eligible for the National Register of Historic Places, but are sites of local historical importance. Accordingly, alternatives with the highest degree of infill projects in Downtown have the highest potential to impact sites of local historical importance.

Alternative 3 proposes a reduced Urban Limit Line (ULL) within the inland portion of the CNWS, thereby reducing the size of Concord's planned urban area in order to permanently protect the Los Medanos hills and adjacent land to the east of the creek from urbanization—previously undeveloped areas where there is a potential risk of disturbing undiscovered Native American sites. Accordingly, Alternative 3 results in the least potential risk to archaeological resources.

For all project alternatives, the General Plan policies as well as existing federal and state regulations would ensure that impacts are not significant.

- *Alternative 1* allows for more intensive land uses in areas with underutilized or vacant parcels around sites of local historical importance located near Downtown as the proposed General Plan. However, this alternative would contain similar policies aimed at preserving the historic character of Downtown would also apply to this alternative, thereby further reducing the impact on historic resources.
- *Alternative 2* allocates similar land uses and results in similar intensification around sites of local historical importance located near Downtown as the proposed General Plan. Furthermore, the historic preservation policies contained in this alternative aim at preserving the historic character of Downtown—thereby further reducing the impact on historic resources.
- *Alternative 3* allocates similar land uses and results in similar intensification around sites of local historical importance located near Downtown as the proposed General Plan. Furthermore, the historic preservation policies contained in this alternative aim at preserving the historic character of Downtown—thereby further reducing the impact on historic resources. The also proposes reduced Urban Limit Line (ULL) reduces the size of Concord's planned urban area, permanently protecting the Los Medanos hills and adjacent land to the east of the creek from urbanization and resulting in the least potential risk to undiscovered archaeological resources. With the new historic preservation policies and reduced ULL, this alternative poses the least threat on cultural resources.
- The *No Project* alternative incorporates existing and approved development in the built city under the existing 1994 General Plan. Although this alternative allocates slightly less

intensification near Downtown around sites of local historical importance, it does not establish new policies that aim at protecting the historic character of Downtown from new development.

ENERGY USE AND UTILITIES

Energy use forecasts are based upon anticipated population and job growth. Typically, larger quantities of energy are consumed by larger populations and greater numbers of jobs than by smaller populations with fewer jobs. Likewise, energy expended on transportation is dependant upon vehicle miles traveled within the city. Table 4.3-1 compares population, jobs, vehicle miles, and vehicle trip ends for the proposed General Plan and alternatives.

- *Alternative 1* would result in slightly more new residents but significantly less jobs than the proposed General Plan. Also, the vehicle miles traveled within the City would be 3.153 million under Alternative 1, as compared to 3.161 million under the proposed General Plan. Therefore, the demand for energy would be less that what it would be under the proposed General Plan. In addition, the energy-saving policies and mitigation measures implemented under the proposed General Plan would apply to Alternative 1, reducing the demand for energy further.
- *Alternative 2* would result in fewer new residents and jobs than the proposed General Plan. Likewise, the estimate of vehicle miles traveled under Alternative 2 would be 3.131 million, less than under Alternative 1 or the proposed General Plan. In addition, the energy-saving policies and mitigation measures implemented under the proposed General Plan would apply to Alternative 2, reducing the demand for energy further.
- Similar to Alternative 2, *Alternative 3* would result in fewer new residents and jobs than the proposed General Plan. With the exception of the No Project alternative, this scenario would result in the lowest VMT and associated energy usage.
- The *No Project* alternative would result in fewer new residents and jobs as the proposed General Plan. With a smaller population and fewer additional jobs, vehicle miles traveled would be approximately 3.112 million, which is less than under the proposed General Plan or the other alternatives. Therefore, the No Project alternative would result in less overall demand for energy.

GEOLOGY, SOILS, AND SEISMICITY

Potential seismic and geologic impacts are closely linked to growth projections. Construction of new housing, office buildings, commercial and industrial centers, roads, and other structures associated with the accommodation of population or job growth would increase the number of people and structures exposed to geologic or seismic hazards such as construction-related soil erosion, seismic ground shaking, or landslides. Although development activities can result in beneficial seismic impacts by replacing older structures with new buildings designed to meet current seismic codes, the overall growth increases the number of people residing or working in a seismically active region.

- *Alternative 1* would proposed slightly more new housing but significantly less new jobs than the proposed General Plan. Therefore, the alternative would result in less overall development and potential exposure to geologic and seismic hazards associated with new—compared to the proposed General Plan.
- *Alternative 2* would propose significantly less new housing and jobs than the proposed the proposed General Plan. Therefore, the alternative would result in less potential exposure to geologic and seismic hazards associated with new development—compared to the proposed General Plan.
- Similar to *Alternative 2*, *Alternative 3* would propose significantly less new housing and jobs than the proposed the proposed General Plan. Therefore, the alternative would result in less potential exposure to geologic and seismic hazards associated with new development—compared to the proposed General Plan.
- *The No Project* alternative would proposed significantly less new housing and jobs than the proposed General Plan. This alternative would also result in less overall development compared to the alternatives. Therefore, compared to the proposed General Plan and alternatives, the No Project alternative would result in the least potential exposure to geologic and seismic hazards associated with new development.

HAZARDOUS MATERIALS

Increases in hazardous material use or generation of hazardous waste associated with industrial or commercial use, as well as household hazardous material use, would likely occur with residential and job growth in Concord. Potential growth and development could be restricted by areas where soil or groundwater has been impacted by historical activities involving hazardous materials or wastes. Additionally, demolition of older buildings for redevelopment can expose people and the environment to hazardous materials historically used in such as asbestos and lead-based paint. Due to historic activities in the CNWS area, development adjacent to this area may require site-specific soil or groundwater remediation.

- *Alternative 1* would introduce more housing development than the No Project alternative and Alternatives 2 or 3, and slightly more than what is estimated under the proposed General Plan. Alternative 1 provides the least amount of jobs of any alternative. With more residential growth and less industrial, commercial, and retail growth, potential hazardous materials impacts would be less than would occur under the proposed General Plan.
- Under *Alternative 2*, there would be less growth than under Alternative 1 and under the proposed General Plan, with fewer growth-associated increases in hazardous material use, but more impacts than under the No Project alternative.
- *Alternative 3*, similar to Alternative 2, would result in less growth, as the number of households and jobs at buildout would be lower than under Alternatives 1 and the proposed General Plan, with fewer growth-associated increases in hazardous material use. However, Alternative 3 maximizes preserved open space by intensifying land use on underutilized or vacant parcels; infill projects in urban areas may be more likely to result in demolition of older structures that require hazardous materials remediation or require management of impacted soil or groundwater than growth in historically undeveloped areas.

- At buildout, the *No Project* alternative would have fewer households than the proposed General Plan or under Alternatives 1, 2 or 3. The number of jobs under the No Project Alternative is less than the General Plan and comparable to Alternatives 1, 2 and 3. As smaller population and job increases would result in less construction and hazardous material use, the No Project alternative would result in the fewest hazardous materials impacts.

NOISE

The comparison of noise impacts under the alternatives is based on traffic modeling projections since streets and highways are the primary generators of noise in Concord. The Buchanan Field aircraft and John Muir Health, Concord Campus emergency helicopter usage would not differ among the alternatives. Noise levels will be highest at intersections with high traffic volumes, and alternatives with lower levels of development or development located further from noise corridors would provide the least exposure to high noise levels. Table 4.3-1 compares population, jobs, vehicle miles, and vehicle trip ends for the proposed General Plan and alternatives.

- Under *Alternative 1*, the projected VMT is 0.25 percent lower than buildout of the proposed General Plan. Citywide noise levels associated with this alternative are likely to be less but the differences are not likely to be statistically significant. Furthermore, on major travel corridors where traffic volumes would be at or above operational capacity, the noise exposure would be approximately the same as with the proposed General Plan. Within the existing city, there would be more residential development at ground level along major travel corridors, which would expose residents of ground-level dwelling units to noise in outdoor living areas (patios and common areas) that may exceed the 65 CNEL level.
- *Alternative 2*, with less development than the proposed General Plan, would result in a decrease of 0.95 percent VMT compared to the proposed Plan's figure, so the noise levels would be marginally lower but on major travel corridors the traffic volumes would be at or above operational capacity. As a result, noise exposure would be about the same as with the proposed General Plan. In addition, this alternative proposes mixed-use development along major travel corridors, meaning that dwellings and associated outdoor living areas would be above the ground level, which would reduce noise impacts compared with Alternative 1.
- *Alternative 3* proposes similar new population and job growth as Alternative 2. However, as with the other alternatives, on the major travel routes in the city projected traffic volumes are about the same, so noise exposure also would be about the same.
- The *No Project* alternative would not have as much development as the other alternatives and projected vehicle miles of travel (VMT) would decrease by 1.55 percent, compared to the proposed General Plan. This would mean the least exposure to excessive noise levels of all of the alternatives.

PARKS, OPEN SPACE, AND RECREATION

Currently, with a population of 124,440 and 636 acres of parkland, Concord has an average of 5.2 acres of parkland (including Lime Ridge) per 1,000 resident. Although the proposed General Plan does not specially allocate new parkland for buildout it does contain a policy requiring new development to provide 5 acres of new parkland per 1,000 new resident for new development and

a goal for the City to provide parkland at a ratio of 6 acres per resident. Buildout of the proposed General Plan would result in approximately 17,770 new residents and demand for 89 acres of new parkland to meet the parkland standard for new residents. Total buildout of the proposed General Plan would result in a 142,210 residents and require a total of 853 acres or 217 additional acres of parkland to meet the citywide park goal of 6 acres of parkland per resident. Each alternative results in population growth and increased demand for new parkland. The No Project alternative has the least population growth and demand for new parkland. Of the “build” alternatives, Alternative 2 and 3 result in the least demand for new parkland.

- *Alternative 1* would result in approximately 17,850 new residents and demand for 89 acres of new parkland to meet the parkland standard for new residents. Total buildout of the would result in a 142,290 residents and require 218 additional acres of parkland to meet the citywide park goal of 6 acres of parkland per resident.
- *Alternative 2* would result in approximately 7,510 new residents and demand for 38 acres of new parkland to meet the parkland standard for new residents. Total buildout of the would result in a 131,950 residents and require 156 additional acres of parkland to meet the citywide park goal of 6 acres of parkland per resident.
- Similar to Alternative 2, *Alternative 3* would result in approximately 7,510 new residents and demand for 38 acres of new parkland to meet the parkland standard for new residents. Total buildout of the would result in a 131,950 residents and require 156 additional acres of parkland to meet the citywide park goal of 6 acres of parkland per resident.
- The *No Project* would result in approximately 2,320 new residents and demand for 12 acres of new parkland to meet the parkland standard for new residents. Total buildout of the would result in a 126,760 residents and require 125 additional acres of parkland to meet the citywide park goal of 6 acres of parkland per resident.

Table 4.3-9 compares parkland demand for each alternative.

Table 4.3-9 Comparison of Parkland Demand at Buildout

	<i>Proposed GP</i>	<i>Alternative 1</i>	<i>Alternative 2</i>	<i>Alternative 3</i>	<i>No Project</i>
New Residents	17,770	17,850	7,510	7,510	2,320
Parkland Needed for Standard	89	89	38	38	12
Population at Buildout	142,210	142,290	131,950	131,950	126,760
Parkland Acreage Needed for Goal	853	854	792	792	761
Existing Parkland	636	636	636	636	636
Parkland Needed for Goal	217	218	156	156	125

Source: Dyett and Bhatia, 2006.

PUBLIC SERVICES AND SAFETY

The comparison of impacts on public facilities is based on the degree of increased demand on public school, water supply, wastewater treatment, solid waste, and public safety and emergency preparedness facilities and services. The proposed General Plan, all three “build” alternatives, as well as the No Project alternative propose some increased demand on these public service facilities and services at buildout. With the least new population added and the least new demand for public services and facilities generated, the No Project alternative is the environmentally superior alternative in this issue area. However, policies in the proposed General Plan and all alternatives would ensure that new development contributes its fair share towards public service improvements needed to accommodate increased demand. Therefore, the differences among alternatives would not be substantive.

Schools

The comparison of impacts on school facilities is based on the degree of increased student enrollment and demand for new school facilities. Both existing and proposed schools are critical in accommodating the new population growth from proposed residential development. Current enrollment figures are based upon 2005-2006 enrollment figures. Projected enrollment is based upon Mt. Diablo School District’s projections, using total households at buildout. For each alternative, the Mt. Diablo School District would continue to operate their schools below capacity and not require the development of any additional schools. **Table 4.3-10** shows the projected student enrollment and capacity characteristics for public schools under each alternative.

- *Alternative 1* provides a similar increase in student population as the proposed General Plan—adding an additional 1,097 students or a six percent increase to existing student levels. With a similar generation of new students as the proposed General Plan, this alternative would have a similar potential impact on existing school facilities.
- *Alternative 2* generates less new households than the proposed General Plan, resulting in less new students and demand on existing school facilities. This alternative would add an additional 461 students or a three percent increase to existing student levels. Other than the No Project alternatives, this alternative and Alternative 3 result in the least potential impact on school facilities.
- *Alternative 3* would result a similar potential impact on schools facilities as Alternative 2. This alternative would add an additional 461 students or a three percent increase to existing student levels. Other than the No Project alternatives, this alternative and Alternative 2 result in the least potential impact on school facilities.
- The *No Project* alternative generates the least amount of new households, thus generating the least amount of new students. This alternative would add an additional 143 students or a one percent increase to existing student levels. With the least generation of new students, this alternative would have the least potential impact on existing school facilities.

Table 4.3-10 New Demand for Public Schools at Buildout

<i>Alternative</i>	<i>Total Students at Buildout</i>	<i>New Students</i>	<i>Percent Increase</i>	<i>Students Below Existing Capacity</i>
Proposed GP	18,994	1,092	6%	1,627
Alternative 1	18,999	1,097	6%	1,622
Alternative 2	18,363	461	3%	2,258
Alternative 3	18,363	461	3%	2,258
No Project	18,045	143	1%	2,576

¹ Assumes 600 students for K-5 school and 1,000 students for a middle school grades 6-8.

Source: Dyett & Bhatia, 2006.

Water Supply

Water usage would increase within the existing built city as a result of population growth. Assuming water demand projections provided by the Contra Costa Water District, annual water demand for Concord is determined using the projected population of each alternative at buildout. A comparison of estimated water demand for Concord for each alternative is shown in **Table 4.3-11**. According to the Contra Costa Water District, no new water source is necessary for full implementation of the proposed General Plan or any of its alternatives.

- *Alternative 1*, with a slightly higher population projected at buildout as the proposed General Plan, would result in an estimated water usage of 25,710 AFY or a 13 percent increase in water usage from existing conditions—one percent higher than the proposed General Plan.
- *Alternative 2*, with a significantly smaller population projected at buildout as the proposed General Plan, would result in an estimated water usage of 23,840 AFY or a 6 percent increase in water usage from existing conditions—six percent higher than the proposed General Plan.
- Similar to *Alternative 2*, *Alternative 3* results in significantly smaller population at buildout compared to the proposed General Plan. Accordingly, this alternative would result in an estimated water usage of 23,840 AFY or a 6 percent increase in water usage from existing conditions—six percent higher than the proposed General Plan.
- The *No Project* alternative results in a buildout population of 126,760, resulting in an estimated water usage of 22,900 acres per feet per year or an increase of 2 percent from existing conditions. With the least population growth projected, this alternative is estimated to have the least impact on water supply and facilities for all of the alternatives.

Table 4.3-11 Estimated Water Demand for Concord at Buildout

<i>Alternative</i>	<i>Buildout Population</i>	<i>Estimated Water Demand (AFY)¹</i>	<i>Percent Increase from Existing Demand</i>
Existing Conditions	124,440	22,480	-
Proposed GP	142,210	25,690	12%
Alternative 1	142,290	25,710	13%
Alternative 2	131,950	23,840	6%
Alternative 3	131,950	23,840	6%
No Project	126,760	22,900	2%

1. Assumes 500 gallons per day per connection and 3.1 people per connection, provided by the CCWD. Buildout calculated using 1.18 cubic feet per person per year. Numbers rounded to the nearest tenth.

Source: Contra Costa Water District, Dyett & Bhatia, 2006.

Wastewater Treatment

The Contra Costa County Sanitation District has indicated that the development envisioned by the proposed General Plan and the “build” alternatives could cause wastewater treatment demand to increase such that the permitted effluent discharge limit could be reached sooner than the year 2030. The comparison of impacts due to increases in wastewater treatment demand is based on estimated base wastewater flows at buildout for the proposed General Plan and alternatives—based on land uses at buildout. **Table 4.3-12** demonstrates total base wastewater flow for each alternatives. Typically, larger demand for wastewater treatment is produced by additional acres of mixed-use, commercial, and industrial development. Other than the No Project alternative, Alternative 1 and 2 generate the least additional base wastewater flow and risk of exceeding the CCCSD’s discharge limit.

- *Alternative 1* would generate an estimated base wastewater flow of 13.4 mgd adding an additional 1.0 mgd to the district total compared to what was anticipated under the existing General Plan. This alternative results in a similar discharge and potential risk as the proposed General Plan.
- *Alternative 2* would generate an estimated base wastewater flow of 12.9 mgd, adding an additional 0.5 mgd to the district total compared to what was anticipated under the existing General Plan. This alternative would result in a lower discharge and potential risk compared to the proposed General Plan. Other than the No Project alternative, this alternative and Alternative 3 generate the least additional base wastewater flow and risk of exceedance.
- Similar to Alternative 2, *Alternative 3* would generate an estimated base wastewater flow of 12.9 mgd, adding an additional 0.5 mgd to the district total compared to what was anticipated under the existing General Plan. This alternative would result in a lower discharge and potential risk compared to the proposed General Plan. Other than the No Project alternative, this alternative and Alternative 2 generate the least additional base wastewater flow and risk of exceedance.
- *The No Project* alternative would generate an estimated base wastewater flow of 12.4 mgd. Due to the fact that the CCCSD’s discharge limit was calculated based on the existing General

Plan—for which the No Project alternative is based—this alternative has the least risk of exceeding the CCCSD’s discharge limit.

Table 4.3-12 Concord Base Wastewater Flow at Buildout

<i>Alternative</i>	<i>Million Gallons Per Day (mgd)</i>	<i>Additional Flow Generated Compared to Existing Conditions (mgd)</i>	<i>Additional Flow Generated Compared to Existing GP (mgd)</i>
Proposed GP	13.5	1.7	1.0
Alternative 1	13.4	1.6	1.0
Alternative 2	12.9	1.2	0.5
Alternative 3	12.9	1.2	0.5
No Project	12.4	0.7	-

Source: Central Contra Costa Sanitary District, Dyett and Bhatia, 2006.

Solid Waste

The Concord Disposal Service does not foresee any issues or concerns related to solid waste collection and recycling in the proposed General Plan or in the alternatives for the City of Concord.

- *Alternative 1* results in slightly more new housing but significantly less new jobs than the proposed General Plan. Accordingly, this alternative places less new generation of solid waste and demand on facilities from residential development but more from non-residential development than the proposed General Plan.
- *Alternative 2* results in significantly less new housing units and jobs than the proposed General Plan, thus placing less demand on solid waste services and facilities. Other than the No Project alternative, this alternative and Alternative 3 result in the least new generation of solid waste and demand on facilities.
- Similar to Alternative 2, *Alternative 3* results in significantly less new housing units and jobs than the proposed General Plan, thus placing less demand on solid waste services and facilities. Other than the No Project alternative, this alternative and Alternative 2 result in the least new generation of solid waste and demand on facilities.
- The *No Project* alternative does not identify new growth areas other than those already identified by the existing 1994 General Plan, and therefore would produce the least new generation of solid waste and demand on facilities.

Public Safety and Emergency Preparedness

Public safety and emergency preparedness services are expected to expand in order to serve new residents. The need for new police officers and stations would be based upon maintaining the ratio of 1.3 officers per 1,000 residents and creating 200 square feet of police facilities per 1,000 new residents according to the service standard proposed by the General Plan. **Table 4.3-13** shows the new demand for police officers and facilities at buildout for each alternative. The need for new

fire stations would be based upon development locations within the 1.5-mile response radii from existing stations.

- *Alternative 1* would require a total of 14 new officers to maintain the City's current ratio of police officers and an additional 3,554 square feet of space to comply with the proposed General Plan's police standards. This alternative results in a similar level of population growth and new demand for these services as the proposed General Plan but a higher demand than the other alternatives. As this alternative as well as the other built alternatives focus new population growth in built-up areas of the City, the majority of this new growth would be within the 1.5-mile response radii of an existing fire station. Growth management policies under the proposed General Plan would ensure that this new demand would remain less than significant.
- *Alternative 2* would result in significantly less new population growth than the proposed General Plan. This alternative would require a total of 6 new officers to maintain the City's current ratio of police officers and an additional 1,502 square feet of space for new police facilities. Other than the No Project alternative, this alternative and Alternative 3 result in the least new population growth and demand for police, fire, and emergency services. Similar to the other build alternatives, the majority of new growth under this alternative would be within the 1.5-mile response radii of an existing fire station. Growth management policies under the proposed General Plan would ensure that this new demand would remain less than significant.
- Similar to Alternative 2, *Alternative 3*, would result in significantly less new population growth than the proposed General Plan. This alternative would require a total of 6 new officers to maintain the City's current ratio of police officers and an additional 1,502 square feet of space for new police facilities. Similar to the other build alternatives, the majority of new growth under this alternative would be within the 1.5-mile response radii of an existing fire station. Other than the No Project alternative, this alternative and Alternative 2 result in the least new population growth and demand for police, fire, and emergency services. Growth management policies under the proposed General Plan would ensure that this new demand would remain less than significant.
- Under the *No Project* alternative, existing police, fire, and emergency services and facilities would accommodate existing and approved growth according to the existing 1994 General Plan. In order to maintain the existing ratio of police officers, this alternative would require an additional two police officers at buildout. This alternative does not identify new growth areas other than those already identified by the existing 1994 General Plan, and therefore would produce the least new demand on fire facilities.

Table 4.3-13 New Demand for Police Facilities at Buildout

<i>Alternative</i>	<i>New Residents</i>	<i>Additional Officers Needed¹</i>	<i>Additional Square Footage Projected for Police Facilities²</i>
Proposed GP	17,770	14	3,554
Alternative 1	17,850	14	3,570
Alternative 2	7,510	6	1,502
Alternative 3	7,510	6	1,502
No Project	2,320	2	n/a

¹ Buildout of police officers was calculated in order to maintain the existing ratio of 1.3 officers per 1,000 new residents.

² Buildout of square footage was calculated according to the 200 square feet per officer, according to the standard set by the proposed General Plan. The 1994 General Plan does not include square footage service standard for new facilities.

Source: Dyett & Bhatia, 2006.

VISUAL RESOURCES

Differences in impacts on visual resources relate primarily to the level and geographic extent of development under each of the alternatives and secondarily to the streetscape character.

- *Alternative 1* focus on infill development within existing neighborhoods and commercial corridors, and in the Central Area (Downtown) as the primary activity center. This alternative would result in more ground floor residential units located along major roadways—accompanied by walls and screening for outdoor living areas—so the character of the streetscape would have fewer miles of active ground-floor retail space than under the proposed General Plan. Protection of historic neighborhoods would be the same as with the proposed General Plan, and the short-term impacts would be marginally less because the overall level of development would be less than under the proposed General Plan.
- *Alternative 2* promotes more compact development and fosters more mixed-use development within the existing urban area. Compared to the proposed General Plan, this alternative locates the same total street-miles of mixed-use residential housing and active ground-floor retail space as under the proposed General Plan. Protection of historic neighborhoods would be the same as with the proposed General Plan, and the short-term impacts would be marginally less because the overall level of development would be less than under the proposed General Plan.
- *Alternative 3* results in similar impacts on visual resources as Alternative 2 because the planned land uses are the same. However, unlike the proposed General Plan or any of the alternatives, this alternative would further ensure the long-term protection of visible hillsides due to the reduced ULL. Protection of historic neighborhoods would be the same as with the proposed General Plan, and the short-term impacts would be marginally less because the overall level of development would be less than under the proposed General Plan.
- The *No Project* alternative would not have as much development as the build alternatives, so it would have less short-term impacts on visual resources. However, it would not afford any

long-term protection of visible hillsides as it would not establish a ULL nor would it support initiatives with the County and adjacent jurisdictions to reduce visual impacts of hillside development. This, the visible development in the Los Medanos Hills, proposed by the City of Pittsburg General Plan would not be subject to any additional requirements or design standards. This would be a significant impact.

WATER RESOURCES AND FLOODING

Construction to accommodate population and job growth can impact hydrologic resources in the Concord region. Urban expansion can increase impervious surface areas, resulting in higher levels of non-point source pollution, increased run-off rates, and potential flooding of downstream areas. The proposed General Plan and alternatives focus new development in currently built-up areas thus limiting the impacts due to increasing impervious surface areas. However, the level of new construction within previously built-up areas can also result in erosion and use of hazardous materials which can also result in the pollution of storm water run-off. For the proposed General Plan and “build” alternatives, the mitigation measures would apply and further reduce potential impacts.

- *Alternative 1* would result in slightly more housing but significantly less jobs than the proposed General Plan—resulting in an overall decreased level of development. Accordingly, this alternative would result in less new construction and potential impacts on hydrology and water quality associated with this growth than would occur under the proposed General Plan.
- *Alternative 2* would result in significantly less housing and jobs than the proposed General Plan—resulting in significantly less overall new development. Accordingly, this alternative results in less potential impacts on hydrology and water quality associated with this growth than would occur under the proposed General Plan.
- *Alternative 3* would result in significantly less housing and jobs than the proposed General Plan—resulting in significantly less overall new development. Accordingly, this alternative results in less potential impacts on hydrology and water quality associated with this growth than would occur under the proposed General Plan.
- The *No Project* alternative would result in significantly less housing and jobs than the proposed General Plan—resulting in significantly less overall new development. Accordingly, this alternative results in less potential impacts on hydrology and water quality associated with this growth than would occur under the proposed General Plan. However, the mitigation measures would not apply under this alternative and would not further reduce potential impacts.

4.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines require the identification of an environmentally superior alternative among the alternatives analyzed. The Guidelines also require that if the No Project alternative is identified as the environmentally superior alternative, then another environmentally superior alternative must be identified. Because of the overall significantly lower numbers of new housing and jobs and reduced ULL, buildout of Alternative 3 would avoid or lessen the generation of adverse impacts

created by the other alternatives. This EIR identifies the Alternative 3 as the environmentally superior alternative.

Alternative 3 would result in lower population and job growth—and consequently reduced impacts—in most resource areas, such as air quality, biological resources, energy use, noise, and water resources. According to CEQA, impacts on those resource areas are largely judged by the amount of likely development under each plan scenario, along with the subsequent demands on resources and the generation of related negative externalities such as the amount of noise created by vehicle miles traveled. Furthermore, the lesser development under the Alternative 3 means fewer people and buildings will be at risk from geologic and flooding hazards. This alternative updated policies to provide protection from geologic and fire hazards and preserve key historic and visual assets. A summary of the environmental impact of each evaluated plan scenario for all of the impact areas is provided in **Table 4.4-1**.

However, there are tradeoffs associated with the Alternative 3. The development potential of Alternative 3 does not meet the city’s long term housing and economic development needs nor achieve the proposed General Plan objectives related to the mix and balance of land uses or the urban form. The proposed General Plan would double the acreage of mixed-use developments which can increase the potential to create the following:

- A livelier urban form that allows residents and visitors to easily walk between residential, commercial, and office uses rather than strictly separating them;
- A safer city with fewer areas that are unpopulated after business hours;
- A finer texture to structures with a complex and engaging mix of appearances and uses; and
- A more comprehensive community where businesses and jobs more directly serve the residents and workers of Concord, and smaller-scale shops and human-scale storefronts dominate over big box stores.

Also, by constraining Concord’s development to the west of Mt. Diablo Creek in the CNWS, the ULL of Alternative 3 limits opportunities for open space and environmental conservation within the ULL; the demand for growth may result in a denser urban form that would leave less undeveloped land in Concord. Yet, while the Alternative 3 ULL will be in place until 2034, it can be expanded after that time to allow development of the Los Medanos hillsides, which Alternative 3 does not permanently protect. Meanwhile, the proposed General Plan would directly prevent excessive hillside development and permanently conserve land through its larger ULL, with jurisdiction over the entire CNWS.

Table 4.4-1 : Comparison of Impacts

	Alternative 1	Alternative 2	Alternative 3	No Project
Air Quality				
Greatest impact on air quality as a result of air pollutant emissions related to increases in vehicle trip ends	Less impact on air quality as a result of air pollutant emissions related to increases in vehicle trip ends, 0.94 percent less	Less impact on air quality as a result of air pollutant emissions related to increases in vehicle trip ends, 2.57% percent less	Less impact on air quality as a result of air pollutant emissions related to increases in vehicle trip ends	Less impact on air quality as a result of air pollutant emissions related to increases in vehicle trip ends, 12.56 percent less
Land Use				
23,275 acres of land contained in ULL	Same as proposed GP	Same as proposed GP	18,703 acres of land in constrained ULL	No ULL, uses County ULL
817 acres designated as mixed-use	227 acres designated as mixed-use	396 acres designated as mixed-use	396 acres designated as mixed-use	220 acres designated as mixed-use
Transportation				
Total of 8728,607 vehicle trips	0.94% less vehicle trips than the GP. Total of 721,785 vehicle trips	2.57% less vehicle trips than the GP. Total of 709,858 vehicle trips	Less vehicle trips than the GP.	12.56% less vehicle trips than the GP. Total of 637,079 vehicle trips
Total of 3.161 million vehicle miles traveled (VMT)	Total of 3.153 million vehicle miles traveled (VMT)	Total of 3.131 million vehicle miles traveled (VMT)	Less total million vehicle miles traveled (VMT)	Total of 3.112 million vehicle miles traveled (VMT)
2 significant LOS impacts and 2 significant V/C impacts on freeway segment operations during peak hours	9 significant LOS impacts and 9 significant V/C impacts on freeway segment operations during peak hours	9 significant LOS impacts and 9 significant V/C impacts on freeway segment operations during peak hours	Similar impacts as the No Project alternative	No significant LOS impacts or V/C impacts on freeway segment operations during peak hours
5 significant LOS impact and 2 significant V/C impacts on ramp operations during peak hours	1 significant LOS impact and 1 significant V/C impacts on ramp operations during peak hours	1 significant LOS impact and 1 significant V/C impacts on ramp operations during peak hours	Similar impacts as the No Project alternative	3 significant LOS impacts and 0 significant V/C impacts on ramp operations during peak hours
4 significant LOS impacts and 4 significant V/C impacts on roadway segment operations during peak hours	4 significant LOS impact and 4 significant V/C impacts on roadway segment operations during peak hours	3 significant LOS impact and 3 significant V/C impacts on roadway segment operations during peak hours	Similar impacts as the No Project alternative	0 significant LOS impacts and 0 significant V/C impacts on roadway segment operations during peak hours

Table 4.4-1 : Comparison of Impacts

Proposed GP	Alternative 1	Alternative 2	Alternative 3	No Project
4 significant LOS impacts and 4 significant V/C impacts on intersections during peak hours	3 significant LOS impacts and 4 significant V/C impacts on intersections during peak hours	4 significant LOS impacts and 4 significant V/C impacts on intersections during peak hours	Similar impacts as the No Project alternative	0 significant LOS impacts and 0 significant V/C impacts on intersections during peak hours
Biological Resources				
Low potential impact on biological resources as a result of encroaching on the vegetated lands	Similar low potential impact on biological resources			
26% land designated as wetlands/resource conservation, open space, or rural conservation	26% land designated as wetlands/resource conservation, open space, or rural conservation	26% land designated as wetlands/resource conservation, open space, or rural conservation	26% land designated as wetlands/resource conservation, open space, or rural conservation	11% land designated as wetlands/resource conservation, open space, or rural conservation
Cultural Resources				
Medium potential impact on historic character resulting from intensification downtown. Reduced by new historic preservation policies	Similar medium potential impact on historic character resulting from intensification downtown. Reduced by new historic preservation policies	Similar medium potential impact on historic character resulting from intensification downtown. Reduced by new historic preservation policies	Similar medium potential impact on historic character resulting from intensification downtown. Reduced by new historic preservation policies	Less potential impact on historic character resulting from intensification downtown. Increased due to lack of historic preservation policies.
Low potential threat of disturbing new archaeological sites	Similar low potential threat of disturbing new archaeological sites	Similar low potential threat of disturbing new archaeological sites	Lower potential threat of disturbing new archaeological sites due to reduced ULL.	Similar low potential threat of disturbing new archaeological sites
Energy Use & Utilities				
Increase in energy use related to population, job growth and associated VMT	Less energy demand than the GP	Less energy demand than the GP and Alternative 1	Less energy demand than the GP and Alternative 1	No substantial new demand for energy
Geology, Soils, Seismicity and Mineral Resources				
Potential geologic or seismic impacts due to new development	Less potential geologic or seismic impacts than the GP	Less potential geologic or seismic impacts than the GP	Less potential geologic or seismic impacts than the GP	Least potential geologic or seismic impacts due to new development

Table 4.4-1 : Comparison of Impacts

	Alternative 1	Alternative 2	Alternative 3	No Project
Hazardous Materials				
Potential exposure to hazardous materials resulting from infill projects in urban areas in need of remediation	Less potential exposure to hazardous materials resulting from less overall infill development	Less potential exposure to hazardous materials resulting from less overall infill development	Less potential exposure to hazardous materials resulting from less overall infill development	Least potential exposure to hazardous materials resulting from the least overall infill development
Noise				
Highest potential noise impacts associated with VMT levels	0.25% less noise impacts associated with VMT levels than the proposed GP	0.95% less noise impacts associated with VMT levels than the proposed GP	Similar decrease as Alternative 2	1.55% less noise impacts associated with VMT levels than the proposed GP
Parks, Open Space and Recreation				
Demand for 89 acres of new parks, according to park standard	Demand for 89 acres of new parks, according to park standard	Demand for 38 acres of new parks, according to park standard	Demand for 38 acres of new parks, according to park standard	Demand for 12 acres of new parks, according to park standard
Demand for 217 acres of new parks, according to park goal	Demand for 218 acres of new parks, according to park goal	Demand for 156 acres of new parks, according to park goal	Demand for 156 acres of new parks, according to park goal	Demand for 125 acres of new parks, according to park goal
Public Services & Safety				
6% increase in student enrollment requires 0 new schools	6% increase in student enrollment requires 0 new schools	3% increase in student enrollment requires 0 new schools	3% increase in student enrollment requires 0 new schools	1% increase in student enrollment requires 0 new schools
12% increase in overall water demand	13% increase in overall water demand	6% increase in overall water demand	6% increase in overall water demand	2% increase in overall water demand
1.7 mgd increase in wastewater flow	1.6 mgd increase in wastewater flow	1.2 mgd increase in wastewater flow	1.2 mgd increase in wastewater flow	0.7 mgd increase in wastewater flow
Increased demand for solid waste facilities	Less potential impact on solid waste facilities than the GP	Less potential impact on solid waste facilities than the GP	Less potential impact on solid waste facilities than the GP	Least potential impact on solid waste facilities
14 new police officers and 3,554 square footage of facilities required	14 new police officers and 3,570 square footage of facilities required	6 new police officers and 1,502 square footage of facilities required	6 new police officers and 1,502 square footage of facilities required	2 new police officers and undetermined square footage of facilities required
Greatest demand on police, fire, and emergency services and facilities	Less demand on police, fire, and emergency services and facilities than GP	Less demand on police, fire, and emergency services and facilities than GP	Less demand on police, fire, and emergency services and facilities than GP	Least demand on police, fire, and emergency services and facilities

Table 4.4-1 : Comparison of Impacts

	Alternative 1	Alternative 2	Alternative 3	No Project
Visual Resources				
Greatest total miles of active ground-floor retail space improving streetscape character	Less total miles of active ground-floor retail space improving streetscape character	Similar total miles of active ground-floor retail space improving streetscape character	Similar total miles of active ground-floor retail space improving streetscape character	No new miles of active ground-floor retail space improving streetscape character
Greatest potential of short-term impacts on historic neighborhoods	Less short-term impact on historic neighborhoods than the GP	Less short-term impact on historic neighborhoods than the GP	Less short-term impact on historic neighborhoods than the GP	Least short-term impact on historic neighborhoods
Potential impact on visible hillsides	Similar potential impact on visible hillsides than the GP	Similar potential impact on visible hillsides than the GP	Less potential impact on visible hillsides due to reduced ULL	Greatest potential impact on visible hillsides
Water Resources & Flooding				
Potential hydrologic and water quality impacts from construction, erosion, & increased runoff	Less potential hydrologic and water quality impacts than the GP	Less potential hydrologic and water quality impacts than the GP	Less potential hydrologic and water quality impacts than the GP	Least potential hydrologic and water quality impacts

Source: Dyett and Bhatia, 2006.

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5 CEQA Required Conclusions

This section summarizes significant unavoidable, irreversible, growth-inducing, and cumulative impacts, as required by California Environmental Quality Act (CEQA) Guidelines.

5.1 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

According to CEQA Guidelines 15126(b), an EIR must discuss any significant environmental impacts that cannot be avoided under full implementation of the proposed program. Also, this EIR must discuss why the program is being proposed, notwithstanding such impacts. The proposed policies of the General Plan described in Chapter 3, would avoid or eliminate most potentially significant impacts. However, several impacts classified as significant unavoidable have been identified in the issue area of transportation:

- Implementation of the proposed General Plan would contribute to substandard freeway segment operations during the peak hours along I-680, SR 242, and SR 4; and
- Implementation of the proposed Urban Area General Plan would contribute to substandard freeway ramp operations during the peak hours at freeway ramps on I-680.
- Implementation of the proposed Urban Area General Plan would result in freeway speeds and delays on several segments that are below the Action Plan TSOs.

No feasible mitigation measures for physical improvements have been identified that would reduce freeways, freeway ramps or roadway segments impacts to a level that is less than significant.

Several freeway segments operate at LOS F under existing conditions, in particular, SR-4 in the westbound direction during the morning commute and I-680 northbound during the evening commute. In the future (2030), freeway congestion increases during both morning and evening peak hours, particularly on SR-4 and I-680. Congestion along freeway segments would largely be attributed to regional growth in Contra Costa County and adjacent counties. Increasing freeway capacity by adding lanes would not be feasible because of the high cost, the negative impacts on air quality, and other factors. Adding lanes is inconsistent with the policies of the responsible regional agencies. As noted previously, MTC's regional transportation plan makes no commitments to widen freeway facilities in the county. The emphasis is on maintaining and enhancing the existing and supporting multimodal solutions, and no funding for funding for freeway widening over the planning horizon for this General Plan.

5.2 IRREVERSIBLE ENVIRONMENTAL CHANGES

The EIR must also examine irreversible changes to the environment. More specifically, CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” (CEQA Guidelines §15126.2(c)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, etc.

WATER CONSUMPTION

New development under the proposed General Plan will increase the demand for public water. The pace of the City of Concord's growth is in large part dependent on its ability to provide adequate public facilities and services. Additional development and the resulting population and employment increases will result in a permanent increase of water consumption, which represents an irreversible environmental change.

ENERGY SOURCES

New development under the proposed Urban Area General Plan would result in the commitment of existing and planned sources of energy, which would be necessary for the construction and daily use of new buildings and for transportation. Both residential and nonresidential development use electricity, natural gas, and petroleum products for power, lighting, heating, and other indoor and outdoor services, while cars use both oil and gas. Use of these types of energy for new development would result in the overall increased use of nonrenewable energy resources. This represents an irreversible environmental change.

CONSTRUCTION-RELATED IMPACTS

Irreversible environmental changes could also occur during the course of constructing development projects made possible by the proposed General Plan. New construction would result in the consumption of building materials, many of which are made from nonrenewable resources. Construction equipment running on fossil fuels would be needed for excavation and the shipping of building materials. Electricity and water would be used during the construction process for a variety of purposes.

5.3 GROWTH-INDUCING IMPACTS

The EIR must examine the potential growth-inducing impacts of the proposed General Plan. More specifically, CEQA Guidelines require that the EIR "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly" (CEQA Guidelines §15126.2(d)). This analysis must also consider the removal of obstacles to population growth, such as improvements in the regional transportation system.

PROJECTED GROWTH

The Concord Planning Area, under the proposed Urban Area General Plan, will accommodate a population of approximately 142,210 people at buildout, an increase of about 14 percent over the 2006 estimated population of 124,440.¹ This represents an average annual growth rate of 0.6 percent, which is lower than the rate of 0.7 percent experienced in the City over the last 25 years.

The Urban Area General Plan would allow for a maximum buildout of 50,560 households, compared to 56,610 households projected for the year 2030 by ABAG (ABAG, *Projections 2005*). This difference represents a 11 percent decrease below ABAG projections. Concord would accommo-

¹ ABAG Estimates and Projections, 2005.

date approximately 88,880 new or 27,910 additional jobs at buildout, which is 2.7 percent more than ABAG's 2005 projections for 2030 (86,470 jobs).

In Contra Costa County, all cities are participating in CCTA's growth management program which currently includes performance criteria and level of service standards and requires these cities to adopt growth management elements in their General Plans. These growth management elements must include goals and policies for managing growth and requirements for achieving these goals in order to be approved by CCTA. This countywide planning and regulatory framework overrides any growth-inducing effect that may be attributable to Concord's General Plan. As a consequence, the physical growth inducing effects of the proposed General Plan on other jurisdictions are likely to be minimal

Furthermore, each jurisdiction in the County will need to have in place a voter-approved Urban Limit Line (ULL) by March 2009 to qualify for transportation improvement funding under the "return to source" provisions of Measure J and the intent of Measure J is to have such lines in force through the life of the measure, that is through 2034.

Indirect growth-inducing impacts such as those associated with job increases within the City's urban area that might affect housing and retail demand in other jurisdictions over an extended time period are difficult to assess with precision, since future economic and population trends may be influenced by unforeseeable events, such as natural disasters and business and development cycles. Moreover, long-term changes in economic and population growth are often regional in scope; they are not influenced solely by changes or policies in Concord. Business trends are influenced by economic conditions throughout the state and country, as well as around the world. Despite these limitations on the analysis, it is still possible to assess the general potential growth-inducing impacts of the proposed Urban Area General Plan.

INCREASE IN REGIONAL HOUSING DEMAND

As the employment base in Contra Costa County continues to increase, more population may be drawn to the City of Concord who work in other nearby cities as people grow more comfortable with living further from their place of work. As a result, housing demand may increase in both the City of Concord and other adjacent areas. The City's recently adopted Housing Element, which has been certified by the State Department of Housing and Community Development includes programs to address regional housing needs of the near term, and subsequent revisions will extend, modify, or add to these programs as needed to continue to respond to the City's "fair share" of regional housing needs, as required by law.

JOBS/EMPLOYMENT BALANCE

A city's jobs/employment ratio (jobs to employed residents) would be 1:1 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting. More realistically, a balance means that in-commuting and out-commuting are matched, leading to efficient use of the transportation system, particularly during peak hours. The current jobs/employment ratio in Concord is 0.92:1, which means that the number of jobs in the City is lower than the number of employed residents by about 8 percent. As buildout under the proposed Urban Area General Plan will add more jobs than it will population, the jobs/employment balance should increase to 1.17:1, thereby reducing the growth in peak-hour

traffic congestion in the City and regionally. Table 5.1 displays existing and projected jobs per employed residents ratios.

Table 5-1 Jobs per Employed Residents Ratios

	<i>Existing</i>	<i>Buildout</i>
Jobs	60,890	22,800
Employed Residents	65,970	75,840
Ratio	0.92	1.17

1. All numbers rounded to the nearest tenth.

2. Employed residents at buildout were calculated using the ratio assumed by ABAG for Contra Costa County for 2030: 1.5 employed residents per household.

Source: ABAG 2005 Projections; Dyett and Bhatia, 2006.

5.4 CUMULATIVE IMPACTS

CEQA requires that the EIR examine cumulative impacts. As discussed in CEQA Guidelines § 15130(a)(1), a cumulative impact “consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.” The analysis of cumulative impacts need not provide the level of detail required of the analysis of impacts from the project itself, but shall “reflect the severity of the impacts and their likelihood of occurrence” (CEQA Guidelines §15130(b)).

In order to assess cumulative impacts, the EIR must analyze either a list of past, present, and probable future projects or a summary of projections contained in an adopted general plan or related planning document. In conducting the analysis for this EIR, ABAG population and employment projections for both the City of Concord and the adjacent unincorporated areas were reviewed.

It is important to note that the proposed General Plan is essentially a set of projects, representing the cumulative development scenario for the reasonably foreseeable future in the City of Concord Planning Area, which includes the City and surrounding areas that would be affected by the proposed General Plan. Therefore, the analysis presented in Chapter 3 represents a cumulative analysis of the Planning Area as a whole, over the next 20 years.

Both the air quality and transportation analyses evaluate the future development scenario as a whole, with the proposed General Plan development and transportation system applied to projected future growth in the region. Therefore, for these two issue areas, analysis of the proposed General Plan represents both the project impacts and cumulative effects. As a result of adding the proposed General Plan to the regional land use and transportation baseline, the travel demand, level of service operations and associated air emissions produced for the proposed project conditions is considered identical to the cumulative condition for CEQA purposes.

Other cumulative impacts would include:

- Concurrent implementation of the proposed General Plan and forecast development of residential and employment land uses in the region would result in expansion of urban areas and changes in land use and the character of neighborhoods and districts in the region.
- Forecast population and employment growth would result in increased traffic volumes and could, in turn, increase noise levels along some of the travel corridors in the region.
- The projected population increase in the area will result in increased travel on all modes of transportation. This would result in an increased risk of exposure of people and property to the potentially damaging effects of strong seismic shaking, fault rupture, seismically-induced ground failure and slope instability.
- Forecast urban development combined with new public and private infrastructure improvements to accommodate future planned urban development, could degrade regional water quality, reduce groundwater recharge, or result in increased flooding.
- Forecast urban development could change the visual character of many areas in the region, especially where development would occur on visually prominent hillsides or in existing rural or open space lands.
- Forecast urban development could contribute to the conversion of open space and undeveloped land to urban uses, resulting in the removal or fragmentation of habitat area.
- Forecast urban development could contribute to the conversion of important agricultural lands. However, the proposed General Plan and ULL would not contribute to the conversion of prime agricultural lands and would accommodate growth within a relatively compact urban area, thereby reducing the potential for sprawl and additional conversion in outer rural areas. Therefore, the Plan will not contribute to cumulative loss of agricultural land outside of the planning area.

These types of impacts are not limited to the planning area but are characteristic of any area that is experiencing population and employment growth.

5.5 IMPACTS FOUND NOT TO BE SIGNIFICANT

CEQA requires that an EIR provide a brief statement indicating why various possible significant impacts were determined to be not significant. Chapter 3 of this EIR discusses all potential impacts, regardless of their magnitude. A similar level of analysis is provided for impacts found to be less than significant as impacts found to be significant. Significance of an impact is assessed in relation to the significance criteria provided in each section in Chapter 3. A summary of all impacts is provided in the Executive Summary of this EIR.

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THE CITY OF CONCORD

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Appendix A: Notice of Preparation (NOP)

Revised Notice of Preparation
California Environmental Quality Act



TO: Responsible Agencies, Interested Parties
and Organizations

FROM: CITY OF CONCORD
Planning Division
1950 Parkside Drive, MS/53
Building D, Permit Center
Concord, CA 94519
PHONE: (925) 671-3284
FAX: (925) 671-3381

SUBJECT: Revised Notice of Preparation of a Environmental Impact Report (EIR)

PROJECT TITLE City of Concord Refocused General Plan Update and Zoning Ordinance Update			
PROJECT APPLICANT (IF ANY) City of Concord, Planning Division			
PROJECT DESCRIPTION The City of Concord is preparing a refocused General Plan Update and Zoning Ordinance Update. The City of Concord has determined that a new Environmental Impact Report (EIR) is necessary pursuant to the California Environmental Quality Act (CEQA). On January 20, 2006, the <i>Concord 2030 General Plan</i> and its DEIR were circulated for a 45 day period. On March 1, 2006, the Planning Commission extended the public review period for the documents for an additional 45 days. On May 23, 2006, the City Council approved a revised scope for the General Plan Update project which would eliminate the proposed development parameters for the Concord Naval Weapons Station and refocus the emphasis on the existing urban areas. The General Plan Update will serve as a guide for development over the next 25 years, i.e., the period through 2030. It will contain background information, goals, and policies for the following elements: Economic Vitality; Land Use; Growth Management; Transportation and Circulation; Parks, Open Space, and Conservation; Safety and Noise; and Public Facilities and Utilities. Concurrent with the General Plan Update, a Zoning Ordinance Update will be prepared to parallel the General Plan land use distribution and policy framework; it also will include a comprehensive review of use regulations, development standards and review procedures. The City's request your input on how the General Plan and Zoning Ordinance Update project may affect the environment. More specifically, input is being solicited regarding the scope and content of environmental analysis that is relevant to your respective agency's statutory/regulatory responsibilities in order to ascertain potential impacts of the proposed project. <i>Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than the close of the 30-day NOP review period on July 21, 2006.</i> Please note that the City of Concord will be holding an EIR scoping session on Wednesday, June 28, 2006 at 2:00 p.m. in the Permit Center Conference Room, Concord City Hall at 1950 Parkside Drive, Concord.			
LEAD AGENCY		CONSULTING FIRM	
AGENCY NAME City of Concord, Planning		FIRM NAME Dyett and Bhatia, Urban and Regional Planners	
ADDRESS 1950 Parkside Drive, MS/53, Concord, CA 94519		ADDRESS 755 Sansome Street, Suite 400, San Francisco, CA 94111	
CONTACT NAME Phillip Woods, Principal Planner		CONTACT NAME Michael Dyett, FAICP, Principal-in-charge	
TELEPHONE (925) 671-3284	FAX (925) 671-3381	TELEPHONE (415) 956-4300	FAX (415)956-7315

The City of Concord, Planning Division will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

Please send your response to Phillip Woods, Principal Planner at the address above. We will need the name for a contact person in your agency.

City of Concord
Planning Division
1950 Parkside Drive, MS/53
Building D, Permit Center
Concord, CA 94519

Contact: Phillip Woods
Title: Principal Planner
Telephone: (925) 671-3284
Fax: (925) 671-3381

Phillip Woods

Signature

JUNE 15, 2006

Date

**REVISED NOTICE OF PREPARATION (NOP)
ENVIRONMENTAL IMPACT REPORT (EIR)
CITY OF CONCORD REFOCUSED GENERAL PLAN UPDATE AND ZONING
ORDINANCE UPDATE**

June 16, 2006

To: Responsible Agencies, Interested Parties and Organizations

Subject: Revised Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the City of Concord Refocused General Plan Update and Zoning Ordinance Update

The City of Concord is preparing a refocused General Plan Update and a Zoning Ordinance Update, and the City has determined that a new Environmental Impact Report (EIR) will be necessary. A Draft Concord 2030 General Plan and its DEIR were prepared and circulated for public review in January 20, 2006. On March 1, 2006, the Planning Commission extended the public review period for the documents for an additional 45 days. On May 23, 2006, the City Council approved a revised scope for the General Plan Update project which would eliminate the proposed development parameters for the Concord Naval Weapons Station (CNWS) and refocus the emphasis of the General Plan Update on the City's existing urban area. The inland portion of the Concord Naval Weapons Station (CNWS) will be excluded from this Update as the CNWS is subject of a separate base reuse planning effort.

The scope for the refocused General Plan Update and Zoning Ordinance Update also incorporates an Urban Limit Line (ULL) ballot initiative for voter approval, consistent with the provisions of Measure J (2004) and a Planning Area Boundary (PAB) change for three geographic areas located outside the Concord City Limit Line and the City's Sphere of Influence (see Exhibits A and B). The Environmental Checklist provides a description of both the proposed ULL and Planning Area Boundary (PAB) change and outlines issues that will be addressed in the DEIR.

The City of Concord requests your input regarding the scope and content of environmental analysis that is relevant to your respective agency's statutory/regulatory responsibilities in order to ascertain potential impacts of the proposed project. The City of Concord, in compliance with CEQA, will direct the preparation of an EIR for the project. The project description is provided in the attached Notice of Preparation (NOP).

CEQA Guidelines Section 15082(b) mandates each Responsible Agency to respond to an NOP within thirty days (30) after receipt. The review period will extend from June 20, 2006 through July 21, 2006. Please send your written response, with the name of your agency contact person, to the following address:

Phillip Woods
Principal Planner
City of Concord
Planning and Economic Development
Planning Division
1950 Parkside Drive, MS/53
Concord, CA 94519

Your views and comments on how the project may affect the environment are welcomed. Please contact Phillip Woods at (925) 671-3284 if you have any questions regarding this NOP.

Project Title: City of Concord Refocused General Plan Update and Zoning Ordinance Update

Phillip Woods

6/16/06

Phillip Woods, Principal Planner
City of Concord

Date

REVISED NOTICE OF PREPARATION (NOP)

ENVIRONMENTAL IMPACT REPORT (EIR)

**CITY OF CONCORD REFOCUSED GENERAL PLAN UPDATE AND ZONING
ORDINANCE UPDATE**

1. PROJECT TITLE:

City of Concord Refocused General Plan Update and Zoning Ordinance Update

2. LEAD AGENCY NAME AND ADDRESS:

City of Concord
Planning and Economic Development Dept.
Planning Division
1950 Parkside Drive, MS/53
Concord, CA 94519

3. CONTACT PERSON AND PHONE NUMBER:

Phillip Woods
Principal Planner
(925) 671-3284
pwoods@ci.concord.ca.us

4. PROJECT LOCATION:

The City of Concord is located 29 miles east of San Francisco, north-west of Mt. Diablo State Park in Contra Costa County. The City covers 31.1 square miles. With an estimated population of 123,900 in 2005¹, it is the largest city in Contra Costa County.

Concord's municipal boundaries coincide with the municipal boundaries of Pleasant Hill to the west, Walnut Creek to the south, Clayton to the southeast, Pittsburg to the northeast, and Contra Costa County to the north. Buchanan Field Airport lies just outside the City limits to the west. Lime Ridge, a regional open space preserve, bisects the southern portion of the City into distinct eastern and western halves. The California State University East Bay's Concord Campus is located along Ygnacio Valley Road just east of Lime Ridge.

Mallard Reservoir lies in the northern portion of the Planning Area, just outside the city limits, adjacent to Monsanto Chemical Company and Tesero Oil Refining Company. Beyond the reservoir stretches the tidal portion of the CNWS (Port Chicago), a 7,630-acre facility, and the Point Edith State Wildlife Area. Concord's Planning Area terminates with the Contra Costa County boundary at Suisun Bay, a part of the San Francisco Bay Delta.

Interstate 680 (I-680) runs north-south along the western edge of the City. State Route 4 (SR-4), which connects I-680 with eastern Contra Costa County, runs east-west along the northern edge of the City. State Route 242 (SR-242) provides a convenient bypass between I-680 and SR-4 through the City.

¹ ABAG Projections. 2005.

5. PROJECT SPONSOR'S NAME AND ADDRESS:

City of Concord
Planning and Economic Development Dept.
Planning Division
1950 Parkside Drive, MS/53
Concord, CA 94519

6. GENERAL PLAN DESIGNATION:

General Plan designations are to be determined by the Project.

7. ZONING:

Zoning is to be revised in parallel with the refocused General Plan Update Project.

8. DESCRIPTION OF PROJECT:

The current City of Concord General Plan was last updated in 1994. Although many of its policies are still relevant, much has changed since its adoption nearly 10 years ago. Between the 1990 and 2005 Concord's population grew by over 11.3 percent, for an increase of 12,600 residents to a total of 123,900 in 2005.² The City's employment base also grew by nearly 19 percent, for an increase of 10,270 jobs to a total of 63,880 in 2005. This Refocused General Plan Update provides the community with an opportunity to clarify its vision for future development patterns, transportation systems, economic development opportunities, and conservation of natural resources within the existing urban area.

A Draft Concord 2030 General Plan and its DEIR were prepared and circulated for public review in January 20, 2006. On March 1, 2006, the Planning Commission extended the public review period for the documents for an additional 45 days. On May 23, 2006, the City Council directed staff to eliminate the proposed development parameters for the CNWS and refocus the emphasis of the General Plan Update on the City's existing urban area. The CNWS will be excluded from this Update as the CNWS is subject of a separate reuse planning effort.

The General Plan Update will serve as a guide for development over the coming 25 years (2005-2030). Key objectives of the refocused General Plan Update process will include:

- Preparing a General Plan that responds to the City's current planning context and its vision for the future;
- Ensuring that the Plan supports the City's objectives for economic and community development, and outlines strategies for revitalizing infill areas, providing affordable housing, and meeting neighborhood needs;
- Effectively utilizing regional transit investments as well as opportunities for improved bicycle and pedestrian connections between housing, activity centers, and transit stations;
- Ensuring that Plan policies are mutually supportive, internally consistent and in accordance with State law; and
- Preparing a General Plan that is easily used and understood, is attractively designed, and that can be efficiently revised to incorporate future amendments and updates.

² ABAG Projections. 2005.

The refocused General Plan Update will include a comprehensive revision of the background information, goals, and policies for the following elements:

- Economic Vitality;
- Land Use;
- Growth Management;
- Transportation and Circulation;
- Parks, Open Space, and Conservation; and
- Safety and Noise; and
- Public Facilities and Utilities.

Urban Limit Line (ULL)

The refocused General Plan Update project will include an Urban Limit Line (ULL) and related policies within the Plan (see Exhibit A). These policies are intended to provide the basis for City Council consideration of a subsequent ballot initiative at a future time, no later than April 1, 2009, to ratify this line, consistent with the provisions of Measure J (2004), Contra Costa's Transportation Sales Tax Expenditure Plan. The EIR for the General Plan update will consider this future implementation action of a voter ratification of the ULL. The ULL is defined as a line beyond which urban development will not be allowed, except for public parks and recreational facilities. For purposes of this policy, "urban development" means development requiring one or more basic municipal services, including, but not limited to, water service, sewer service, improved storm drainage facilities, fire hydrants and other physical public facilities and services.

The ULL is designated on the General Plan Land Use Diagram, and policies for its establishment and administration are in the Land Use and the Growth Management Elements. The ULL is intended to be ratified by a vote of the people. Under the provisions of a ballot initiative that would be consistent with General Plan policies, the ULL could only be changed by a subsequent vote of the people or the procedures set forth in the initiative. The purpose of the Plan policies calling for a ballot initiative is to establish a process to ratify the ULL and related goals and policies in the General Plan and ensure that the ULL will be in force until the sunset date for Measure J on March 31, 2034.

The ULL ballot initiative would promote stability in long-term planning for the City of Concord by setting a cornerstone policy within the General Plan establishing the geographic limits of long-term urban development, while allowing sufficient flexibility within those limits to respond to the City's changing needs over time.

The General Plan establishes "wetlands/resource conservation", "rural conservation", and "open space" land use designation for lands within the City's planning area that are outside the ULL.

Concord's proposed ULL reflects a commitment to focus future growth within the City and protect environmentally sensitive areas surrounding the City. The proposed ULL will protect the health, safety, welfare, and quality of life of the residents of Concord by concentrating future residential, commercial, and industrial growth in areas already served by urban services or where such services are to be provided consistent with this General Plan. The policies implementing the ULL will allow sufficient flexibility within its limits to respond to the City's changing needs over time; these policies are consistent with Measure J.

Planning Area Boundary (PAB)

The General Plan Update project includes a Planning Area Boundary (PAB) change for three geographic locations outside the City Limit Line and Sphere of Influence boundary (see Exhibit B). The three planning areas and issues to be addressed in the General Plan Update Project are as follows:

- **Area One:** This area would include 606 acres of hillside area north of the City located adjacent to the City of Clyde and the CNWS. This area would be added to the CNWS planning subarea. The intent of expanding the City's PAB beyond the ULL in this area would be to assert the City's interest in protecting its viewshed from visible future development.
- **Area Two:** The boundaries for this planning area resulted from a viewshed analysis from four key vantage points in the City. This analysis revealed that approximately 1,528 acres of hillside area east of the CNWS and City limits would be visible from developed areas within Concord. Although a majority of the area is located outside the County's Urban Limit Line (ULL), a small portion of the proposed PAB is inside the ULL just south of Pittsburg. A review of Pittsburg's General Plan Map (adopted in 2001) shows that approximately 526 acres of the 1,528 acre area is designated for low density residential development. The intent of expanding the City's PAB beyond the ULL in this area would be to assert the City's interest in protecting its viewshed from visible future development.
- **Area Three:** This area includes 1,504 acres south of the City including Lime Ridge Open Space. As part of a recent General Plan Update, the City of Walnut Creek has expanded its planning area by about 500 acres to the north and to the east, including some land within Concord's City limits. The objective is to coordinate planning in this area of mutual interest.

All of these additions to the City's Planning Area are consistent with the definition of a Planning Area established in State Planning Law as "*any land outside its boundaries, which in the planning agency's judgment bears relation to its planning*", as written in the Government Code (Gov Code Sect 65300).

The EIR will analyze the potential consequences of adopting the proposed General Plan for Concord's urban area. It will discuss how General Plan policies will affect the environment, identify significant impacts, and recommend measures to mitigate those impacts. The EIR will also consider the environmental impacts of the Alternatives developed earlier in the update process, and identify an environmentally superior alternative. The EIR will not address the inland portion of the CNWS or base reuse planning as this will be the subject of a separate environmental review process. This NOP is a required publication at the outset of the EIR process.

The EIR will provide a programmatic environmental assessment of the refocused General Plan Update and Zoning Ordinance Update and identify potentially significant impact issues early in the process so that appropriate mitigation policies can be developed and incorporated into the General Plan and Zoning Ordinance, resulting in a "self-mitigating" document.

A series of public hearings will allow for additional public input before City decision-makers to adopt the Plan and EIR.

9. SURROUNDING LAND USES AND SETTING:

Concord's municipal boundaries coincide with the municipal boundaries of Pleasant Hill to the west, Walnut Creek to the south, Clayton to the southeast, Pittsburg to the northeast, and Contra Costa County to the north. The inland portion of the CNWS lies within the city limits along the northeastern edge of the City, while the tidal portion of the CNWS (Port Chicago) lies within the northern portion of the Planning Area. Suisun Bay, part of the San Francisco Bay Delta, lies to the north of the Planning Area.

10. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:

No other public agency is required to approve the Concord General Plan Update. However, development under the Plan may require approval of State, federal and responsible trustee agencies that may rely on this EIR for information relative to their area of expertise.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

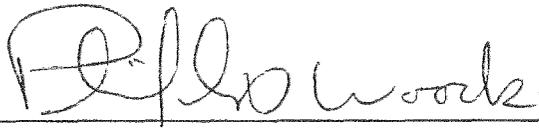
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. The information contained within the checklist is based on the March 2002 *Existing Conditions and Planning Issues Report* prepared for the General Plan Update.

- | | | |
|---------------------------------|--------------------------------------|--------------------------|
| X Aesthetics | X Agriculture Resources | X Air Quality |
| X Biological Resources | X Cultural Resources | X Geology /Soils |
| X Hazards / Hazardous Materials | X Hydrology / Water Quality | X Land Use / Planning |
| X Mineral Resources | X Noise | X Population / Housing |
| X Public Services | X Recreation | X Transportation/Traffic |
| X Utilities / Service Systems | X Mandatory Findings of Significance | |

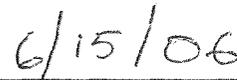
DETERMINATION:

On the basis of this initial evaluation:

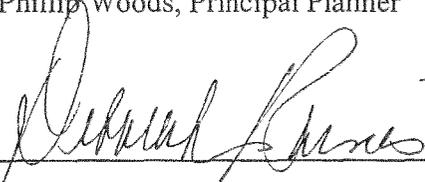
- X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



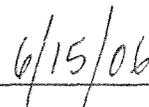
Phillip Woods, Principal Planner



Date



Deborah Raines, Planning Manager



Date

INITIAL STUDY
EVALUATION OF ENVIRONMENTAL IMPACTS:

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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I. AESTHETICS

Would the project:

- | | |
|--|---|
| a) Have a substantial adverse effect on a scenic vista? | X |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | X |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | X |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | X |
-

Some of the residential neighborhoods within Concord are afforded views of the Suisun Bay and San Francisco Bay Delta to the north of the City. Mt. Diablo State Park, located to the southeast, is visible from many locations throughout the City. In addition to these scenic vistas, Concord features several creek corridors with dense vegetation and mature trees that contribute to the City's aesthetic quality.

The General Plan EIR will address impacts that General Plan policies and proposed development may have on the City's visual and aesthetic character, specifically regarding scenic views of the Suisun Bay and Mt. Diablo.

II. AGRICULTURE RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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?

X

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

X

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

X

Concord contains two areas classified as “grazing lands”; these include nearly the entire inland portion of CNWS and the Lime Ridge Open Space area. Additionally, a portion of CNWS located adjacent to Willow Pass Road and Olivera Road is classified as “Farmland of Local Importance”. This former CNWS airstrip is also used for cattle grazing.

The General Plan EIR will address the potential conversion of agricultural and grazing lands to urban uses.

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:

a) Conflict with or obstruct implementation of the applicable air quality plan?

X

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

X

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

X

d) Expose sensitive receptors to substantial pollutant concentrations?

X

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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e) Create objectionable odors affecting a substantial number of people?				X
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The San Francisco Bay region is considered one of the poorest for air quality in the State. The region is a State and federal non-attainment zone for ozone and a State non-attainment zone for fine particulate matter (PM₁₀). Urban development, and associated traffic congestion, degrades air quality through release of emissions.

The General Plan EIR will address impacts that proposed development within the urban area and related transportation demand may have on the City's air quality. Individual projects may potentially expose sensitive receptors to pollutants; however, this would be determined by a project specific environmental analysis.

IV. BIOLOGICAL RESOURCES

Would the project:

- | | | | | |
|--|--|--|--|---|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | | X |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | | | | X |
| 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? | | | | X |
| 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? | | | | X |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | X |

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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?

X

A review of records from the California Natural Diversity Database (CNDDDB) for the Concord Planning Area indicates a lengthy list of special status plants and animal species that occur or could potentially occur. The largest swaths of special habitats include: Suisun Song Sparrow, Salt-Marsh Harvest Mouse, California Black Rail, and California Clapper Rail along the Suisun Bay margins; Congdon's Tarplant and California Tiger Salamander near Buchanan Field Airport; Contra Costa Goldfields and California Tiger Salamander surrounding Downtown and stretching east to Lime Ridge; and Alameda Whipsnake and Caper-Fruited Tropicarpum within the rolling hills along the southeastern Planning Area boundary.

The City's creek corridors provide riparian habitat and other sensitive natural communities. However, Walnut Creek has been extensively modified for flood control, which has introduced barriers to fish and amphibian wildlife corridors.

The General Plan EIR will address impacts that General Plan policies and proposed development may have on biological resources and special status species due to habitat destruction.

V. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

X

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

X

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

X

d) Disturb any human remains, including those interred outside of formal cemeteries?

X

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Downtown Concord contains approximately 34 designated historic sites and buildings. These historic resources contribute to Concord's sense of identity and character.

Three important archeological sites from the earliest known Native American inhabitants, the Saklan Indians, have been identified in Concord. The first was discovered in 1906 near Solano Way and Highway 4. The second, the site of a significant Native American Village site, is located on CNWS property. The third, a Native American burial ground, is located in the northern portion of the City near Solano Way. Other undisturbed areas along the banks of Galindo, Mt Diablo, and Pine Creeks are also considered to have high archeological sensitivity.

The General Plan EIR will address impacts that General Plan policies and proposed development may have on the City's historical and archeological resources.

VI. GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. X

ii) Strong seismic ground shaking? X

iii) Seismic-related ground failure, including liquefaction? X

iv) Landslides? X

b) Result in substantial soil erosion or the loss of topsoil? X

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? X

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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?

X

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?

X

The Concord Fault passes north-south through the City, generally adjacent to and along the same trend line as Pacheco Slough and Lime Ridge. The Concord Fault is generally believed to be capable of a Richter Magnitude 6.5 earthquake, and has been designated as an Alquist-Priolo Fault Zone. Surface rupture in a major earthquake would severely damage or destroy any structures, roads, or infrastructure crossing the rupture zone. A majority of the City is located in areas of moderate groundshaking intensity; however, to the west of the Concord Fault lie areas of moderately high to extremely high groundshaking amplification. The areas with the highest groundshaking potential are directly surrounding Pacheco Slough.

Because Concord is underlain with stiff alluvial clay containing lenses of sand and silt deposits, liquefaction and landslide potential are both considered high in some places. Additionally, such soils have expansive properties that could result in significant shrinking or swelling, potentially damaging road surfaces or infrastructure lines.

The General Plan EIR will address impacts that General Plan policies and proposed development may have on the City's geologic and seismic setting. State Uniform Building Code standards for earthquake safety must be adhered to as part of any construction or implementation process.

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

X

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?

X

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

X

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

X

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 result in a safety hazard for people residing or working in the project area?

X

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?

X

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

X

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?

X

Due to historical commercial, service, and industrial uses, the City's major arterial corridors are lined with sites listed in the Spills, Leaks, Investigations, and Cleanups (SLIC) database and Leaking Underground Storage Tanks (LUST) database. The California Environmental Protection Agency database identifies 151 sites in Concord where hazardous substances, toxic materials, and contaminants have been detected. Clayton Road, Willow Pass Road, Monument Boulevard, and Concord Avenue are those corridors with a high density of LUST sites.

Buchanan Field Airport, while located within the Concord SOI, is owned and operated by Contra Costa County. The Airport Land Use Commission (ALUC) oversees land use and planning within the airport's runway safety zones. Impacts relating to Airport operations are excluded from this EIR.

The General Plan EIR will address how proposed development may be impacted by hazards and/or hazardous materials.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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VIII. HYDROLOGY AND WATER QUALITY

Would the project:

- | | | | | |
|---|--|--|---|--|
| a) Violate any water quality standards or waste discharge requirements? | | | X | |
| 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)? | | | X | |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | | | X | |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | | | X | |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | | | X | |
| f) Otherwise substantially degrade water quality? | | | X | |
| 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? | | | X | |

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

X

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?

X

j) Inundation by seiche, tsunami, or mudflow?

X

The City of Concord is located primarily within the Walnut Creek watershed. Portions adjacent to Lime Ridge are located in the Little Pine Creek watershed, while portions surrounding I-680 are within the Grayson Creek watershed. The eastern edge of the inland portion of the CNWS lies within the Kirker Pass watershed. A majority of the tidal portion of the Concord Naval Weapons Station consists of Estuarine-Intertidal wetlands.

Flood zones generated by the Federal Emergency Management Agency (FEMA) show significant 100-year flooding along the Pacheco Slough and surrounding areas along the Suisun Bay margins. Point Edith State Wildlife area, ponds adjacent to Hastings Slough, the Clyde unincorporated area, and Diablo Creek Golf Course are all located within the 100-year flood zone. Intermittent flooding may also occur during 100-year and/or 500-year flood events along Walnut Creek, Grayson Creek, Oak Grove Road, Pine Creek, Cowell Road, Galindo Creek, Clayton Road, and Mount Diablo Creek.

Water quality in the City's creek corridors is dependant largely on pollutants discharged in surface water runoff, including use and disposal of hazardous materials by local residents. Concord is within the jurisdiction of the San Francisco Bay Region Regional Water Quality Control Board (RWQCB), which administers the National Pollutant Discharge Elimination System (NPDES). Under the current regulations, projects over 1 acre of land are required to prepare a Storm Water Pollution Prevention Plan (SWPPP) to control surface water runoff and pollutant levels. It should be noted that as of August 2006, projects less than 10,000 sq. ft will require NPDES compliance as well.

The General Plan EIR will address impacts that General Plan policies and proposed development within the urban area may have on the City's hydrology and water quality. EIR analysis will focus on potential flooding hazards, potential increases in stormwater runoff due to hard surfacing, and the Plan's effect on National Pollution Discharge Elimination System (NPDES) implementation.

IX. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

X

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

X

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

X

The proposed project for this EIR is a comprehensive update to the City of Concord General Plan, which would provide an integrated vision for growth and development in the next several decades. The proposed project would then serve as the applicable land use plan, against which all future projects are measured. The City's Zoning Ordinance will be comprehensively updated immediately following the General Plan, to ensure consistency among implementing documents.

The General Plan EIR will address how proposed development may impact the City's land use distribution, as well as consistency with existing Plans.

X. MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

X

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?

X

The City of Concord contains known mineral resources of regional significance in the southeast corner of the Planning Area. The California Surface Mining and Reclamation Act (SMARA) sets resource management policy for all known mineral resources of state or regional significance, and the General Plan must comply with its policies.

The General Plan EIR will address how proposed development may impact the City's known mineral resources.

XI. NOISE

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

X

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
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?		X		
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?				X

The 1994 General Plan sets noise compatibility standards for exterior noise exposure. Exterior noise levels adjacent to heavily traveled arterial roadways, I-680, SR-4, SR-242, the BART tracks, and Buchanan Field runways may be higher than the normally acceptable 65 dBA.

The General Plan EIR will address impacts that General Plan policies and proposed development may have on the City's noise environment, specifically along roadways and railways (BART) projected to carry increased capacity.

XII. POPULATION AND HOUSING

Would the project:

- | | | | | |
|---|--|--|---|--|
| a) Induce substantial population 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)? | | | X | |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | | | X | |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | | | X | |

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
---	--	---	----------------------

The proposed project, a comprehensive revision of the General Plan, will likely induce new population growth through residential development, as well as new job growth through commercial, office, and industrial development. Transportation and infrastructure improvements will also be analyzed and identified as part of the update.

The General Plan EIR will address impacts that General Plan policies and proposed development may have on the City's population and housing stock. EIR analysis will address differences between ABAG projections and the City's carrying capacity.

XIII. PUBLIC SERVICES

a) 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:

Fire protection?	X
Police protection?	X
Schools?	X
Other public facilities?	X

Moderate Fire Hazard areas lie outside of the City's existing urban area. Increased development under the General Plan would generate increased demand for fire protection and police services.

The City of Concord contains elementary, junior high, and high school facilities to serve local residents, as well as the Contra Costa campus of the California State University East Bay Concord Campus. New development under the General Plan update may also generate demand for new school facilities.

The General Plan EIR will address impacts that General Plan policies and proposed development within the urban area may have on the City's public services, include police, fire, and schools.

XIV. RECREATION

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?	X
b) Does the project include recreational facilities or require the construction or	X

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---------------------------------------	--	-------------------------------------	------------------

expansion of recreational facilities which might have an adverse physical effect on the environment?

The City of Concord contains neighborhood and community parks of various sizes, recreational facilities and programs, and large open spaces available to local residents. Newhall Community Park and Lime Ridge Open Space are among the larger recreational facilities within the city limits. Point Edith State Wildlife Area is located along the Suisun Bay at the northern edge of the City's SOI. The City has also recently adopted a Trails Master Plan to provide walking and bicycling trails throughout the community. Increases in housing and population generated by the General Plan update would result in the need for new or expanded recreation facilities.

The General Plan EIR will address impacts that General Plan policies and proposed development within the urban area may have on the City's parks and recreation facilities.

XV. TRANSPORTATION/TRAFFIC

Would the project:

- | | | | | |
|--|---|---|---|--|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | X | | | |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | X | | | |
| 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? | | | X | |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | X | | |
| e) Result in inadequate emergency access? | | X | | |
| f) Result in inadequate parking capacity? | | X | | |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | | | X | |

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
---------------------------------------	--	-------------------------------------	------------------

The City's existing transportation network contains a variety of alternative transportation modes: bicycle and pedestrian trails, bus transit, and regional commuter rail, as well as streets and highways supporting automobile circulation. Bay Area Rapid Transit (BART)'s Pittsburg/Bay Point line—which provides connections to San Francisco, Oakland, and other Bay Area destinations—contains two stations within Concord. Interstate 680 (I-680) runs north-south along the western edge of the City. State Route 4 (SR-4), which connects I-680 with eastern Contra Costa County, runs east-west along the northern edge of the City. State Route 242 (SR-242) provides a convenient bypass between I-680 and SR-4 through the City.

The General Plan EIR will address impacts that General Plan policies and proposed development may have on the City's transportation system.

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:

- | | |
|---|---|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | X |
| 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? | X |
| 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? | X |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | X |
| 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? | X |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | X |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | X |

<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
---------------------------------------	--	-------------------------------------	------------------

Water supply and distribution, wastewater collection and treatment, solid waste disposal, and recycling are key components of the City's infrastructure and service systems. Increases in residential, commercial, or industrial development generated by the General Plan update will likely generate increased demand for these utilities.

The General Plan EIR will address impacts that General Plan policies and proposed development may have on the City's utilities and service systems, including water, wastewater, and solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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?	X
--	---

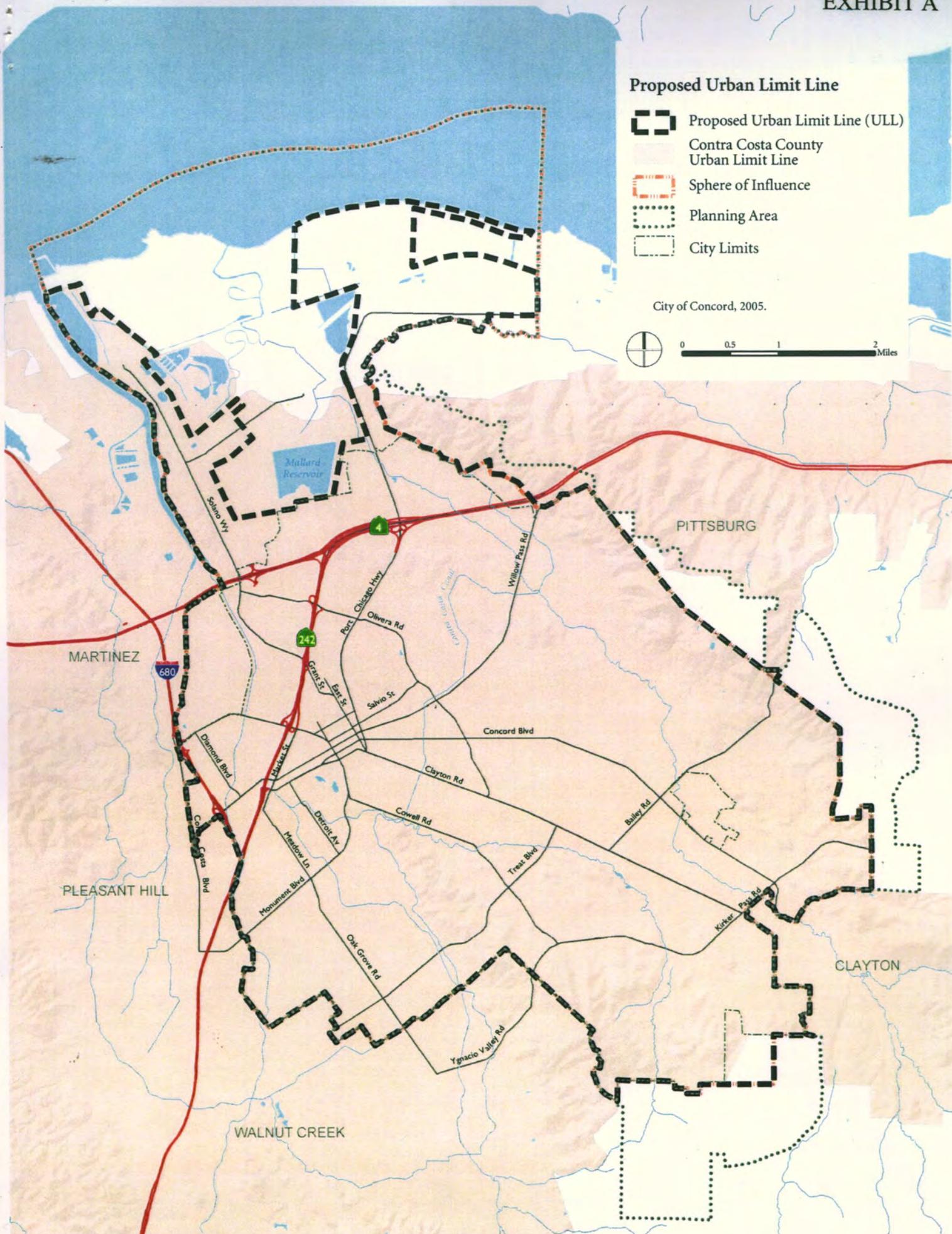
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X
--	---

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X
---	---

Proposed Urban Limit Line

-  Proposed Urban Limit Line (ULL)
-  Contra Costa County Urban Limit Line
-  Sphere of Influence
-  Planning Area
-  City Limits

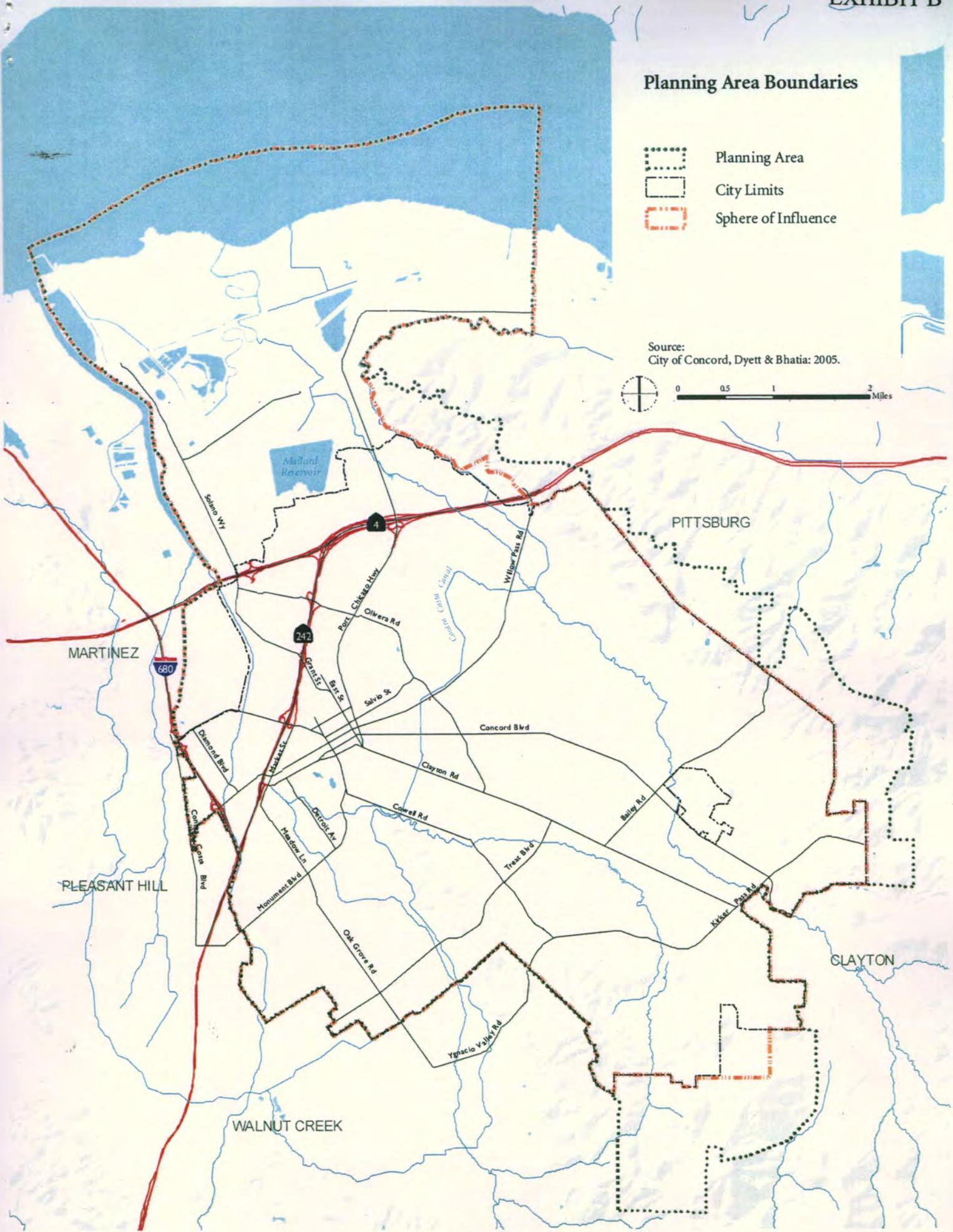
City of Concord, 2005.



Planning Area Boundaries

-  Planning Area
-  City Limits
-  Sphere of Influence

Source:
City of Concord, Dyett & Bhatia: 2005.



Appendix B: NOP Comments



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

Notice of Preparation

June 19, 2006

RECEIVED
JUN 21 2006
PLANNING

To: Reviewing Agencies

Re: City of Concord Refocused General Plan Update and Zoning Ordinance Update
SCH# 2006062093

Attached for your review and comment is the Notice of Preparation (NOP) for the City of Concord Refocused General Plan Update and Zoning Ordinance Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Phillip Woods
City of Concord
1950 Parkside Drive, MS/53
Concord, CA 94519

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2006062093
Project Title City of Concord Refocused General Plan Update and Zoning Ordinance Update
Lead Agency Concord, City of

Type NOP Notice of Preparation

Description The EIR will analyze the potential consequences of adopting the proposed General Plan for Concord's urban area. It will discuss how General Plan policies will affect the environment, identify significant impacts, and recommend measures to mitigate those impacts. The EIR will also consider the Environmental impacts of the Alternatives developed earlier in the update process, and identify an environmentally superior alternative. The EIR will not address the inland portion of the Concord Naval Weapons Station or base reuse planning as this will be the subject of a separate environmental review process.

Lead Agency Contact

Name Phillip Woods
Agency City of Concord
Phone (925) 671-3284 **Fax**
email
Address 1950 Parkside Drive, MS/53
City Concord **State** CA **Zip** 94519

Project Location

County Contra Costa
City Concord
Region

Cross Streets

Parcel No.

Township

Range

Section

Base

Proximity to:

Highways I-680, SR-4, SR-242
Airports Buchanan Field
Railways BART
Waterways Suisun Bay
Schools Mt. Diablo USD
Land Use General Plan and Zoning designations are as existing.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Department of Housing and Community Development; Department of Health Services; Office of Emergency Services; Department of Forestry and Fire Protection; Department of Fish and Game, Region 3; Department of Water Resources; California Highway Patrol; Caltrans, District 4; San Francisco Bay Conservation and Development Commission; Caltrans, Division of Aeronautics; Department of Toxic Substances Control; State Lands Commission

Date Received 06/19/2006 **Start of Review** 06/19/2006 **End of Review** 07/18/2006

Resources Agency

Nadell Gayou

Dept. of Boating & Waterways

David Johnson

California Coastal Commission

Elizabeth A. Fuchs

Colorado River Board

Gerald R. Zimmerman

Dept. of Conservation

Roseanne Taylor

California Energy Commission

Paul Richins

Dept. of Forestry & Fire Protection

Allen Robertson

Office of Historic Preservation

Wayne Donaldson

Dept. of Parks & Recreation

Environmental Stewardship Section

Reclamation Board

DeeDee Jones

S.F. Bay Conservation & Dev't. Comm.

Steve McAdam

Dept. of Water Resources

Resources Agency

Nadell Gayou

Conservancy

Fish and Game

Dept. of Fish & Game

Scott Flint

Environmental Services Division

Fish & Game Region 1

Donald Koch

Fish & Game Region 2

Banky Curtis

Fish & Game Region 3

Robert Floerke

Fish & Game Region 4

Julie Vance

Fish & Game Region 5

Don Chadwick

Habitat Conservation Program

Fish & Game Region 6

Gabrina Gatchel

Habitat Conservation Program

Fish & Game Region 6 IM

Tammy Allen

Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Game M

George Isaac

Marine Region

Other Departments

Food & Agriculture

Steve Shaffer

Dept. of Food and Agriculture

Dept. of General Services

Public School Construction

Dept. of General Services

Robert Sleppy

Environmental Services Section

Dept. of Health Services

Veronica Malloy

Dept. of Health/Drinking Water

Independent Commissions, Boards

Delta Protection Commission

Debby Eddy

Office of Emergency Services

Dennis Castrillo

Governor's Office of Planning & Research

State Clearinghouse

Native American Heritage Comm.

Debbie Treadway

Public Utilities Comm

Ken Lewis

State Lands Commission

Jean Satino

Tahoe Regional Planning Agency (TRPA)

Cherry Jacques

Business, Trans & Housing

Caltrans - Division of Aeronautics

Sandy Hesnard

Caltrans - Planning

Terri Pencovic

California Highway Patrol

Shirley Kelly

Office of Special Projects

Housing & Community Development

Lisa Nichols

Housing Policy Division

Dept. of Transportation

Caltrans, District 1

Rex Jackman

Caltrans, District 2

Marcelino Gonzalez

Caltrans, District 3

Jeff Pulverman

Caltrans, District 4

Tim Sable

Caltrans, District 5

David Murray

Caltrans, District 6

Marc Birnbaum

Caltrans, District 7

Cheryl J. Powell

Caltrans, District 8

Dan Kopulsky

Caltrans, District 9

Gayle Rosander

Caltrans, District 10

Tom Dumas

Caltrans, District 11

Mario Orso

Caltrans, District 12

Bob Joseph

Cal EPA

Air Resources Board

Airport Projects

Jim Lerner

Transportation Projects

Ravi Ramalingam

Industrial Projects

Mike Tollstrup

California Integrated Waste Management Board

Sue O'Leary

State Water Resources Control Board

Jim Hockenberry

Division of Financial Assistance

State Water Resources Control Board

Student Intern, 401 Water Quality Certification Unit

Division of Water Quality

State Water Resources Control Board

Steven Herrera

Division of Water Rights

Dept. of Toxic Substances Control

CEQA Tracking Center

Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

RWQCB 1

Cathleen Hudson

North Coast Region (1)

RWQCB 2

Environmental Document Coordinator

San Francisco Bay Region (2)

RWQCB 3

Central Coast Region (3)

RWQCB 4

Teresa Rodgers

Los Angeles Region (4)

RWQCB 5S

Central Valley Region (5)

RWQCB 5F

Central Valley Region (5)

Fresno Branch Office

RWQCB 5R

Central Valley Region (5)

Redding Branch Office

RWQCB 6

Lahontan Region (6)

RWQCB 6V

Lahontan Region (6)

Victorville Branch Office

RWQCB 7

Colorado River Basin Region (7)

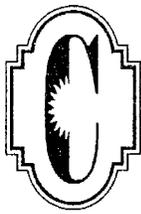
RWQCB 8

Santa Ana Region (8)

RWQCB 9

San Diego Region (9)

Other



CONCORD
HISTORICAL
SOCIETY

RECEIVED
JUN 22 2006
PLANNING

June 20, 2006

"Preserving the Past to Protect the Future"

NOV dated June 15, 2006

Mr. Phillip Woods, Principal Planner
City of Concord, Planning
1950 Parkside Drive, MS/53
Concord, CA 94519

Dear Mr. Woods,

The Concord Historical Society has the following comments with respect to the "Revised Notice of Preparation of an Environmental Report (EIR)" dated June 15, 2006.

1. The notes to Section V on page 13 refer to the "approximately 34 designated sites and buildings". These historic sites and buildings were so designated with the approval of the owners. Other sites and buildings will fall within the CEQA definitions of historic sites and buildings (e.g., the Masonic Temple).
2. The historic North Todos Santos District should have special consideration and mention in the new plan.

Thank you for the opportunity to comment on the NOP.

Sincerely,

Paul Larson for
Kay Massone, President



CONCORD
HISTORICAL
SOCIETY

RECEIVED
JUL 20 2006
PLANNING

"Preserving the Past to Protect the Future"

July 18, 2006

Comments on Revised Notice of Preparation for General Plan Update

Mr. Phillip Woods, Principal Planner
City of Concord
1950 Parkside Drive
Concord, CA 94519

Dear Mr. Woods,

Thank you for the opportunity to comment on the revised NOP for the General Plan Update and Zoning Ordinance Update.

The Concord Historical Society wishes to comment only on the text under Section V. Cultural Resources, on page 13:

The text states that "Downtown Concord contains approximately 34 designated historic sites and buildings. These historic resources contribute to Concord's sense of identity and character." These are the historic resources which have been volunteered to be so designated by their owners. Many other resources are equally historic and should be addressed in some fashion in the General Plan EIR.

The historic North Todos Santos area of the City is also worthy of mention in the text.

Sincerely,

Kay Massone, President

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JUN 22 2006

PLANNING

Christine D. Callahan
Attorney at Law

2204 Concord Boulevard
Concord, California 94520

June 21, 2006

Phone (925) 685-2665
FAX (925) 685-2647

Mr. Phillip Woods
Principal Planner
City of Concord
1950 Parkside Drive, MS/53
Concord, CA 94519

RE: Request for Medium Density Residential designation of
2727 - 2731 Systron Drive in the proposed General Plan
Update

Dear Mr. Woods:

Please know that I represent Systron Business Center, LLC, with regard the property located at 2727 - 2731 Systron Drive, Concord. My client is Jeff Wilcox. The property is approximately 8 acres and is currently built out as an office business park. The major tenant operates a call center.

The property is located just west of 2750 Systron Drive, which was approved for medium density residential development in August 2005, pursuant to a General Plan Amendment and Rezone requested by Trumark Companies. The application was processed under the name "Trailside Residential Subdivision."

Prior to the GPA, the Trailside property (6.2 acres) was designated Industrial Business Park on the General Plan land use map and Planned Industrial on the zoning map. This is the current land use and zoning designation for my client's property as well.

Both the Trailside property and my client's property were sold by BEI, the operator of the Systron Donner defense plant, because BEI no longer had a need for the property.

The staff report to the Planning Commission regarding the Trailside application, dated August 17, 2005, mentions that staff had been approached by my client with conceptual plans to also develop his site with residential use. Accordingly, the Trailside conditions of approval addressed the need to integrate the site plans for my client's property and the Trailside

Mr. Phillip Woods
June 21, 2006
page 2

property. The conditions also required that the Trailside CC&Rs disclose that the adjoining property might be developed for residential use and that the fence separating the two properties might be removed at that time.

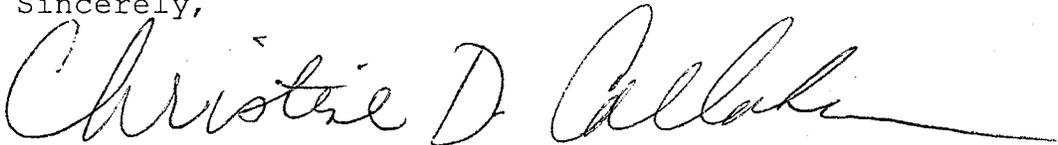
The May 4, 2005 staff report to the Commission regarding the Trailside GPA stated, "In staff's opinion, the GPA does not conflict with any General Plan objectives related to encouraging and/or maintaining industrial uses in that there is an adequate amount of land designated for such used within the City. Also, staff believes residential development is more compatible with uses in the vicinity. Existing development along San Miguel Road and Cowell Road is residential in character."

Thus, it appears entirely appropriate that my client's property be designated for medium density residential development in the proposed General Plan Update and such is his request.

I am aware that the General Plan Update process was recently suspended and the Update is under revision. I don't have any information on future public hearings associated with the Update. Would you kindly respond and let me know the anticipated time line for presentation of the Update to the Planning Commission and Council and at what point I may be able to attend a hearing or meeting regarding the Update?

Thank you for your anticipated cooperation.

Sincerely,



CHRISTINE D. CALLAHAN
CDC/mr

cc: Jeff Wilcox
Planning Commission

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929



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PLANNING

June 23, 2006

CC000218

Mr. Phillip Woods
City of Concord, Planning
1950 Parkside Drive, MS/53
Concord, CA 94519

Dear Mr. Woods:

City of Concord Refocused General Plan Update and Zoning Ordinance Update – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the above-referenced project. We have reviewed the Notice of Preparation for the City of Concord Refocused General Plan Update and Zoning Ordinance Update and have the following comments to offer:

The Department is primarily concerned with impacts to the State Highway system. Specifically, the detailed Traffic Impact Analysis (TIA) should identify impacts to Interstate 680, State Routes 242 and 4 with and without the proposed City of Concord Refocused General Plan Update and Zoning Ordinance Update project traffic. The TIA should include, but is not limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic (ADT), AM, and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.
3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.

5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We recommend you utilize Caltrans' "Guide for the Preparation of Traffic Impact Studies" which can be accessed from the following webpage:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

We look forward to reviewing the TIA, including Technical Appendices, and Draft Environmental Impact Report for this project. We expect to receive a copy from the State Clearinghouse, but in order to expedite our review, you may send two copies in advance to:

Christian Bushong
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Permits

Please be advised that any work or traffic control within the State right-of-way (ROW) will require an encroachment permit from the Department. To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the following address:

Office of Permits
California Department of Transportation, District 04
P. O. Box 23660
Oakland, Ca 94623-0660

Should you have any questions regarding this letter, please call Christian Bushong of my staff at (510) 286 -5606.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE

SAN FRANCISCO, CA 94102-3298

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JUN 27 2006

PLANNING



June 23, 2006

Phillip Woods
City of Concord
1950 Parkside Drive
Concord, CA 94519

Dear Mr. Woods:

Re: SCH #2006062093; Refocused General Plan, etc.

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kevin Boles".

Kevin Boles
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: John Stilley, BNSF
Pat Kerr, U
Carol Harris, UP



July 6, 2006

RECEIVED
JUL 07 2006
PLANNING

Phillip Woods, Principal Planner
City of Concord, Planning Division
1950 Parkside Drive MS/53
Concord, CA 94519

Re: Revised Notice of Preparation of a Draft Environmental Impact Report – City of Concord Refocused General Plan and Zoning Ordinance Update

Dear Mr. Woods,

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the revised Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the City of Concord Refocused General Plan and Zoning Ordinance Update. The revised NOP notes that the primary change to the scope of the Concord 2030 General Plan and Zoning Update is elimination of the development parameters for the Concord Naval Weapons Station (CNWS), with specific reference to the inland portion of the CNWS, and that the CNWS is the subject of a separate base reuse planning effort.

Although EBMUD does not provide water or wastewater services to the City of Concord (City), sections of EBMUD's Mokelumne Aqueducts (Aqueducts) are located within the City limits and EBMUD's concerns are that the 2030 Refocused General Plan and Zoning Ordinance Update not impose requirements that impact EBMUD access to and protection of the Aqueducts. EBMUD's February 16, 2006 comments on the Draft EIR for the 2030 General Plan and Zoning Update still apply and are enclosed for your use. EBMUD requests to be included in the public review process for the refocused Draft EIR, and will submit additional or revised input, as applicable and relevant.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

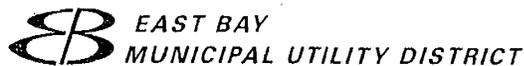
Sincerely,

A handwritten signature in black ink that reads 'William R. Kirkpatrick for WRK'.

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:GAA:sb
sb06_207.doc

Enclosure



February 16, 2006

Phillip Woods, Principal Planner
City of Concord, Planning Division
1950 Parkside Drive MS/53
Concord, CA 94519

Re: Draft Environmental Impact Report for the Concord 2030 Draft General Plan
and Zoning Ordinance Update

Dear Mr. Woods,

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft Environmental Impact Report for the Concord 2030 General Plan and Zoning Ordinance Update Project. Although EBMUD does not provide water or wastewater services to the City of Concord (City), sections of the Mokelumne Aqueduct (Aqueduct) are located within the City limits. EBMUD has the following comments.

MOKELUMNE AQUEUDCTS

The Aqueduct right-of-way runs parallel to and west of State Highway 242 running north. It then crosses under State Highway 4 and continues north along the eastern toe of Contra Costa Water District's Mallard Reservoir and continues parallel to the Port Chicago Highway. EBMUD identified three proposals in the 2030 General Plan that have the potential to increase encroachment onto EBMUD Aqueduct right-of-way and impact safety and security of EBMUD facilities.

1. The Concord Naval Weapons Station (CNWS) Tidal area and Inland area are to the north and east (respectively) of the EBMUD's Aqueduct right-of-way. The Concord 2030 General Plan fully envisions development of the CNWS-Inland area, which has the potential to impact EBMUD due to increased encroachments onto the right-of-way by utility agencies, the City and developers. Increased development in this area also has the potential to generate stormwater and flooding impacts on EBMUD's Aqueduct right-of-way and the Clyde Wasteway if the City does not adequately address drainage impacts associated with such new development.
2. The Concord 2030 General Plan encourages the development of trails, parks and other recreational uses for pedestrian, bicycle and non-motorized transportation. If the City decides that EBMUD's Aqueduct right-of-way should be used for these purposes, such uses would also create an increased potential for encroachment onto

EBMUD's Aqueduct right-of-way with associated safety, landscape and liability impacts.

3. The 2030 General Plan encourages more industrial and port activity on the CNWS-Tidal area. Any such activity also has the potential to increase encroachment on EBMUD's Aqueduct right-of-way due to increased traffic on adjacent roads.

EBMUD understands that the 2030 General Plan consists of policies and proposals to guide future development of the City of Concord within its Planning Area, and that no specific projects are proposed at this time. However, given the concerns noted above, EBMUD requests that plans and environmental documents for all specific development projects subsequently proposed in the vicinity of EBMUD's Aqueduct right-of-way be submitted for a detailed assessment of impacts.

EBMUD has the following comments regarding any proposed activity within the Aqueduct right-of-way

- Zoning shall not be changed on the Aqueduct right-of-way.
- Any proposed projects or changes to the area in the vicinity of the Aqueduct right-of-way must be submitted to EBMUD for review and comment, and may require permits from EBMUD.
- All Aqueduct crossings involving mechanical excavation on the right-of-way require potholing of all three Aqueducts at the site of the proposed crossing. Visible reference markings showing the Aqueduct alignments and depths to top of pipe shall be maintained for the duration of any mechanical excavation. Entry permits are required for pothole work.
- No longitudinal encroachments such as drainage ditches, utility lines, pipelines or roads will be permitted within the Aqueduct right-of-way. All property line fences must also be located completely outside the Aqueduct property lines. Any pipelines crossing below the Aqueducts must be encased in a steel conduit, and a minimum of two feet of clearance between the casing and the bottom of the Aqueducts. Pipeline crossings shall be perpendicular to the Aqueducts and on a constant grade across EBMUD property. Sanitary sewers, water lines or petroleum product lines crossing above the Aqueducts must be encased in a steel or PVC conduit or reinforced concrete with a minimum vertical clearance of one foot between the pipeline and the top of the Aqueducts.
- A temporary six-foot chain link security fence will be required along both sides of EBMUD's property line right-of-way prior to and during all work on the adjacent site.

The fencing must be kept intact through the entire project, and if it is breached at any time, the security fence shall be restored/repared immediately.

- Overhead electrical power conductors across EBMUD property shall be a minimum of 30 feet above ground. Communications/cable crossings shall be a minimum of 20 feet above ground. Supporting poles or towers shall be located outside the Aqueduct right-of-way. Buried electrical cables shall be installed in conduit and encased in red concrete across the entire width of the Aqueduct right-of-way. All other buried cables shall be installed in conduit and encased in the appropriate Underground Service Alert (USA) colored concrete across the entire width of the Aqueduct right-of-way.
- On pressurized pipe crossings, shutoff valves shall be provided outside and adjacent to both sides of EBMUD's property. At the point of crossing, steel pipelines and casings shall incorporate electrolysis test leads, bond leads, and leads necessary for interference testing. Corrosion control devices, when required, must be approved by EBMUD.
- Street and road crossings constructed on grade shall incorporate protection of the Aqueducts and shall be publicly owned and maintained. Based on the load carrying capability of the Aqueduct, protective measures will be designed by EBMUD or by the applicant's licensed engineer to EBMUD standards with specific EBMUD approval of each design.
- Gravity drainage of EBMUD's property shall be maintained. Open channels constructed across the right-of-way shall be paved with reinforced concrete. Headwalls, inlets and other appurtenances shall be located outside EBMUD's property. Paved drainage ditches shall be provided outside EBMUD's property at the top and/or toe of fill slopes or cuts constructed adjacent to EBMUD's property. Any changes in finished grade must be approved by EBMUD's Aqueduct Section. Earth fills or cuts on adjacent property shall not encroach onto EBMUD's property, except where authorized for vehicular crossings on grade, and except where EBMUD determines that there will be no detrimental effect on the Aqueducts or their maintenance.
- No buildings, portions of buildings, or other structures shall be constructed on EBMUD's property unless specific approval is given by EBMUD. No pile driving will be allowed within 50 feet of the Aqueducts and no vibrating compaction equipment will be allowed over the Aqueducts. The type and weight of any construction equipment working on the Aqueduct right-of-way must be approved by EBMUD.

Philip Woods, Principal Planner

February 16, 2006

Page 4

- All EBMUD survey monuments and markers shall be undisturbed. If any EBMUD survey marker must be disturbed, it will be replaced or relocated by EBMUD at the applicant's expense. Any costs for inspection, review, permit fees/licenses and related expenses shall be the responsibility of the applicant. A preconstruction meeting will be required prior to start of construction work.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,



William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:GAA:sb
sb06_041.doc

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE

SAN FRANCISCO, CA 94102-3298



July 14, 2006

RECEIVED
JUL 18 2006
PLANNINGPhillip Woods
City of Concord
1950 Parkside Drive
Concord, CA 94519

Dear Mr. Woods:

Re: SCH #2006062093; Refocused General Plan Update, etc.

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kevin Boles".

Kevin Boles
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Divisioncc: Pat Kerr, UP
Carol Harris, UP



July 19, 2006

City of Concord
Phillip Woods, Principle Planner
1950 Parkside Dr, MS/53
Concord, CA 94519

By electronic mail and facsimile

RE: Greenbelt Alliance comments on City of Concord Refocused General Plan Update Notice of Preparation

Greenbelt Alliance is grateful for the opportunity to comment on the scope of the proposed Environmental Impact Report (EIR) for the City of Concord Refocused General Plan Update. The City of Concord has an opportunity to develop and implement policies to promote smart growth in the city and throughout the region. The scope of the Environmental Review will determine in large part, what policies are available for the city to adopt. Greenbelt Alliance urges the city to ensure that the EIR analyze:

- Alternatives to the proposed location of the Urban Limit Line;
- Potential impacts of the City's proposed Urban Limit Line;
- Alternatives and policies to reduce impacts to traffic congestion;
- Alternatives and policies to reduce impacts to air quality; and
- Policies to promote infill, redevelopment, and downtown revitalization.

URBAN LIMIT LINE

The city of Concord's proposed Urban Limit Line includes 6,600 acres of undeveloped land. Although Greenbelt Alliance strongly supports the concept of Urban Limit Lines, especially those that are integrated into cities' general plans and zoning ordinances, these Urban Limit Lines must be as tight as possible. The city's proposed line will not have the effect of focusing growth on the existing city, and therefore will not be an effective tool in protecting open space or ensuring economic vitality in the existing city. The EIR should also study a line that matches the city's current footprint.

In addition, the mechanism by which the Urban Limit Line will work is problematic in that it apparently would allow the city to annex areas outside the Urban Limit Line for parks and recreation. Greenbelt Alliance strongly recommends that the city's Urban Limit Line policy prohibit annexation outside the line. For those areas in the tidal portion of the Concord Naval Weapons Station that the city feels are more appropriate for parks and recreation, those areas should simply be designated as such in the General Plan. If desired, this land use designation could be locked in through the Urban Limit Line initiative sent to the voters. Therefore, the EIR should also study a line that includes all of the city's planning area, with the wetland areas protected through open space and parkland designation.

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SOLANO/NAPA OFFICE • 1652 West Texas Street, Suite 163 Fairfield, CA 94533 • (707) 427-2308 • Fax (707) 427-2315
SOUTH BAY OFFICE • 1922 The Alameda, Suite 213, San Jose, CA 95126 • (408) 983-0856 • Fax (408) 983-1001
EAST BAY OFFICE • 1601 North Main Street, Suite 105, Walnut Creek, CA 94596 • (925) 932-7776 • Fax (925) 932-1970
SONOMA/MARIN OFFICE • 555 5th Street, Suite 300B, Santa Rosa, CA 95401 • (707) 575-3661 • Fax (707) 575-4275
info@greenbelt.org • www.greenbelt.org

For all alternatives for the Urban Limit Line, the EIR must analyze potential impacts to urbanization. The California Environmental Quality Act (CEQA) requires that environmental analysis be conducted at the earliest possible point. Given that the establishment of the city's urban limit line to include 6,600 acres of undeveloped land will ultimately result in urbanization of part or all of that land, the EIR must assess whether that urbanization would have environmental impacts.

TRAFFIC CIRCULATION & AIR QUALITY

As the Initial Study points out, the Bay Area air quality basin is considered out of compliance for two pollutants. Given that, it is very likely that the city's growth will have a significant impact on air quality. Likewise, traffic circulation is already seriously impacted in the project area. Greenbelt Alliance urges the city to consider a number of aggressive policies to reduce traffic congestion and its impacts on air quality. The EIR must analyze the full range of potential mitigation measures that could reduce these impacts. These policies suggested below actively encourage use of alternative transportation means by making walking, cycling, and riding transit more convenient and enjoyable. They also promote economic vitality in redevelopment and downtown areas.

1. Require minimum densities and FAR, especially in infill opportunity zones and in neighborhood and city centers.
2. Provide density bonuses to promote clustering of low density housing.
3. Allow on-street parking to count toward parking requirements in infill opportunity areas.
4. Prohibit lot-style parking in favor of parking structures.
5. Prohibit campus-style commercial development, which is often automobile-oriented.
6. Require routine accommodation of bicycles on improved roadways.
7. Design standards could stipulate that first-floor spaces face the street, are built to lot lines, and are made permeable by the placement of doors and windows.
8. Require that all new residential development be within one mile of transit service.

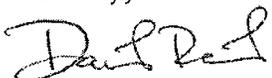
PROMOTE INFILL, REDEVELOPMENT, AND DOWNTOWN REVITALIZATION

With this refocused General Plan, Concord has the opportunity to identify areas within the city to accommodate the city's growth over the next 20 years. Greenbelt Alliance strongly supports redevelopment in Concord, as well as infill and refill. Especially in the face of uncertain markets for housing, Concord would be well served to focus on the needs and opportunities within the existing city, rather than on outward expansion to the Concord Naval Weapons Station. The EIR should analyze the effects of accommodating the city's growth within the city's existing footprint relative to the impacts of expanding the city. Increased density is associated with a reduction in many environmental impacts.

CONCLUSION

In our recent analysis of Concord's current General Plan (*Bay Area Smart Growth Scorecard*), the city received only 31 percent of the possible points for smart growth policies. The revision of the General Plan is an opportunity to address these shortcomings. Greenbelt Alliance encourages the city to examine the policies adopted by many other cities to encourage open space protection, livable and walkable communities, and affordable housing, among other components. The *Smart Growth Scorecard* presents a summary of cities which have adopted various policies; the city of Concord could use these as models for its own General Plan revision.

Sincerely,



David Reid, East Bay Field Representative



Greenbelt Alliance

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS — M.S.#40

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JUL 27 2006

PLANNING

July 20, 2006

Mr. Philip Woods
City of Concord
1950 Parkside Drive, MS/53
Concord, CA 94519

Dear Mr. Woods:

Re: Notice of Preparation of a Draft Environmental Impact Report for the City of Concord
Refocused General Plan Update and Zoning Ordinance Update; SCH# 2006062093

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports. The following comments are offered for your consideration.

The proposal is for an update to the City of Concord's General Plan. As mentioned in the Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR), Buchanan Field Airport, although owned and operated by Contra Costa County, is located within the City's Sphere of Influence (SOI). According to the NOP, the Contra Costa County Airport Land Use Commission (ALUC) "oversees land use and planning within the airport's runway safety zones. Impacts relating to Airport operations are excluded from this EIR."

State law (Government Code Section 65302.3) requires each local agency having jurisdiction over land uses within the ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. A general plan does not need to be identical with the ALUC plan to be considered consistent, however, general plans and elements must clearly demonstrate intent to adhere to ALUC policies to ensure compliance with compatibility criteria. Direct conflicts between mapped land use designations in a General Plan and the ALUC criteria must be eliminated. A General Plan needs to include (at the very least) policies committing the county to adopt compatibility criteria essential to ensuring that such conflicts will be avoided. The criteria do not necessarily need to be spelled out in the General Plan. There are a number of ways for a city or county to address the airport consistency issue, including:

- Incorporating airport compatibility policies into the update
- Adopting an airport combining zoning ordinance
- Adopting an 'Airport Element' into the General Plan
- Adopting the Airport Compatibility Plan as a 'stand alone' document or as a specific plan

The General Plan must acknowledge that until ALUC compatibility criteria are incorporated into the General Plan, proposals within the airport influence area must be submitted to the ALUC for review. These provisions must be included in the General Plan at a minimum for it to be considered consistent with the airport compatibility land use plan.

An ALUC consistency review is required for the City of Concord General Plan Update. The proposal should also be coordinated with Buchanan Field Airport staff to ensure its compatibility with future as well as existing airport operations.

California Public Utilities Code (PUC) 21676 et seq., requires that Caltrans review and comment on the specific findings a local government intends to use when proposing to overrule an ALUC. Caltrans specifically looks at the proposed findings to gauge their relationship to their overrule. Also, pursuant to the PUC 21670 et seq., findings should show evidence that the city is minimizing "...the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

CEQA, Public Resources Code 21096, requires the Caltrans Airport Land Use Planning Handbook (Handbook) be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook provides a "General Plan Consistency Checklist" in Table 5A and a "Possible Airport Combining Zone Components" in Table 5B. The Handbook is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php>.

Federal and State regulations regarding aircraft noise do not establish mandatory criteria for evaluating the compatibility of proposed land use development around airports (with the exception of the 65 dB CNEL "worst case" threshold established in the State Noise Standards for the designated "noise problem" airports). For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports. Consideration should also be given to cumulative noise impacts associated with the project site's proximity to roadways and railway lines.

Sound insulation, buyer notification and avigation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. It is likely that some future homeowners and tenants will be annoyed by aircraft noise in this area. Noise mitigation measures are not a substitute for good land use compatibility planning for new development

The planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulation (FAR) Part 77 criteria if development is close to the airport, particularly if situated within the runway approach corridors. General Plans must include policies restricting the heights of structures to protect airport airspace. To ensure compliance with FAR Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration

(Form 7460-1) to the Federal Aviation Administration (FAA) may be required. For further technical information, please refer to the FAA's web site at <http://www1.faa.gov/ats/ata/ATA400/oeaaa.html>.

Education Code, Section 17215 requires a school site investigation by the Division prior to acquisition of land for a proposed school site located within two miles of an airport runway. The Division's recommendations are submitted to the State Department of Education for use in determining acceptability of the site. This should be a consideration prior to designating residential uses in the vicinity of an airport.

Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code (<http://www.leginfo.ca.gov/calaw.html>) address buyer notification requirements for lands around airports. Any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.

Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The Federal Aviation Administration (FAA) recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. For further technical information, please refer to the FAA's web site at http://wildlife-mitigation.tc.faa.gov/public_html/index.html.

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our State's network of over 250 airports. Aviation contributes nearly 9% of both total State employment (1.7 million jobs) and total State output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division and available at <http://www.dot.ca.gov/hq/planning/aeronaut/>. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

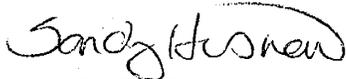
The protection of airports from incompatible land use encroachment is vital to California's economic future. With approximately 200 based-aircraft and over 156,000 annual operations, Buchanan Field Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a State issue, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our District 4 Office in Oakland at (510) 286-4444 concerning surface transportation issues.

Mr. Philip Woods
July 20, 2006
Page 4

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the Draft EIR. If you have any questions, please call me at (916) 654-5314.

Sincerely,



SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Buchanan Field Airport, Contra Costa County ALUC



July 20, 2006

City of Concord
 Planning Division
 ATTN: Phillip Woods
 1950 Parkside Dr. MS/53
 Building D, Permit Center
 Concord Ca, 94519

**Subject: Refocused Concord 2030 General Plan and Zoning Ordinance Update Project
 and Draft Environmental Impact Report**

Dear Mr. Woods:

The East Bay Regional Park District (District) has received the revised Notice of Preparation (NOP) for the refocused City of Concord 2030 General Plan and Zoning Ordinance Update (Draft General Plan) and the associated Draft Environmental Impact Report (DEIR).

The Concord City Council had established a preliminary goal of approximately 50 percent for parks, recreation and open space on Concord Naval Weapons Station (CNWS). The District supports these initial City commitments to create a great regional urban park on CNWS. A great regional urban park on CNWS can generate substantial economic benefits and other quality of life benefits for the community. The District looks forward to continuing to work together with the City of Concord to build community consensus for this great regional urban park on CNWS.

The District has had a long-term interest in the CNWS site, and has participated in the past on the CNWS Joint Use Committee with the City of Concord following the station's placement in a Reduced Operational Status in 1999. The committee explored opportunities for civilian access and use of the CNWS site.

The NOP states that on May 23, 2006, the City Council approved a revised scope for the General Plan update project which would eliminate the proposed development parameters for the CNWS. This action leaves the 1994 policies and the Zoning regulations for the CNWS as they currently exist.

The California Environmental Quality Act (CEQA) Guidelines (Section 15082(a)) mandate that the NOP provide sufficient environmental information to enable a meaningful response. The NOP, and the subsequent DEIR, need to disclose the historic, cultural, and environmental conditions of the CNWS to allow for a complete and adequate review of the environmental effects of the proposed project.

The NOP, under Agricultural Resources, adequately provides information regarding the classifications for CNWS areas. Other section of the NOP do not provide a similar level of

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adequate environmental information. For example, the Hazards and Hazardous Materials section needs to, at the very least, disclose the existence of munitions and explosives of concern, and polychlorinated biphenyls (PCB's) as documented in the *Final Environmental Condition of Property Report* prepared by the U.S. Navy for the CNWS.

The District would like to make the following preliminary comments regarding the refocused Draft General Plan and DEIR:

1. The NOP and the existing conditions portion of the to-be-prepared DEIR, needs to disclose existing environmental information regarding the CNWS. The environmental data sources need to include, but not be limited to, the following:
 - *Mount Diablo Creek Watershed Assessment*, Contra Costa County Resource Conservation District, January 2006
 - *Integrated Natural Resources Management Plan and Environmental Assessment*, Naval Weapons Station Seal Beach, Detachment Concord, California, March 2002
 - *Various Documents, Installation Restoration Program*, Naval Weapons Station Seal Beach, Detachment Concord, California
 - *Final Environmental Condition of Property Report for the Naval Weapons Station Seal beach detachment Concord*, Department of the Navy, April 2006

2. The General Plan should provide goals and policies that ensure funding mechanisms for improvements, operation, and maintenance of parks, recreation and open space uses throughout the City. The details of the funding mechanisms should be specified in the CNWS Base Reuse Plan and in the State Planning and Zoning Law mandated open space action plan and open space zoning ordinance.

The General Plan Parks, Open Space, and Conservation chapter and the DEIR will need to address the long term costs associated with the maintenance, management, and provision of public safety for new parks and trail facilities necessary to meet the demands of increased population within the City. General Plan policies should address the need for future development projects to support the construction and long-term maintenance and management of all park and trail facilities throughout the City. In addition, future development projects should support the construction and long-term maintenance and management of the local and regional trail facilities identified in the Concord Trails Master Plan. A policy similar to the following should be incorporated to address potentially significant Parks and Recreation impacts associated with future population growth throughout the City's planning area:

"Policy-XX: Require new development to contribute to or participate in the establishment, improvement, and ongoing maintenance and management of parks, trails, fire, police, sanitary sewer, water and flood control systems in proportion to the demand generated by project occupants and users. The City will manage a development mitigation program that ensures new development pays its share of the costs associated with the provision and ongoing maintenance and management of facilities for parks, trails, fire, police, sanitary facilities, water, and flood control."

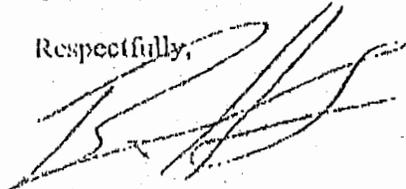
3. The General Plan Parks, Open Space, and Conservation chapter should identify and address the District's existing and potential regional parklands and trails. The District manages 65 regional parks, approximately 1,100 miles of trails, and 96,000 acres of open space for recreation and resource protection throughout Alameda and Contra Costa Counties, including portions of the Delta DeAnza Regional Trail, Iron Horse Regional Trail, and the California Riding and Hiking Trail within the City's Planning Area.

In addition, the District has planned regional trail facilities throughout the City's Planning Area including the Walnut Creek Channel Extension of the Iron Horse Trail, the Contra Costa Canal to Delta DeAnza segment of the California Riding and Hiking Trail, the Walnut Creek Channel to Bay Point segment of the Delta DeAnza Trail, and the Martinez Shoreline to Point Edith segment of the San Francisco Bay Trail. The District has identified Point Edith Wetlands as a future potential parkland.

4. CEQA requires that the DEIR provide a range of feasible alternatives that will foster informed decision making and public participation. The City will need to take special care in crafting the alternative General Plan scenarios in a manner that meets this threshold while not contemplating potential reuse of the CNWS.

Thank you for the opportunity to review and comment on this project. We would appreciate receiving future information on the General Plan Update project and associated Environmental Impact Report, as well as the CNWS Base Reuse Project, as it becomes available. Please feel free to contact me at (510) 544-2623, or by email at bholt@cbparks.org, should you have any questions and to coordinate further throughout this process.

Respectfully,



Brian W. Holt
Senior Planner

Cc: L. Tong -- Interagency Planning Manager



Department of Toxic Substances Control

Maureen F. Gorsen, Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Arnold Schwarzenegger
Governor



Linda S. Adams
Secretary for
Environmental Protection

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JUL 21 2006

PLANNING

July 20, 2006

Mr. Phillip Woods
Principal Planner
City of Concord, Planning Division
1950 Parkside Drive MS/53
Building D, Permit Center
Concord, California 94519

REVISED NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Mr. Woods:

The Department of Toxic Substances Control (DTSC) has reviewed the document entitled, "Revised Notice of Preparation of an Environmental Impact Report." The Revised Notice was submitted to DTSC on June 19, 2006. It is in reference to the 2030 General Plan update, and accompanying Environmental Impact Report (EIR) being prepared by the City of Concord.

DTSC's initial concerns regarding the 2030 General Plan update and the EIR were with the environmental impacts associated with the closure and redevelopment of the Inland Area at the Concord Naval Weapons Station (CNWS). The revised notice of preparation removes the CNWS Inland Area from consideration in the EIR and the 2030 General Plan update. We would like to emphasize that the removal of CNWS Inland Area from consideration does not alleviate our concerns regarding the potential environmental impacts this property may have with respect to the City of Concord.

Please note that the potential environmental impacts from CNWS are not limited within its boundaries. Issues regarding offsite ground water contamination or air blown arsenic contamination have been documented. It should be further noted that two of the areas that remain in the General Plan update border the CNWS Inland Area. Additionally, the Tidal Area will remain open as an operational munitions transport facility bordering the City of Concord. It has an ongoing hazardous materials investigation and remediation program.

We would like to point out that hazardous material investigations are not relegated to the disposal of toxic materials. There is an ongoing investigation for munitions (both in the Inland and Tidal Areas), that must take into account not only standard munitions byproducts but evaluate the potential for chemical, biological, or radiological residual components. Please reference our letter of April 20, 2006, for a listing of sites that are currently being investigated as potential release locations for hazardous materials, or may be depositories for discarded munitions, or their byproducts. We urge you to consider transportation routes leading into CNWS as possible areas to evaluate for the release of hazardous materials or munitions byproducts.

With respect to the concerns raised, we would like to make the following recommendations regarding the approach and content of the EIR and 2030 General Plan update:

1. The City should take into account the potential for impacts from the release of hazardous materials or munitions products when developing the EIR for areas adjacent to the CNWS.
2. Transportation routes leading into and out of CNWS should be evaluated historically and into the future as conduits for the movement of hazardous materials or munitions, and their sub-categories in, through, and around these adjacent areas.
3. When considering the overall reuse of a parcel, the cost of remediation or leaving hazardous materials in place can be a determining factor. We recommend specific redevelopment proposals formalized early in the process for CNWS and the adjacent parcels. This will help determine clean up costs and risk factors necessary to achieve the proposed redevelopment goal.
4. Based on the information from CNWS to date, the EIR should include a detailed account of hazardous waste or munitions sites that could impact those adjacent properties to CNWS in the 2030 General Plan.
5. The EIR and 2030 General Plan now remove the CNWS Inland Area from consideration. The Notice of Preparation refers to a separate track for the redevelopment of this large parcel. The EIR should include specific information regarding the pathway the City plans to use for the Inland Areas redevelopment.

Mr. Phillip Woods
July 20, 2006
Page 3

Should you have any questions, please contact Jim Pinasco at (916) 255-3719, or jpinasco@dtsc.ca.gov.

Sincerely,



Mr. Donn Diebert, P.E.
Chief
Open Base Navy/Formerly Used Defense Sites
Office of Military Faculties

cc: Ms. Joanna Canepa
TtEMI
135 Main Street, Suite 1800
San Francisco, California 94105

Ms. Margaret Wallerstein
IR Manager Seal Beach
800 Seal Beach Blvd.
Seal Beach, California 90740-5000

Ms. Mary Lou Williams
RAB Community Co-Chair
1015 San Miguel Road
Concord, California 94518-2110

Mr. Richard Weissenborn
BRAC Environmental Coordinator
Department of the Navy
Program Management Office West
1455 Frazee Road, Suite 900
San Diego, California 92108-4310

Ms. Kimberly Jacobsen, P.E.
Department of the Navy
Naval Facilities Engineering Command Southwest
1220 Pacific Highway
San Diego, California 92132-5190

Mr. Phillip Woods
July 20, 2006
Page 4

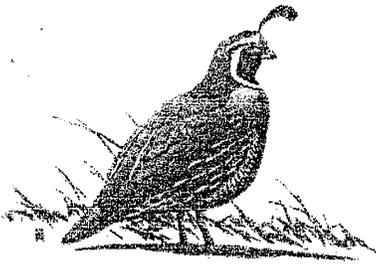
cc: Mr. James Forsberg
City of Concord
1950 Parkside Drive
Concord, California 94519

Ms. Agnes Vinluan
Contra Costa County Environmental Health
2120 Diamond Blvd., Suite 200
Concord, California 94520

Mr. Philip Ramsey
U. S. Environmental Protection Agency, (SFD-8-3)
Region 9
75 Hawthorne Street
San Francisco, California 94105

Mr. Alan Friedman
Regional Water Quality Control Board
San Francisco Bay Region
1515 Clay Street, Suite 1400
Oakland, California 94612

Mr. Jim Pinasco
Department of Toxic Substances Control
Office of Military Facilities
8800 Cal Center Drive
Sacramento, California 95826



July 21, 2006

PERMIT CENTER

JUL 21 2006

RECEIVED

To: City of Concord
Phillip Woods, Principle Planner
1950 Parkside Dr, MS/53
Concord, CA 94519

Re: Mount Diablo Audubon Society Comments on Concord 2030 Revised General Plan Amendment (GPA)

It is with some concern about the City's public notice and review process on the "new" GPA 2030, that we write this letter to the City of Concord. In addition we have a few comments to make on the proposed GPA:

1. On April 18, 2006, Mount Diablo Audubon, after considerable time in review and preparation of comments, submitted a letter to the City on the proposed General Plan Amendment 2030 (attached). In that letter we specifically directed the City to:

"We request that the City provide written notices (by e-mail preferable to k.Fickett@comcast.net), of all meetings, workshops and briefings on the following topics:

1. The General Plan
2. Redevelopment efforts associated with the public lands currently occupied by the Navy.
3. The Draft EIR"

(Page 6 of the attached letter)

We are now informed that a scoping meeting was announced, scheduled and held in June. **We received no written notice of that meeting even though we had requested such notice.** As a result we are requesting formally with this comment letter that the public comment period be extended and that a scoping meeting be rescheduled in at least 10 days, during an evening or weekend when Audubon and members of the public can attend.

If the City staff decides not to grant our request, then with this letter we are formally appealing that decision to the City Council.

The City Council has made it very clear that they want an open public process with public involvement. Scheduling meeting without notifying groups of individuals that have specifically asked to be notified is contrary to that policy and in violation of State guidelines.

2. The City Council directed the staff to remove the Naval Weapons Station (NWS) land from the General Plan. They did not direct the staff to alter the current General Plan designations, policies or elements in the current GPA 2030 involving the NWS. A third party has informally told us that the staff is making such changes. We would like the staff to respond in writing immediately and confirm that there are no changes in the proposed GPA 2030 that would alter any policy, zoning, element or land use designation for any of the lands on the NWS. If the staff has proposed any such changes, then we would formally request that those proposed changes be immediately appealed to the City Council so they can confirm publically what are their true intentions. Such an important matter given the large public interest in the future of the NWS lands should not be left to an arbitrary staff decision.
3. We would like to incorporate by reference all of the broad community goals outlined by the Council at their June Reuse Meeting into this GPA 2030. At that meeting the Audubon representative commented publicly "all of the City Council's goals outlined this evening (for sustainable development, infill near the BART Station, senior housing etc.) are goals that the Council should include in the current GPA."
4. We would like to incorporate all of our non - NWS comments in the April 18, 2005 letter (attached) on the original GPA 2030, into this comment letter and the record of the June scoping meeting.
5. Last, as we outlined in our April 18, 2005 letter, even though the City has eliminated the NWS land from the current GPA 2030, they must address the cumulative impacts in the context of any and all potential General Plans or General Plan Amendments being used or considered by the County and any Central and Eastern County Cities.

We look forward to the opportunity to expand on these comments at the rescheduled scoping meeting.

Sincerely,


Jimm Edgar
President
(925) 934 1334
cc: City Council
City Attorney



Mount Diablo Audubon Society
P.O. Box 53, Walnut Creek, CA 94597-0053
www.diabloaudubon.com/index.php

April 18, 2006

**To: The Honorable Mayor, City Council, Planning Commission, City of Concord
Staff and Citizens of Concord**

**Re: Mount Diablo Audubon Society Comments on Concord 2030 General Plan and
Draft EIR**

Mount Diablo Audubon Society appreciates this opportunity to provide comments on the City of Concord's Proposed General Plan and EIR.

As a long-standing conservation interest group with members located in Concord and the surrounding communities, we have a major interest in the impact of local growth on our community. We care about the impact of local growth on the environment and the quality of life for local residents.

For these reasons we want to see a new General Plan for Concord that considers a different approach to development. We would like to see new growth opportunities inside the existing City Limits while improving the quality of life for all citizens living in Concord today.

Mount Diablo Audubon Society's Vision for Concord's Future

Over 130 years ago, community leaders in San Francisco, out of the concern that families would one day feel overcrowded, came together to create one of the greatest parks in the world. Golden Gate Park is home to over one million trees and 120 bird species, and is visited by 75,000 people on an average weekend. It also happens to be bison friendly, just as the Naval Weapons Station public lands were until very recently, elk friendly.

With the same bold and inspired vision that community leaders in San Francisco used to create their future, we encourage the City of Concord and Central Contra Costa County's political and community leaders to come together in support of Concord's version of a Golden Gate Park to be created on the vast public lands along the City's eastern boundary.

Today, because of continued urbanization, the need for publicly owned open space areas, recreational facilities and trails is perhaps even greater than it has ever been. Growing communities need to save land for recreation and maintain scenic beauty and environmental quality. The provision of recreation and park programs are proven alternatives to crime and drugs. Home values tend to increase faster around parks and protected open space than comparable homes in other settings. The Joint Economic Committee of the U.S. Congress reported that a city's quality of life is "more important than purely business-related factors" when it comes to attracting new businesses.

When compared to Concord's proposed development alternative, we believe that community leaders will see that the public interest, the local economy, and public health will be better served by converting the vast public lands, currently occupied by the Navy, into a regional park. We encourage the City to plan for a Sustainable Community Alternative, which we outline below.

With bold vision, the City of Concord can have moderate new growth in existing developed areas, while creating a wonderful public treasure in which its future citizens can play, hike and relax after a hard day's work. In taking this bold step for responsible growth, local residents will applaud the important benefits that a large regional park will offer the community. And they will see the value in making part of those lands, Tule Elk-friendly again.

We believe that the City of Concord, the City Council, and local community leaders should greatly expand their current line of thinking, which appears to favor more commercial development, housing tracts, traffic, and over-crowded schools. We encourage them to create a vision as bold as the leaders of San Francisco in the 1870s, to create a lasting legacy of open space.

Mount Diablo Audubon Society encourages the City Council to imagine what the community can look like in 100 years with a vast regional park. Contrast this vision with more expansive development and the resulting suburban problems that such development has and would create. Indeed, Concord can become the crown-jewel of the East Bay.

This beautiful park would be a short walk or bike ride away for local citizens, and it would constitute a vast open area for active and passive enjoyment. With the North Concord BART Station as a staging point, citizens from throughout the region could easily get away from the crowds in Concord's glorious park. Even Golden Gate Park cannot boast of this wonderful mass transit access.

Lastly, continued traffic jams caused by rapid growth are of major concern to the citizens that live in Concord and Central Contra Costa County. By officially converting the entirety of the Naval Weapons Station public lands to a public

park, the City Council will set an inspired example for other communities and will provide local public benefits for generations to come. And this course will not increase traffic on the regional roads and highways, or increase burdens on other public utilities.

We encourage the citizens of Concord to embrace this vision for their community and the future of all of its citizens.

Mount Diablo Audubon Society Proposes an Alternative to the Proposed Plan – the Sustainable Community Alternative.

The Sustainable Community Alternative allows for limited growth, new local employment jobs, higher density infill residential and retail opportunities, and a plan for improving local services and the quality of life for current residents. A critical element of the Sustainable Community Alternative is the creation of Concord's own "Golden Gate Park" on all the public lands currently operated by the Navy.

The Sustainable Community Alternative will allow for moderate, focused growth while improving the quality of life for local citizens.

The Sustainable Community Alternative (Alternative) should at a minimum include the following key elements:

1. The Alternative will designate all of the public lands currently used by the Navy as open space for public recreation, as part of a vast park like the Golden Gate Park, a place worthy of permanent protection and sustainable stewardship.
2. With global oil prices forecasted to increase exponentially, the Alternative will anticipate these rising costs in defining how citizens will get to and from work, soccer games and shopping with limited or no driving.
3. Like other military transfers of public lands, **the Alternative will reflect the funding and clean-up, by the Navy, of any potential toxic waste or public safety problems.** Our local congressional leaders should hold the Navy to the same standards imposed on private companies that have a history of land use that creates toxic waste problems.
4. The Alternative will reflect the permanent protection of all of the current wetland and open space areas within Concord's sphere of influence to the north and northeast. For a number of years, Mount Diablo Audubon Society has planned for this area to remain protected. The area is critical to improving the health of the Delta. Open Space will be managed in a way that provides for aesthetic enjoyment, minimizes cumulative impacts to the natural ecosystems and conflicts between users, considers user safety, provides for a quality passive recreation experience, and protects natural areas. Weighing of potential benefits and impacts of proposed

management actions will include consideration of the long-term viability and health of natural ecosystems.

5. The Alternative will establish and protect a large riparian corridor for Mount Diablo Creek and its major tributaries, with limited flood control, enhanced habitat conditions, and access for salmon and other native fish and wildlife species. The corridor will preserve land for passive recreation use including; biking, hiking, and horseback riding trails along its full length. It will protect the local ecology, allow safe multiple-use, and encourage use by citizens of all ages and physical abilities. Open space should be maintained and enhanced as a community resource both for nature and for people through actions taken to protect and ensure that natural values and functions are sustained. Through careful balance and integration of activities, this special place can be enjoyed by citizens for a variety of compatible recreational and educational pursuits. This place will continue to be a source of inspiration, natural wonder, renewal and educational benefit for the community.
6. The Alternative, as a primary and short-term goal, will **Bring Back the Elk**. The elk will remind future generations of our connection to the land and our history in the pre-gold rush years, when the vast delta marshes of northern Contra Costa County and the surrounding foothills were the natural home for large herds of these wonderful animals. It was premature for the Navy and State Fish and Game to have recently removed the local herd without public comment or compliance with CEQA.
7. The Alternative will outline how the City will improve public walkways for safer pedestrian and bike traffic on existing critical streets like Concord Blvd, Monument Blvd., and Clayton Road.
8. The Alternative will focus new redevelopment near the Concord BART station similar to the densities in Walnut Creek (3-4 story residential units with ground level commercial/retail). It will look to create a number of "neighborhood communities" around key intersections or shopping centers like El Monte, Monument and Oak Grove, Ygnacio and Oak Grove and Sun Terrace.
9. The Alternative will limit the east west volume of traffic on the "Bailey Road Parkway" for safe park access and local traffic convenience. Bailey Road should not become another Ygnacio Valley "highway."

The primary goal of the Sustainable Communities Alternative should be to accomplish a significant number of community improvements without large-scale population growth. By using infill and redevelopment within the existing core development areas, the Alternative will provide the citizens of Concord with more value for their tax dollars and an improvement in their quality of life. By saving these public lands from development as private estates and subdivisions, we ensure their survival as wildlife habitat, public recreation areas, and places that enrich and restore the human spirit — now and for future generations

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The General Plan does not have to create growth on public lands. Instead, it can improve business opportunities and the quality of life of citizens within the current development boundaries.

We are therefore formally requesting that Concord abandon its current plans for adding 50,000 more people on lands outside of its present city limits. We request that a less expansive and more beneficial "Sustainable Community Alternative" be fully defined, evaluated, and compared with any other alternatives.

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Sincerely,

Jimm Edgar
President
(925) 934 1334

RECEIVED

JUL 06 2006

PLANNING



mt.
Phillip Woods

Mount Diablo Audubon Society

P.O. Box 53, Walnut Creek, CA 94597-0053

www.diabloaudubon.com/index.php

cc.
Mayor
Council
Katie
Liz
Mike



Robertson
3731 Walnut Ave
Concord CA 94519

+ Concord for 52 years (685-4690)

RECEIVED

JUL 05 2006

CITY MGR'S. OFFICE

To: The Honorable Mayor, City Council, Planning Commission, City of Concord
Staff and Citizens of Concord

Re: Mount Diablo Audubon Society Comments on Concord 2030 General Plan and Draft EIR

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The Addition of 50,000 People to Concord by Expanding Into the Public Lands is a Flawed Proposal

The Proposed General Plan is critically flawed because it does not evaluate the long-term impact and costs of proposed new development. The Plan incorrectly states that expansive growth (mostly in the Naval Weapons Station public lands) will result in "a modern and vibrant urban place, infused with a sense of its heritage...an ideal place to live, work and play."

To the contrary, the Proposed General Plan would significantly reduce the quality of life for the current and future citizens of our community. Important habitat for plants and birds would be irretrievably lost. The Plan would lead to reduced police and public services, a reduction in quality education, a shift in business away from the downtown core, poorer air quality, a loss of large open space areas to the east of the city, and a large increase in traffic on its major streets. Not exactly the "ideal place to live, work and play."

Contrast that vision with our proposed vision, where citizens will be encouraged to go to their park to walk, hike and bike. They will use public, pedestrian-friendly transportation corridors to move from one part of the City to another. Townhouses and condominiums will be located closer to the downtown, where small retail and commercial businesses can thrive.

Further, we do not see any credible analysis in the proposed Plan of how Concord will fund, without raising taxes or reducing public service levels, all of the needed services for the new growth outlined in this Plan. And to an earlier point, any General Plan that does not consider the significant impact on future land use due to escalating gasoline costs is based on faulty assumptions.

The General Plan and EIR should define, as a Base Case, how Concord will improve on the following Community Goals before they expand into new areas of growth:

1. Improve Police Services and reduce crime
2. Maintain current Public School infrastructure while decreasing teacher to pupil ratios.
3. Improve and increase public walkways for safer pedestrian and bike traffic on critical streets like Concord and Monument Boulevards, and Clayton Road.
4. Maintain or reduce existing traffic levels.
5. Improve medical response times for the majority of citizens (to less than 4 min for 95% of the population during commute hours).
6. Maintain and improve local street infrastructure (including the development of all right-of-ways either to improve traffic flow or improve pedestrian access and safety).
7. Increase the number of locally-employed workers (both workers and jobs located inside the City limits).

8. Focus new redevelopment in areas near the Concord BART Station, similar to the densities in Walnut Creek (3-4 story residential units with ground level commercial/retail).

The General Plan does not have to create growth on public lands. Instead, it can improve business opportunities and the quality of life of citizens within the current development boundaries.

We are therefore formally requesting that Concord abandon its current plans for adding 50,000 more people on lands outside of its present city limits. We request that a less expansive and more beneficial "Sustainable Community Alternative" be fully defined, evaluated, and compared with any other alternatives.

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Sincerely,

Jimm Edgar
President
(925) 934 1334



City of Pittsburg

Planning Department
Civic Center - 65 Civic Avenue, Pittsburg, CA 94565

Telephone: (925) 252-4920 • FAX: (925) 252-4814

July 21, 2006

Phillip Woods, Principal Planner
City of Concord, Planning Division
1950 Parkside Drive, MS/53
Concord, CA 94519

RE: Concord 2030 Refocused General Plan and Zoning Ordinance Update and EIR Notice of Preparation

Dear Mr. Woods:

Thank-you for the opportunity to comment on what issues should be included in the Draft EIR (DEIR) to be prepared for the Concord 2030 Refocused General Plan Update and Zoning Ordinance. The City of Pittsburg has the following specific comments related to the refocused General Plan and related DEIR.

1. The new EIR on the refocused general plan should include an analysis of the traffic related impacts of the proposed General Plan on State Route 4 and surrounding arterial routes of regional significance, including impacts to Kirker Pass Road, Bailey Road and Willow Pass Road. The EIR should also include an analysis of traffic impacts on adjoining communities.
2. Transplan, the East Contra Costa Regional Fee and Finance Authority and the City of Pittsburg are planning to extend West Leland Road to the west to connect with Avila Road, which in turn connects to Willow Pass Road in the City of Concord. The roadway extension project is included in the CCTA's 2004 Update to the Contra Costa Countywide Comprehensive Transportation Plan. This future extension should be acknowledge and considered in the refocused General Plan Update and the DEIR's traffic analysis.
3. The Buchanan Road Bypass project is included in CCTA's 2004 Update to the Contra Costa Countywide Comprehensive Transportation Plan and should be considered in the DEIR. The Bypass project is currently being developed by the City of Pittsburg, acting as lead agency for the East Contra Costa Regional Fee and Finance Authority. A program EIR was completed in 1993, and selection of a preferred alignment of the Bypass project is currently

being developed, including detailed environmental studies and geometric approval drawings by the City's consultant, RBF Consulting.

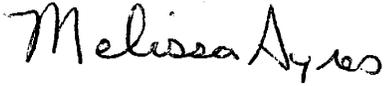
4. Previous General Plan Figure 3.3-1, "Existing Roadway System," incorrectly showed Willow Pass Road, north of Landana Drive, as a 4-lane Street (existing 2-lane), and Kirker Pass Road, east of Clearbrook Drive as a 2-lane Street (existing 4-lane). The model should be checked to verify these existing link capacities.
5. Senator Tom Torlakson has proposed legislature to support the creation of the California Delta Trail, a bike and pedestrian trail system that will connect the Delta region and provide the type of recreational access that Delta Protection Commission surveys show is needed. It is an opportunity to connect our major trail systems, planned and existing in Contra Costa County – including the DeAnza Trail, the Marsh Creek Trail, the Iron Horse Trail, and the municipal trails in Antioch, Bay Point, Bethel Island, Concord, Martinez, Oakley and Pittsburg. The California Delta Trail has a proposed alignment that runs through the north end of the CNWS. This proposed trail should ideally be mentioned and its alignment shown in the Refocused General Plan and DEIR along with any impacts the CNWS development would have on it.
6. The previous draft General Plan showed an expansion of Concord's planning area to include privately owned land east of the Concord Naval Weapon's station (west of Bailey Road) and that land is designated in the Concord General Plan and Rural Conservation. The Concord Refocused General Plan and related DEIR should acknowledge that the area is also within the City of Pittsburg's General Plan planning area and that much of the area identified as Rural Conservation west of Bailey Road is designated in the Pittsburg General Plan for Low Density Residential development at 3 du/ac. The Concord Refocused General Plan and related DEIR should also acknowledge that the citizens of Pittsburg, through a voter initiative approved the November 2005, rezoned that land for a combination of Open Space and Hillside Planned Development, and further, the Pittsburg voters approved an urban limit line, which brought that area inside its urban limit line.

Rural Conservation designation are best reserved for publicly owned and managed land, which will remain in a natural state in perpetuity, which is not the case here. If Concord desires to create a rural conservation easement along its eastern borders, it may be more meaningful and viable if the conservation easement is planned within the Naval Weapons Station itself, which Concord elected officials will have land use control decisions over.

City of Concord
Refocused General Plan Update and Related EIR
July 21, 2006
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If you have any questions or would like to discuss these comments, please contact me at (925) 252-6933, or Paul Reinders (Pittsburg Traffic Engineer) at (925) 252-4822.

Sincerely,

A handwritten signature in cursive script that reads "Melissa Ayres".

Melissa Ayres
Planning Department Director

cc: Marc Grisham, City Manager
Joe Sbranti, City Engineer
Paul Reinders, Senior Civil Engineer

California Native Plant Society

East Bay Chapter
P O Box 5597, Elmwood Station
Berkeley, CA 94705

July 26, 2006

Phillip Woods, Principal Planner
Planning Division
1950 Parkside Drive, MS/53
Building D, Permit Center
Concord, CA 94519

RE: Comments on the new Notice of Preparation for the City of Concord General Plan (CCGP) 2030

Dear Mr. Woods:

Thank you for allowing us to participate in the General Plan process for the City of Concord. The following are comments of the California Native Plant Society, East Bay Chapter (CNPS), on the Notice of Preparation (NOP) for the City of Concord's General Plan (CCGP) - 2030.

The California Native Plant Society is a non-profit organization of more than 10,000 laypersons, professional botanists, and academics organized into 32 chapters throughout California. The Society's mission is to increase the understanding and appreciation of California's native plants and to preserve them in their natural habitat through scientific activities, education, and conservation. Fifty-four of our 1,165 East Bay CNPS members live in the Concord area, and an even greater number use the Lime Ridge open space and other parks within the city for recreation.

Our goal for participating in the NOP process is to assist the City of Concord in making appropriately sustainable decisions regarding future development, paying particular attention to potential land-use outcomes of the Concord Naval Weapons Station (CNWS). Our objective is to present suggestions and ask questions that will produce answers and ideas maximizing both environmental compliance and sustainable development.

The CNWS will comprise about 25% of the City's new land once it is fully transferred to the City of Concord. CNPS would like the City to continue in the development of a sustainable, community-driven plan for the redevelopment of the CNWS. As the City focuses efforts for this CCGP update on all areas outside of the CNWS, we hope that the development and preservation of CNWS will be considered in urban redevelopment projects. Some positive aspects of this process may include:

- The development of more infill areas already within the City Urban Limit Line (ULL), therefore allowing more flexibility for the CNWS planning process.



Dedicated to the preservation of California native flora

California Native Plant Society

- Zoning the CNWS as open space, allowing for a more complete DEIR for the CCGP, rather than simply leaving this vast area a “special planning zone”.
- Make a commitment to developing previously developed and impacted landscapes preferentially over land that still has the capacity to become biologically and socially valuable open space.
- Make a commitment to improving habitat for and around special status species such as the Diablo Helianthella (*Helianthella castanea*) near Lime Ridge Open Space and the southern City boundary and the northwestern Pond Turtle (*Clemmys marmorata marmorata*) at Newhall Community Park, by leaving habitat as open space (or “natural areas” parklands).
- Considering how areas near the edge of the CNWS may be developed under different scenarios ranging from no development in the CNWS, to development of 100% of the CNWS along the existing ULL.
- Begin biological, cultural, and natural resource surveys in the CNWS area, as allowed if zoned “open space”, therefore better preparing the city for ensuing questions concerning this relatively unknown landscape.
- Supporting the protection of Concord’s important viewsheds by considering entering into agreements with Pittsburg and Walnut Creek, discouraging development projects on ridgelines, in riparian areas, and other potential areas that may affect the City of Concord’s goals as a city.
- Consider removing the entire tidal portion of the CNWS from the City’s sphere of influence that is currently owned and managed by the Department of Defense.

We look forward to supporting Concord’s goals in becoming a world class city through the successful and sustainable redevelopment of the CNWS. The CCGP is an important first step in making this a reality.

Thank you for the opportunity to participate in this important proceeding and helping Concord maintain its commitment to environmentally conscious development. We look forward to being active participants in the EIR process. If you have any questions, please contact me at (510) 734-0335 or conservation@ebcnps.org.

Sincerely,

Lech Naumovich
Conservation Analyst
California Native Plant Society
East Bay Chapter



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Appendix C: Description of Map Units

DESCRIPTION OF MAP UNITS

- af* **Artificial Fill (Historic).** Man made deposit of various materials and ages. Some are compacted and quite firm, but fills made before 1965 are nearly everywhere not compacted and consist simply of dumped materials.
- alf* **Artificial Levee Fill (Historic).** Man made deposit of various materials and ages, forming artificial levees as much as 20 feet (6.5 meters) high. Some are compacted and quite firm, but fills made before 1965 are almost everywhere not compacted and consist simply of dumped materials. The distribution of levee fill conforms to levees shown on the most recent U.S. Geological Survey 7.5 minute quadrangle maps.
- Qhasc* **Artificial Stream Channels (Historic).** Modified stream channels, usually where streams have been straightened and realigned, but also including those channels in the San Joaquin Valley and delta that are confined within artificial dikes and levees.
- Qhbm* **Bay Mud (Holocene).** Water saturated estuarine mud, predominantly gray, green and blue clay and silty clay underlying marshlands and tidal mud flats of San Francisco Bay and Carquinez Strait. The upper surface is covered with cordgrass (*Spartina* sp.) and pickleweed (*Salicornia* sp.). The mud also contains a few lenses of well-sorted, fine sand and silt, a few shelly layers (oysters), and peat. The mud interfingers with and grades into fine-grained deposits at the distal edge of Holocene fans, and was deposited during the post-Wisconsin rise in sea-level, about 12 ka to present (Imbrie and others, 1984). Estimated thickness: 0-40 m. In places it rests unconformably on bedrock.
- Qhaf* **Alluvial Fan and Fluvial Deposits (Holocene).** Alluvial fan deposits are brown or tan, medium dense to dense, gravely sand or sandy gravel that generally grades upward, to sandy or silty clay. Near the distal fan edges, the fluvial deposits are typically brown, never reddish, medium dense sand that fines upward to sandy or silty clay. The best developed Holocene alluvial fans in Contra Costa County are on the Richmond Bay Plain and the fans of Sand and Deer Creeks in the Brentwood Area. All other alluvial fans and fluvial deposits are confined to narrow valley floors. Several Holocene fans along the south shore of the Carquinez Strait have bulbous surface morphology, are short, overlap older Pleistocene surfaces, and may be debris flows.
- Qhb* **Basin Deposits (Holocene).** Very fine silty clay to clay deposits occupying flat-floored basins at the distal edge of alluvial fans adjacent to the bay mud (*Qhbm*).
- Qhbr* **Beach Ridge Deposits (Holocene).** Long narrow ridge of probably well-sorted sand inferred from 1939 imagery. Observed between Emeryville and Berkeley, these deposits are now beneath the Interstate 80 roadbed.
- Qhfp* **Floodplain deposits (Holocene).** Medium to dark gray, dense, sandy to silty clay. Lenses of coarser material (silt, sand, and pebbles) may be locally present. Flood plain deposits usually occur between levee deposits (*Qhl*) and basin deposits (*Qhb*),

- Qhsc* **Stream Channel Deposits (Holocene).** Poorly to well-sorted sand, silt, silty sand, or sandy gravel with minor cobbles. Cobbles are more common in the mountainous valleys. Many stream channels are presently lined with concrete or rip rap. Engineering works such as diversion dams, drop structures, energy dissipaters and percolation ponds also modify the original channel. Many stream channels have been straightened, and these are labeled Qhsc. This straightening is especially prevalent in the lower reaches of streams entering the estuary. The mapped distribution of stream channel deposits is controlled by the depiction of major creeks on the most recent U.S. Geological Survey 7.5 minute quadrangles. Only those deposits related to major creeks are mapped. In some places these deposits are under shallow water for some or all of the year, as a result of reservoir release and annual variation in rainfall.
- Qls* **Landslide Deposits (Pleistocene and/or Holocene).** Poorly sorted clay, silt, sand, and gravel. Only a few very large landslides have been mapped. For a more complete map of landslide deposits, see Nilsen and others (1979).
- Qpaf* **Alluvial Fans and Fluvial Deposits (Pleistocene).** Brown dense gravelly and clayey sand or clayey gravel that fines upward to sandy clay. These deposits display various sorting and are located along most stream channels in the county. All Qpaf deposits can be related to modern stream courses. They are distinguished from younger alluvial fans and fluvial deposits by higher topographic position, greater degree of dissection, and stronger soil profile development. They are less permeable than Holocene deposits, and locally contain fresh water mollusks and extinct late Pleistocene vertebrate fossils. They are overlain by Holocene deposits on lower parts of the alluvial plain, and incised by channels that are partly filled with Holocene alluvium on higher parts of the alluvial plain. Maximum thickness is unknown but at least 50 m.
- Qtu* **Undifferentiated Continental Gravels (Plio-Pleistocene).** Semi-consolidated to unconsolidated poorly sorted gravel, sand, silt and clay distributed in isolated patches throughout the country. These deposits are unrelated to modern drainages, and are most abundant in the Walnut Creek-Concord Valley and in patches that appear to represent an ancestral drainage emanating from the north face of Mt. Diablo flowing northwesterly down the Clayton-Concord valley, finally entering Carquinez Strait just west of the Concord Naval Weapons Depot. Their main distinction is not being related to modern drainage or Pleistocene drainage. Thickness varies but most outcrop areas exceed 50 m. No soil profile development is preserved at most localities due to erosion. These deposits probably represent the late Cenozoic uplift of the Coast Range.

**Appendix D: Special Status Species
Considered in the Evaluation of the
Concord General Plan Update EIR**

SPECIES LISTED OR PROPOSED FOR LISTING

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Invertebrates		
Lange's metalmark butterfly <i>Apodemia mormo langei</i>	FE/--	Stabilized dunes, primary host plant is <i>Eriogonum nudum</i> var. <i>auriculatum</i>
Longhorn fairy shrimp <i>Branchinecta longiantenna</i> Critical habitat designated	FE/--	Endemic to small, rain-filled grassland pools of the Central Valley
Vernal pool fairy shrimp <i>Branchinecta lynchi</i> Critical habitat designated	FT/--	Grassland vernal pools
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	FT/--	Occurs only in the California Central Valley in association with blue elderberry (<i>Sambucus mexicana</i>); eggs laid in 1" plus diameter elderberry trees with a preference shown for "stressed" plants
Bay checkerspot butterfly <i>Euphydryas editha bayensis</i>	FT/--	Serpentine bunchgrass grassland with healthy populations of larval host, <i>Plantago erecta</i>
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	FE/--	Vernal pools
Callippe silverspot butterfly <i>Speyeria callippe callippe</i>	FE/--	Found in native grasslands with <i>Viola pedunculata</i> as larval food plant
Fish		
Green sturgeon <i>Acipenser medirostris</i>	FPT/--	Estuaries, lower reaches of large rivers, and salt or brackish water off river mouths. Ascends far up Trinity and Klamath rivers, CA.
Tidewater goby <i>Eucyclogobius newberryi</i>	FE/CSC	Shallow waters of bays and estuaries, in lower stream reaches
Delta smelt <i>Hypomesus transpacificus</i> Critical Habitat designated	FT/CT	Restricted to the Sacramento-San Joaquin Delta, including Suisun and San Pablo Bays and the Carquinez Strait.
Steelhead – Central California Coast ESU <i>Oncorhynchus mykiss irideus</i> Critical Habitat proposed	FT/CSC	Unblocked Bay Area and coastal rivers and streams
Steelhead-Central Valley ESU <i>Oncorhynchus mykiss</i> Critical Habitat proposed	FT/--	Spawn in the Sacramento and San Joaquin Rivers and their tributaries, migrate through San Francisco and Suisun Bays, as well as the Delta region
Chinook salmon—Central Valley spring-run <i>Oncorhynchus tshawytscha</i> Critical Habitat proposed	FT/CT	Spawning and rearing restricted to Sacramento River basin, migrate through San Francisco Bay and Sacramento-SanJoaquin Delta
Chinook salmon—Central Valley fall/late fall-run <i>Oncorhynchus tshawytscha</i> Critical Habitat proposed	FC/CSC	Spawning and rearing restricted to Sacramento River basin, migrate through San Francisco Bay and Sacramento-SanJoaquin Delta, require clean, cold water and gravel beds for spawning

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Chinook salmon—winter run <i>Oncorhynchus tshawytscha</i> Critical Habitat designated	FE/CE	Spawning restricted to the Sacramento River. Requires clean, cold water with gravel beds.
Amphibians		
California tiger salamander <i>Ambystoma californiense</i> Critical Habitat proposed	FT/CSC	Seasonal freshwater ponds with little or no emergent vegetation. Utilizes mammal burrows in upland habitat for aestivation during the dry season.
California red-legged frog <i>Rana aurora draytonii</i> Critical Habitat proposed	FT/CSC	Breed in stock ponds, pools, and slow-moving streams with emergent vegetation for escape cover and egg attachment. Where water is seasonal often utilizes mammal burrows in upland habitat for aestivation
Reptiles		
Alameda whipsnake <i>Masticophis lateralis euryxanthus</i>	FT/CT	Preferred habitat a mosaic of open coastal scrub or chaparral and grassland with rocky outcrops
Giant garter snake <i>Thamnophis gigas</i>	FT/CT	Freshwater marsh and slow streams
Birds		
Swainson's hawk <i>Buteo swainsoni</i>	FSC/CT	Breeds in riparian areas and oak savannah, requires adjacent foraging habitat such as grasslands or fields supporting rodent populations
Bald eagle <i>Haliaeetus leucocephalus</i>	FT/CE	Nests and forages on inland lakes, reservoirs, and rivers; winter foraging at lakes and along major rivers.
California black rail <i>Laterallus jamaicensis coturniculus</i>	FSC/CT	Nests and forages in tidal emergent wetland with pickleweed and cordgrass
California clapper rail <i>Rallus longirostris obsoletus</i>	FE/CE	Nests and forages in emergent wetlands with pickleweed, cordgrass, and bulrush
California least tern <i>Sterna antillarum browni</i>	FE/CE	Colonial breeder on bare or sparsely vegetated flat substrates including sand beaches, alkali flats, land fills, or paved areas
Mammals		
Salt marsh harvest mouse <i>Reithrodontomys raviventris</i>	FE/CE	Saline emergent marsh with dense pickleweed
San Joaquin kit fox <i>Vulpes macrotis mutica</i>	FE/CT	Annual grasslands or open scrublands with loose textures soils for burrowing and suitable prey base
Plants		
Large-flowered fiddleneck <i>Amsinckia grandiflora</i>	FE/CE/List 1B	Cismontane woodland, valley and foothill grassland
Pallid manzanita <i>Arctostaphylos pallida</i>	FT/CE/List 1B	Occurs on siliceous shale or thin chert in broadleafed upland forest, chaparral, cismontane woodland, coastal scrub
Soft bird's beak <i>Cordylanthus mollis</i> ssp. <i>mollis</i>	FE/CR/List 1B	Coastal salt marsh
Mt. Diablo bird's beak <i>Cordylanthus nidularis</i>	FSC/CR/List 1B	Grassy or rocky areas within serpentine chaparral

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Delta button celery <i>Eryngium racemosum</i>	--/CE/IB	Riparian scrub, in vernal wet clay depressions
Contra Costa wallflower <i>Erysimum capitatum</i> ssp. <i>angustatum</i> Critical Habitat designated	FE/CE/List IB	Inland, stabilized dunes of sand and clay
Santa Cruz tarplant <i>Holocarpha macradenia</i> Critical Habitat designated	FT/CE/List IB	Coastal scrub, coastal sand dunes, openings in oak woodlands with sandy or gravelly soil
Contra Costa goldfields <i>Lasthenia conjugens</i>	FE/--/List IB	Moist grasslands, vernal pools, cismontane woodlands, alkaline playas
Mason's lilaeopsis <i>Lilaeopsis masonii</i>	FSC/CR/List IB	Brackish or freshwater marshes and swamps, riparian scrub
Antioch dunes evening primrose <i>Oenothera deltoides</i> ssp. <i>howellii</i> Critical Habitat designated	FE/CE/List IB	Interior dunes and river bluffs
Rock sanicle <i>Sanicula saxatilis</i>	FSC/CR/List IB	Rocky areas in valley and foothill grassland, broadleaved upland forest, chaparral

FEDERAL OR STATE SPECIES OF SPECIAL CONCERN

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Invertebrates		
Ciervo aegialian scarab beetle <i>Aegialia concinna</i>	FSC/--	Lives only in loose sands (i.e. sand dunes); associated with Delta and inland dune systems and sandy substrates. Distribution: four localities in Contra Costa, Fresno, San Benito, and San Joaquin counties.
Antioch Dunes anthicid beetle <i>Anthicus antiochensis</i>	FSC/--	Sandy beach habitat within a few hundred yards of water.
Sacramento anthicid beetle <i>Anthicus sacramento</i>	FSC/--	Well-developed riparian habitat.
Midvalley fairy shrimp <i>Branchinecta mesoallensis</i>	FSC/--	Vernal pools in Sacramento, Solano, Merced, Madera, San Joaquin, Fresno, and Contra Costa Counties.
San Joaquin dune beetle <i>Coelus gracilis</i>	FSC/--	Inhabits fossil dunes and sites with other sandy substrates along the western edge of the San Joaquin valley
Monarch butterfly <i>Danaus plexippus</i>	--/*	Winter in California. Roost in wind protected eucalyptus, Monterey pine, and cypress groves, with water and nectar sources nearby.
Antioch cophuran robberfly <i>Cophura hurdi</i>	FSC/--	Antioch dunes
Antioch efferian robberfly <i>Efferia antiochi</i>	FSC/--	Known only from Contra Costa County (Antioch) and Fresno County (Fresno).
Bridge's coast range shoulderband <i>Helminthoglypta nickliniana bridgesi</i>	FSC/--	Found in tall grasses and weeds on open grassy hillsides

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Ricksecker's water scavenger beetle <i>Hydrochara rickseckeri</i>	FSC/--	Aquatic
Curved-foot hygrotus diving beetle <i>Hygrotus curvipes</i>	FSC/--	Found in vernal pools and alkali flats
Middlekauf's shieldback katydid <i>Idiostatus middlekaufi</i>	FSC/--	Antioch Dunes
Fish		
Sacramento perch <i>Archoplites interruptus</i>	FSC/CSC	Slow moving sloughs, streams, rivers, and lakes
River lamprey <i>Lampetra ayresi</i>	FSC/--	Pacific Ocean and estuaries; spawning in coastal streams from Alaska to San Francisco Bay
Pacific lamprey <i>Lampetra tridentata</i>	FSC/--	Pacific Ocean and estuaries; spawning in coastal streams from Alaska to Baja California
Sacramento splittail <i>Pogonichthys macrolepidotus</i>	FSC/CSC	Slow moving rivers, dead end sloughs, require flooded vegetation for spawning and foraging for young
Longfin smelt <i>Spirinchus thaleichthys</i>	FSC/--	Nearshore; bays and estuaries. Ascends coastal streams from October to December to spawn.
Amphibians		
Foothill yellow-legged frog <i>Rana boylei</i>	FSC/CSC	Partly shaded streams with riffles and quiet pools absent of predatory fish
Western spadefoot toad <i>Spea hammondi</i>	FSC/CSC	Floodplains and grassland pools
Reptiles		
Silvery legless lizard <i>Aniella pulchra pulchra</i>	FSC/--	Sandy or loose loamy soils in areas with sparse vegetation
Northwestern pond turtle <i>Emys (=Clemmys) marmorata marmorata</i>	FSC/CSC	Freshwater ponds and slow streams, marshes, rivers, and irrigation ditches with upland sandy soils for laying eggs
San Joaquin coachwhip <i>Masticophis flagellum ruddocki</i>	FSC/CSC	Open dry vegetative associations with little or no tree cover; occurs in valley grassland and saltbush scrub in western San Joaquin Valley.
California horned lizard <i>Phrynosoma coronatum frontale</i>	FSC/CSC	Patchy open areas with sandy soils
Birds		
Cooper's hawk <i>Accipiter cooperi</i>	--/CSC	Nests in riparian growths of deciduous trees and live oak woodlands
Tricolored blackbird <i>Agelaius tricolor</i>	FSC/CSC	Riparian thickets and emergent vegetation near open water
Golden eagle <i>Aquila chrysaetos</i>	CSC/3511	Open hills with grassland, open scrub, adequate prey base, large trees or cliffs for nesting

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Short-eared owl <i>Asio flammeus</i>	--/CSC	Fresh water and salt marshes and swamps, lowland meadows, irrigated fields
Western burrowing owl <i>Athene cunicularia hypugea</i>	FSC/CSC	Nests in mammal burrows in open, sloping grasslands
Aleutian Canada goose <i>Branta canadensis leucopareia</i>	Delisted	Winters in marshes, meadows, and on small islands
Ferruginous hawk <i>Buteo regalis</i>	FSC/CSC	Dry open country with a variety of habitats
Costa's hummingbird <i>Calypte costae</i>	FSC/--	Dry chaparral, desert washes
Lawrence's goldfinch <i>Carduelis lawrencei</i>	FSC/--	Dry grassy slopes and chaparral
Vaux's swift <i>Chaetura vauxi</i>	FSC/--	Riparian woodlands and woodlands near lakes
Mountain plover <i>Charadrius montanus</i>	FSC/CSC	Winters in areas with short-grassed or plowed fields with bare ground and flat topography. Prefer grazed areas and those with burrowing rodents.
Northern harrier <i>Circus cyaneus</i>	--/CSC	Mostly nests in emergent vegetation, wet meadows or near rivers and lakes, but may nest in grasslands away from water.
White-tailed kite <i>Elanus leucurus</i>	--/3511	Nests near wet meadows and open grasslands dense oak, willow or other large tree stands.
Snowy egret <i>Egretta thula</i>	--/*	Marshes, tidal flats, lakes, streams
Little willow flycatcher <i>Empidonax traillii brewsteri</i>	FSC/CSC	Willow riparian habitat, dry, brushy upland pastures, orchards
California horned lark <i>Eremophila alpestris actia</i>	--/CSC	Short grass prairie, fallow grain fields, open areas with short vegetation
American peregrine falcon <i>Falco peregrinus anatum</i>	Delisted	Nests near wetlands, lakes, rivers, or other water on cliffs, banks, human structures
Saltmarsh common yellowthroat <i>Geothlypis trichas sinuosa</i>	FSC/CSC	Saline and freshwater marshes
Loggerhead shrike <i>Lanius ludovicianus</i>	FSC/CSC	Nests in shrublands and forages in open grasslands
Lewis's woodpecker <i>Melanerpes lewis</i>	FSC/--	Open woodlands in interior foothills and valleys
Suisun song sparrow <i>Melospiza melodia maxillaris</i>	FSC/CSC	Brackish water marshes and sloughs with cattails, tules, and pickleweed
San Pablo song sparrow <i>Melospiza melodia samuelis</i>	FSC/CSC	Tidal sloughs in salt marshes with pickleweed, restricted to north side of San Francisco Bay and Suisun Bay
Long-billed curlew <i>Numenius americanus</i>	FSC/--	Lake beaches, nests in both dry and wet uplands

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Black-crowned night heron <i>Nycticorax nycticorax</i>	--/*	Lake margins, mud bordered bays, marshy areas
White-faced ibis <i>Pelagadis chihi</i>	FSC/--	Marshes, swamps, ponds, and rivers; mostly freshwater habitats.
Rufous hummingbird <i>Selasphorus rufus</i>	FSC/--	Coniferous forest, thickets, and brushy slopes; foraging adjacent meadows.
Allen's hummingbird <i>Selasphorus sasin</i>	FSC/--	Chapparral, thickets, brushy slopes, open coniferous forest.
Caspian tern <i>Sterna caspia</i>	--/*	Inland fresh water lakes and marshes, brackish or salt waters of estuaries and bays
California thrasher <i>Toxostoma redivivum</i>	FSC/--	Chaparral covered foothills and brushy parklands where there is open ground under a dense shrub layer ⁴⁵
Mammals		
Townsend's western big-eared bat <i>Corynorhinus townsendi townsendii</i>	FSC/CSC	The distribution of this bat is correlated largely with rocky situations where caves or abandoned mine tunnels are available. They do not to utilize crevices in such sites, and may occasionally inhabit old buildings.
Berkeley kangaroo rat <i>Dipodomys heermanni berkeleyensis</i>	FSC/--	Open grasslands and open spaces in chaparral with fine, deep, weeldrained soil for burrowing
Greater western mastiff bat <i>Eumops perotis californicus</i>	FSC/CSC	Open arid to semi-arid habitats, including woodlands, coastal scrub, chaparral, and grasslands. Roosts in trees, cliffs, dwellings
San Pablo vole <i>Microtus californicus sanpabloensis</i>	--/CSC	Salt-marshes
Small-footed myotis <i>Myotis ciliolabrum</i>	FSC/--	Brush, woodland, and forest habitats, prefers coniferous habitat types. Nursery colonies in buildings, crevices, spaces under tree bark, and snags.
Long-eared myotis <i>Myotis evotis</i>	FSC/--	Most common in woodland and forest habitats above 4000 feet. Use trees and caves for roosting, hollow trees or spaces under tree bark for nursery colonies.
Fringed myotis <i>Myotis thysanodes</i>	FSC/--	A wide variety of habitats. Optimal habitats are valley-foothill hardwood and hardwood-conifer types. Uses caves, buildings, or crevices for roosting and nursery colonies.
Long-legged myotis <i>Myotis volans</i>	FSC/--	Most common in woodland and forest habitats above 4000 feet. Use trees and caves for roosting, hollow trees or spaces under tree bark for nursery colonies.
Yuma myotis <i>Myotis yumanensis</i>	FSC/--	Optimal habitat is open forests or woodlands with sources of water and flying insects. Nursery colonies in caves, buildings, or crevices.
San Francisco dusky-footed woodrat <i>Neotoma fuscipes annectens</i>	FSC/CSC	Hardwood forests and scrub communities
San Joaquin pocket mouse <i>Perognathus inornatus inornatus</i>	FSC/--	Grasslands and blue oak savanna with friable soils

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Suisun shrew <i>Sorex ornatus sinuosus</i>	FSC/CSC	Tidal marshes, require dense low cover above the mean tide line for nesting and foraging
Salt marsh wandering shrew <i>Sorex vagrans halicoetes</i>	FSC/CSC	Salt-marshes
Plants		
Bent-flowered fiddleneck <i>Amsinckia lunaris</i>	--/--List IB	Coastal bluff scrub, cismontane woodland, valley and foothill grassland
Mt. Diablo manzanita <i>Arctostaphylos auriculata</i>	--/--List IB	On sandstone in chaparral
Contra Costa manzanita <i>Arctostaphylos manzanita</i> ssp. <i>laevigata</i>	--/--List IB	Rocky slopes in chaparral
Suisun marsh aster <i>Aster lentus</i>	FSC/--List IB	Brackish and freshwater marshes, sloughs
Alkali milk-vetch <i>Astragalus tener</i> var. <i>tener</i>	--/--List IB	Alkali flats, valley grasslands
Heartscale <i>Atriplex cordulata</i>	FSC/--List IB	Chenopod scrub, alkaline meadows, sandy soils in valley and foothill grassland
Brittlescale <i>Atriplex depressa</i>	--/--List IB	Chenopod scrub, meadows, playas, valley and foothill grassland, vernal pools, often in alkaline situations
San Joaquin spearscale <i>Atriplex joaquiniana</i>	FSC/--List IB	Alkaline soils in chenopod scrub, meadows, playas, valley and foothill grassland
Big tarplant <i>Blepharizonia plumosa</i> var. <i>plumosa</i>	--/--List IB	Sometime on serpentine soils in chaparral, cismontane woodland, valley and foothill grassland
Mt. Diablo fairy lantern <i>Calochortus pulchellus</i>	--/--List IB	Chaparral, cismontane woodland, riparian woodland, valley and foothill grassland
Butte County morning-glory <i>Calystegia atriplicifolia</i> ssp. <i>buttensis</i>	FSC/--IB	
Chaparral harebell <i>Campanula exigua</i>	--/--List IB	Rocky areas in chaparral, usually on serpentinite derived soils
Salt marsh owl's clover <i>Castilleja ambigua</i> ssp. <i>ambigua</i>	FSLC/--List IB	Salt marshes
Congdon's tarplant <i>Centromadia parryi</i> ssp. <i>congdonii</i>	FSC/CSC/List IB	Alkaline areas in valley and foothill grassland
San Francisco Bay spineflower <i>Chorizanthe cuspidata</i> var. <i>cuspidata</i>	FSC/--List IB	Coastal bluff scrub, coastal dunes, coastal prairie, on sandy soils
Franciscan thistle <i>Cirsium andrewsii</i>	--/--List IB	Mesic locales in broadleaved upland forests, coastal bluff scrub, coastal prairie, sometimes on serpentine soils
California croton <i>Croton californica</i>	FSLC/--/--	Sandy soils, dunes, and washes
Hoover's cryptantha <i>Cryptantha hooveri</i>	--/--List IB	Sandy soils in valley and foothill grassland

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Hospital Canyon larkspur <i>Delphinium californicum</i> ssp. <i>interius</i>	FSC/--/List 1B	Opening in chaparral, cismontane woodland
Western leatherwood <i>Dirca occidentalis</i>	--/--/List 1B	Broadleaved upland forests, closed-cone coniferous forests, chaparral, cismontane woodland, North coast coniferous forests, riparian forests, riparian woodland; mesic sites
Mt. Diablo buckwheat <i>Eriogonum truncatum</i>	--/--/List 1A ¹	Sandy soils in chaparral, coastal scrub, and valley and foothill grassland
Round-leaved filaree <i>Erodium macrophyllum</i>	--/--/List 2	Clay soils in cismontane woodland and valley and foothill grassland
Diamond-petaled poppy <i>Eschscholzia rhombipetala</i>	FSC/--/List 1B	Alkaline areas and clay soils in valley and foothill grassland
Fragrant fritillary <i>Fritillaria liliacea</i>	FSC/--/List 1B	Coastal scrub, valley and foothill grassland, coastal prairie; on heavy clay soils, often on ultramafic soils
Diablo helianthella <i>Helianthella castanea</i>	FSC/--/List 1B	Openings in chaparral and broadleaved upland forest
Brewer's western flax <i>Hesperolinon breweri</i>	FSC/--/List 1B	Often in rocky serpentine soils in chaparral and grasslands, also cismontane woodland
Rose-mallow <i>Hibiscus lasiocarpus</i>	--/--/List 2	Freshwater marshes and swamps, sloughs
Carquinez goldenbush <i>Isocoma arguta</i>	FSC/--/List 1B	Valley and foothill grassland, alkaline soils, flats
Northern California black walnut <i>Juglans hindsii</i>	FSC/--/List 1B	Riparian forest and woodland
Delta tule pea <i>Lathyrus jepsonii</i> var. <i>jepsonii</i>	FSC/--/List 1B	Freshwater and brackish marshes and swamps, usually on marsh and slough edges
Delta mudwort <i>Limosella subulata</i>	--/--/List 2	On mud banks in freshwater and brackish marshes and swamps, riparian scrub
Showy madia <i>Madia radiata</i>	--/--/List 1B	Often on adobe clay in cismontane woodland, valley and foothill grassland
Hall's bush mallow <i>Malacothamnus hallii</i>	--/--/List 1B	Chaparral, sometimes on serpentine soils
Oregon meconella <i>Meconella oregana</i>	FSC/--/List 1B	Coastal prairie, coastal scrub
Robust monardella <i>Monardella villosa</i> ssp. <i>globosa</i>	--/--/List 1B	Cismontane woodland, openings in chaparral
Mt. Diablo phacelia <i>Phacelia phacelioides</i>	FSC/--/List 1B	Rocky substrates in chaparral, cismontane woodland
Bearded popcorn-flower <i>Plagiobothrys hystriculus</i>	--/--/1A	Vernal pools, mesic areas in valley and foothill grassland
Slender-leaved pondweed <i>Potamogeton filiformis</i>	--/--/List 2	Shallow areas in freshwater marshes and swamps

¹ Thought to be extinct, recently rediscovered on Mt. Diablo

Common name Scientific name	Listing Status USFWS/ CDFG/CNPS	Habitat Requirements
Eel-grass pondweed <i>Potamogeton zosteriformis</i>	--/--/List 2	Freshwater swamps and marshes
Blue skullcap <i>Scutellaria lateriflora</i>	--/--/List 1B	Mesic meadows, marshes, and swamps
Rayless ragwort <i>Senecio aphanactis</i>	--/--/List 2	Alkaline flats in coastal scrub, chaparral, cismontane woodland
Pacific cordgrass <i>Spartina foliosa</i>	FSLC/--/--	Salt marshes
Most beautiful jewelflower <i>Streptanthus albidus</i> ssp. <i>peramoenus</i>	FSC/--/List 1B	Serpentine grassland, chaparral
Mt. Diablo jewelflower <i>Streptanthus hispidus</i>	FSC/--/List 1B	Talus or rocky outcrops in chaparral, valley and foothill grassland
California triquetrella moss <i>Triquetrella californica</i>	--/--/List 1B	Coast bluff scrub, coastal scrub
Caper-fruited tropidocarpum <i>Tropidocarpum capparideum</i>	FSC/--/List 1B	Alkaline hills, grasslands
Oval-leaved viburnum <i>Viburnum ellipticum</i>	--/--/List 2	Chaparral, cismontane woodland, lower montane coniferous forest.

STATUS CODES:

Federal Categories (U.S. Fish and Wildlife Service)

FE = Listed as Endangered by the Federal Government
 FT = Listed as Threatened by the Federal Government
 FPE = Proposed for Listing as Endangered
 FPT = Proposed for Listing as Threatened
 FC = Candidate for Federal Listing
 FSC = Federal Species of Concern
 FSLC = Federal Species of Local Concern
 BPA = Federal Bald Eagle Protection Act

California Native Plant Society (CNPS)

List 1A = Plants presumed extinct in California
 List 1B = Plants rare, threatened, or endangered in California and elsewhere
 List 2 = Plants rare, threatened, or endangered in CA

State Categories (California Department of Fish and Game)

CE = Listed as Endangered by the State of California
 CT = Listed as Threatened by the State of California
 CR = Listed as Rare by the State of California
 3511 = Fully Protected Species
 * = Special Animals
 CSC = California Species of Special Concern

The Nature Conservancy (TNC) – Global Heritage Program rarity ranks (for sensitive plant communities)

Threat Ranks

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Appendix E: Location of Leaking Underground Storage Tanks (LUST)

Appendix E: Location of Leaking Underground Fuel Tanks (LUFT)

All Star Gas	1791 Pine Street, Concord
Arco Foodmart & Carwash	2799 Clayton Road, Concord
Arco Independent	2490 Monument Blvd, Concord
AT & SF – Concord NVL Weapons Depot	(no address given in database)
Chevron	2001 Willow Pass Road, Concord
Chevron #9-5657	2380 Willow Pass Road, Concord
Concord City of Corporation Yard	1455 Gasoline Alley, Concord
Concord City of Equipment Maintenance	2360 Bisso Lane, Concord
Concord NWS – 5AT	Magazine Area, Concord
Concord NWS – 6LC98	15 th St, Concord
Concord NWS – 79	Kula Golf St., Concord
Concord NWS – 97A	T Street, Concord
Concord NWS – 97B,C,D	T Street, Concord
Concord NWS – A-16	White Road Tidal Area, Concord
Concord NWS – A-26	Allen Road, Concord
Concord NWS – Christenbury Pipeline/AST T-2	Christenbury RD, Concord
Concord NWS – E-104	Christenbury RD, Concord
Concord NWS – E-108	Born Road, Concord
Concord NWS – 1A-12A	Shops Area, Concord
Concord NWS – 1A-18	Pearl Ave., Concord
Concord NWS – 1A-19	L Street, Concord
Concord NWS – 1A-1B	Pearl Ave., Concord
Concord NWS – PCMSGGS TT-10-18	Main St., Concord
Concord NWS – PCMSGGS TT-19	Mereen, Concord
Concord NWS – PCMSGGS Unidentified Source	Mereen St., Concord
Concord NWS – 350	None, Concord
Concord NWS – 351	10 Delta St., Concord
Concord NWS – 395	Bldg 395 SE of Bldg 395, Concord
Concord NWS – 7SH14	None, Concord
Concord NWS – 7SH4	None, Concord
Concord NWS – 7SH5	None, Concord
Concord NWS – 83/86	Between Bldgs 83 and 86, Concord
Concord NWS – A20	NW Corner of Bldg A20, Concord
Concord NWS – A30 (A) and (B)	None, Concord
Concord NWS – 1A10	None, Concord
Concord NWS – 1A17	None, Concord
Concord NWS – 1A24A	None, Concord
Concord NWS – 1A36	None, Concord
Concord Naval Weapons Station	10 Delta St. Code 092 Bldg, Concord

Appendix E: Location of Leaking Underground Fuel Tanks (LUFT)

Concord PFC Bacciglieri Armed Forces Reserve Center	3225 Willow Pass Road, Concord
Deluxe Check Printers Inc.	2550 Stanwell Drive, Concord
Food & Liquor	3598 Willow Pass Road, Concord
Former Exxon 7-3606	605 Contra Costa Blvd, Concord
Jack's Patio Company Inc.	2225 Via de Mercados, Concord
Kilpatrick's Bakery Inc.	2454 Vista del Monte, Concord
MMM Carpets	1240 Willow Pass Road, Concord
Mobil	4300 Clayton Road, Concord
Olympic Service Station	4323 Clayton Road, Concord
Redding Petroleum	2560 Bates Avenue, Concord
Redding Petroleum	2807 Port Chicago Hwy, Concord
Rotten Robbie #37	1090 Contra Costa Blvd, Concord
San Jose AMSA 12SUB	3225 Willow Pass Road, Concord
SEG Trucking	4050 Mallard Dr., Concord
Shell	1500 Concord Avenue, Concord
Shell	1500 Kirker Pass Road, Concord
Shell Branded Service Station	800 Oak Grove Rd, Concord
Shell Gas Station	1990 Monument Blvd, Concord
Solano Beacon	2200 Solano Way, Concord
Super Liquor Food & Gas	2714 Willow Pass Road, Concord
Superstation	1650 Monument, Concord
Tesoro Petroleum	4321 Clayton, Concord
Unocal	2025 Monument Blvd, Concord
US Naval Weapons Station 1A-6	Kinne Blvd, Concord
World Oil #26	2211 Monument Blvd, Concord
World Oil #30	3550 Clayton Road, Concord

Note: This listing is accurate at a point in time (mid-2006) and includes only sites listed as open cases.

Source: Environmental Science Associates, 2006

Location of Spills, Leaks, Investigative Cleanup (SLIC)

Concord naval Weapons Station	10 Delta St. Code 092 Bldg 1A-15, Concord
Etch-Tek Electronics	2455 Bates, Concord
Kinder Morgan (SFPP) Concord Terminal	None, Concord
Monument Auto Center	2655 Monument Blvd., Concord
Nicholson Development Properties	2240-2290 Salvio, Concord
Redding/Phillips	1551 Monument Blvd, Concord
SFPP Concord Terminal	None, Concord
SP Concord Naval Weapons Depot	None, Concord

Location of Spills, Leaks, Investigative Cleanup (SLIC)

Winton Jones Development Co	1923 Arnold Industrial Way, Concord
Concord Naval Weapons Station – Litigation Area-1	10 Delta St. Code 092 Bldg IA-15, Concord

Note: This listing is accurate at a point in time (mid-2006) and includes only sites listed as open cases.

Source: *Environmental Science Associates, 2006*

Location of DOD sites from Geotracker Database

Concord Naval Weapons Station - 13	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station - 18	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – F&P	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-1	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-1	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-2	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-25	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-26	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-29	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-3	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-4	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-5	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Litigation Area-6	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – SWMU	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – SWMUS – Site 18- Locomotive Turntable	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – SWMUS – Site 2 – Fire Station	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – SWMUS – Site 5 – Locomotive Repair & Steam Cleaning	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – SWMUS – Site 7 – Metal Fabrication	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Site 1 - Landfill	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Site 13 – Burn Area	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Site 17 – Fork Lift Maintenance Area	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Site 22 – Missile Wing & Fin Repair	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Site 27 – Weapons Engineering & Chemical Lab	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Site 29 – Explosive Testing	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Site 30	10 Delta St. Code 092 Bldg IA-15, Concord

Location of DOD sites from Geotracker Database

Concord Naval Weapons Station – Site 31 – Area of Concern I	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station - Tanks	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Tidal Area Sites - 9 & 11	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Tidal Area Sites – Sites 2	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Tidal Area Sites – Site 11 Wood Hogger	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Tidal Area Sites – Site 2 R Area	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Tidal Area Sites – Site 9 Froid & Taylor Rd	10 Delta St. Code 092 Bldg IA-15, Concord
Concord Naval Weapons Station – Paint Spray Septic Tank	10 Delta St. Code 092 Bldg IA-15, Concord
Concord PFC Bacciglieri Armed Forces Reserve Center	3225 Willow Pass Road, Concord

Note: This listing is accurate at a point in time (mid-2006) and includes only sites listed as open cases.

Source: Environmental Science Associates, 2006

Location of Brownfields Reuse Site from EnviroStor Database

CD Medical	2450 Bisso Lane, Concord
Concord Naval Weapons Station	12,922 Acres; 30 mi NE of San Francisco
Willow Pass Road School	2701 Willow Pass Road, Concord

Note: This listing is accurate at a point in time (mid-2006) and includes all sites listed on the database.

Source: Environmental Science Associates, 2006