

Initial Study and Environmental Checklist
California Environmental Quality Act



CITY OF CONCORD

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Concord, CA 94519

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1. Project Title: **City of Concord Citywide Climate Action Plan**

 2. Lead Agency Name and Address: **City of Concord
Community and Economic Development Department
1950 Parkside Drive, MS/53
Concord, CA 94519**

 3. Contact Person and Phone Number: **Carol Johnson, AICP, Planning Manager, (925) 671-3369**

 4. Project Location: **Concord, CA**

 5. Project Sponsor's Name and Address: **City of Concord
Community and Economic Development Department
1950 Parkside Drive, MS/53
Concord, CA 94519**

 6. General Plan Designation: **N/A (Citywide)**

 7. Zoning: **N/A (Citywide)**

8. Description of Project:

Description of the Climate Action Plan

The City of Concord proposes to adopt a Climate Action Plan (CAP) to identify measures and actions to reduce greenhouse gas (GHG) emissions consistent with State and regional guidance. A Climate Action Plan (CAP) is a document that includes policies, measures, and strategies to improve the health, safety, mobility, and livability of the greater community. The objectives of a CAP are to reduce greenhouse gas (GHG) emissions, streamline California Environmental Quality Act (CEQA) review by serving as a “qualified GHG reduction plan,” and prioritize measures to comply with California environmental and land use planning laws. The CAP provides goals and associated measures, also referred to as GHG reduction strategies in the sectors of building performance, transportation systems and land use, adaptation, and citizen participation.

The CAP provides general information about climate change and how GHG emissions within the city contribute to it, as well as an analysis of the potential effects of climate change on the city. In addition, the CAP describes the baseline (existing) GHG emissions produced in Concord and forecasts the future GHG emissions that could be anticipated if the CAP is not implemented. The benefits of each measure can be quantified in terms of the metric tons of CO₂ equivalent gasses (CO₂e) reduced relative to the baseline and a future “business as usual” scenario. In addition, each measure is expressed through implementation actions, responsible departments, progress indicators with targets and horizons, and applicability. A list of all GHG reduction strategies can be found in the CAP organized into the following categories:

- **Building Performance** strategies to save energy, water, and waste disposal costs through practical approaches for new, upgraded, and existing buildings. These strategies can assist local building owners in reducing operating expenses and also anticipate statewide efficiency requirements.
- **Transportation Systems and Land Use** strategies make incremental, long-term improvements to increase the variety of viable transportation options within Concord and make motor vehicle infrastructure more energy-efficient.
- **Adaptation** strategies relate to the anticipated effects of climate change at the local level, such as flooding and more severe storms. They coordinate infrastructure plans and emergency response programs, support habitat adaptation, and recommend outreach to building owners to adapt to energy supply shortages.
- **Participation** strategies engage Concord residents, businesses, and local climate action leaders, and clearly identify the benefits of climate-friendly choices that community members can make, such as home retrofits, purchasing energy choices, recycling, and water conservation.

The strategies in the CAP are in addition to the CAP strategies adopted in the Concord Reuse Project (CRP) Area Plan in January 2012. The CRP strategies are intended to ensure that the more than 12,000 homes and 7 million square feet of non-residential space anticipated for the 5,000-acre former Concord Naval Weapons Station are proactively developed in a way that reduces GHGs and conserves natural resources. The strategies found in the CRP Area Plan CAP (CRP CAP) will enable the City to meet its GHG reduction targets in the short (2020) and medium (2030) term through the development of the CRP Area. It represents up to 44 percent of the Buildings Performance reductions and up to 78 percent of the Transportation Systems and Land Use reductions, depending upon the level of building activity.

With the CRP CAP contributing so strongly to short and mid-term GHG reductions, the Citywide CAP strategies focus on actions that will meet the state-mandated requirements for GHG reductions in the long term. Building and transportation strategies will take time to implement because outside of the Reuse Area most of Concord is already built-up. Through upgrades to existing buildings and infill development, the city’s buildings will gradually become more efficient. Streets will be refurbished over time as they are re-paved or as development requires their improvement. The CAP strategies are designed to provide many benefits to residents, businesses, and visitors to Concord, in addition to reducing GHG emissions. Building-related strategies will result in structures that require less money to operate and prepare for standards being implemented at the State level, all while providing the City with credit for reducing GHG emissions.

The transportation-related strategies are supported by a related Complete Streets plan. ‘Complete streets’ are those that serve all people traveling in Concord: pedestrians, cyclists, drivers, transit riders, and freight operators. The complete streets planning effort includes changes to the City’s General Plan Transportation Element that provide policy and street design guidance that responds to the needs of pedestrians, cyclists, and other users on Concord’s streets. These changes to the Transportation Element will help qualify Concord for grant funds, and will assist with CAP implementation over the long-term.

The CAP is a project under CEQA and is subject to environmental review. No specific development projects are proposed as part of the CAP, and no changes in existing land use zones or densities, nor any changes to land use regulations, are proposed. The CAP is consistent with the land uses envisioned in the current Concord General Plan and does not require rezoning or changes to the land use designation of any specific properties. It does not require changes to the Zoning Code that would increase density, result in development not envisioned in the General Plan, or remove policies that currently protect environmental resources. The CAP provides measures to encourage reductions in the emission of greenhouse gases in accordance with General Plan policies.

Background and Context

The Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines state that “for local jurisdictions, the General Plan is perhaps the best venue for addressing GHG emissions in making meaningful progress toward attaining AB32 goals while addressing CEQA requirements.” Appendix G in the CAP contains additional information about Assembly Bill 32 (AB32) and Senate Bill 375 (SB375), California’s greenhouse gas laws, which prompted preparation of the CAP. This Citywide CAP will be cross-referenced in the City’s General Plan, setting the overall policy in the General Plan and providing specifics in this plan.

The City’s General Plan contains numerous goals and policies that support reductions in GHG emissions. In particular, the Land Use Element focuses new development around the Downtown Concord and North Concord Bay Area Rapid Transit (BART) stations, supporting efficient local transportation. The Transportation Element provides an enhanced focus on walking, bicycling, and transit, transit-oriented development, parking management strategies, and balancing jobs and housing to reduce trip generation.

The impetus for the Climate Action Plan began in the spring of 2006, when the City and its local and regional community stakeholders began developing a reuse plan for the former Concord Naval Weapons Station (Reuse Project Area), which represents one quarter of the City’s area. It adjoins the North Concord BART station and represents a unique opportunity to create sustainable development that reduces greenhouse gas emissions, preserves and restores natural habitat, and protects public health while providing a diverse range of housing, commercial, and retail opportunities for all economic levels.

The focus on sustainable development is reflected in Book 3 of the Area Plan, Climate Action. The Area Plan CAP (CRP CAP) was based on four key sets of strategies: Integrated Transportation and Urban Form; Building and Site Energy; Water and Waste; and Public Education/Collaboration. The Citywide CAP will ensure that the CRP CAP is fully implemented by creating supporting strategies for the other areas of the City.

Consistent with the CRP CAP, development to take place in the Reuse Project Area will be designed to support bicycling, walking, and transit use; include state-of-the art green building techniques; and significantly reduce potable water use through landscape and facility design. In contrast, the rest of Concord is essentially built-out, so change will take place more incrementally and within the existing suburban context.

Projected Climate Change Impacts in Concord

Climate change will not impact the Concord community uniformly. People with fewer resources and less mobility are likely to be more vulnerable and warrant special attention in climate adaptation plans. For example, people more susceptible to respiratory or heat-related illnesses include children, the elderly, and people with compromised health.

Compared with many of California's communities, Concord will likely experience less severe climate-related impacts. For example:

- Average annual temperatures are expected to rise at a slower rate by the end of the twenty-first century (around 4 degrees Fahrenheit) in Concord than in Central Valley communities, such as Sacramento (around 6 degrees Fahrenheit).
- Wildfire risk is projected to decrease in the areas around Concord in 2020, 2050, and beyond. This is in contrast to many areas of the state where wildfires are likely to become more severe and more frequent. Concord's perimeter is largely characterized by urbanized land and grasslands—where the risk of catastrophic wildfire is lower than it is on wooded hillsides and canyons.
- Sea-level rise of nearly five feet is unlikely to increase tidal flood risks in the City, although portions of Buchanan Airport may be more susceptible. A report on sea level rise in the Bay Area in 2011 estimated that local sea levels will rise 1.3 feet by mid-century and 4.5 feet by the end of the century.

Nevertheless, serious impacts may still affect Concord. City, State, and other community efforts are ultimately expected to respond to the following impacts:

- **Higher risks of respiratory, heat-related, or vector-borne illnesses.** Hotter days will become more common in Concord. In 2035, Concord is expected to have 29 days when temperatures exceed 94 degrees compared to 7 such days in 2010. Corresponding heat-related illnesses such as heat exhaustion and stroke are likely to be more frequent, especially among older people. Air pollution is likely to increase in Concord and aggravate respiratory illnesses and others. After warm-weather rains, mosquitoes can breed quickly and increase infection with illnesses such as West Nile Virus or new viruses.
- **Risks to habitats and wildlife.** Climate change may force plants and animals to adapt or risk extinction. Worldwide 20 to 30 percent of plant and animal species are at risk of extinction if global temperatures rise in excess of 2.7 to 4.5 °F. As the climate changes, some species with small habitat ranges may no longer have suitable habitat locally. Also, protected habitats currently available may no longer be suitable for local species. This may require special approaches to ensure their futures, especially for endemic species.
- **Damage to regional transportation infrastructure.** The nearest highways to the City of Concord, including I-680, SR-242 and SR-160 will not likely be flooded by rising sea level. However, several state highways, such as SR 160 and SR 12 that cross islands in the Sacramento Delta may be flooded by sea level rise, which could alter traffic patterns around Concord by requiring traffic to be rerouted to Highways 680 and 80.
- **Rising costs for food, electricity, and insurance.** Climate change may pose challenges to the agricultural, power, and insurance industries. Farmers and ranchers in the United States will likely face increasing pests, weeds, and extreme weather events, as well as reduced growing seasons for staple crops in most of central North America. This challenge to agriculture is expected to result in higher food prices. Similarly, extreme weather events and reduced snowmelt will likely impact energy production processes, even while increasing temperatures demand more energy at peak periods. As weather-related crises increase in severity, insurance costs for residents and businesses are expected to rise.
- **Risks to water quality and supply.** Water provision will likely become more difficult for Concord's water supplier, Contra Costa Water District (CCWD), as well as for many areas of the State. Saltwater from the San Francisco Bay may flood key surface facilities and contaminate groundwater. This would result from a trio of factors: sea-level rise, reduced groundwater flows from the Sierras, and rising salt concentrations in the Bay. Areas near CCWD's Mallard Reservoir and portions of the Contra Costa Canal may be vulnerable to sea-level rise. Rising salt concentrations threaten to push underground into the water table, reducing the quality of local well water.

Regulatory Framework

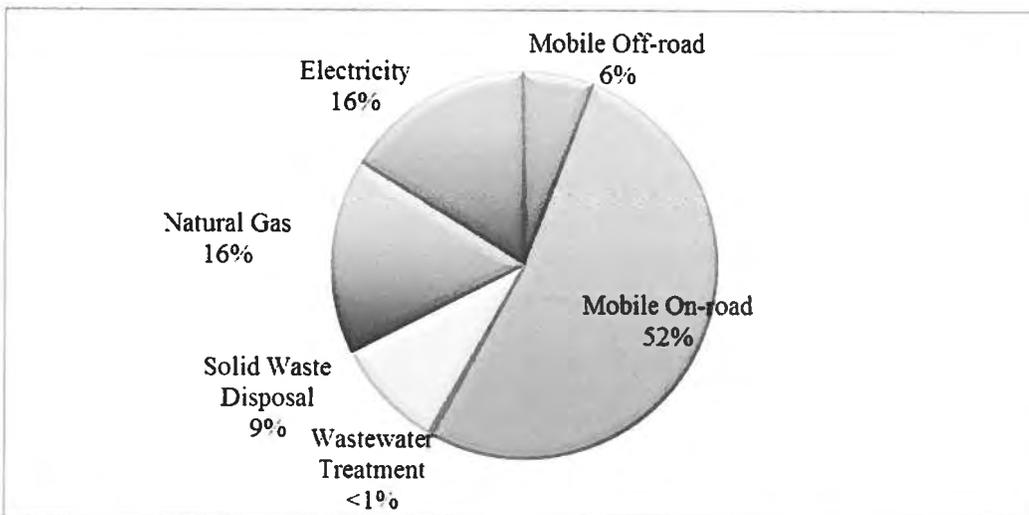
Legislation and guidance from the State of California is both spurring and facilitating much of the effort to reduce GHG emissions at the local level. Through coordination, analysis, and targeted programs (both voluntary and mandatory), the State of California has initiated a variety of efforts that will assist the City of Concord to reduce its GHG emissions. Summaries of the nine State laws and policies that are most relevant to GHG reduction in Concord are presented in Appendix G of the CAP, as well as regional guidance specific to the Bay Area.

Assembly Bill 32(2006) and Senate Bill 375 (2008) set the stage for local communities to prepare Climate Action Plans as a means to address the impacts of climate change and to reduce greenhouse gas emissions. Both bills acknowledge the important role that local jurisdictions play in achieving these statewide air quality targets.

GHG Inventory, Baseline, and Projections

The breakdown of Concord's current annual emissions of carbon dioxide equivalent (greenhouse gases) is shown below. The major sources of greenhouse gas emissions are buildings (related to natural gas and electricity use) and automobiles (mobile on-road). Together, these are the focus of the strategies found in the CAP.

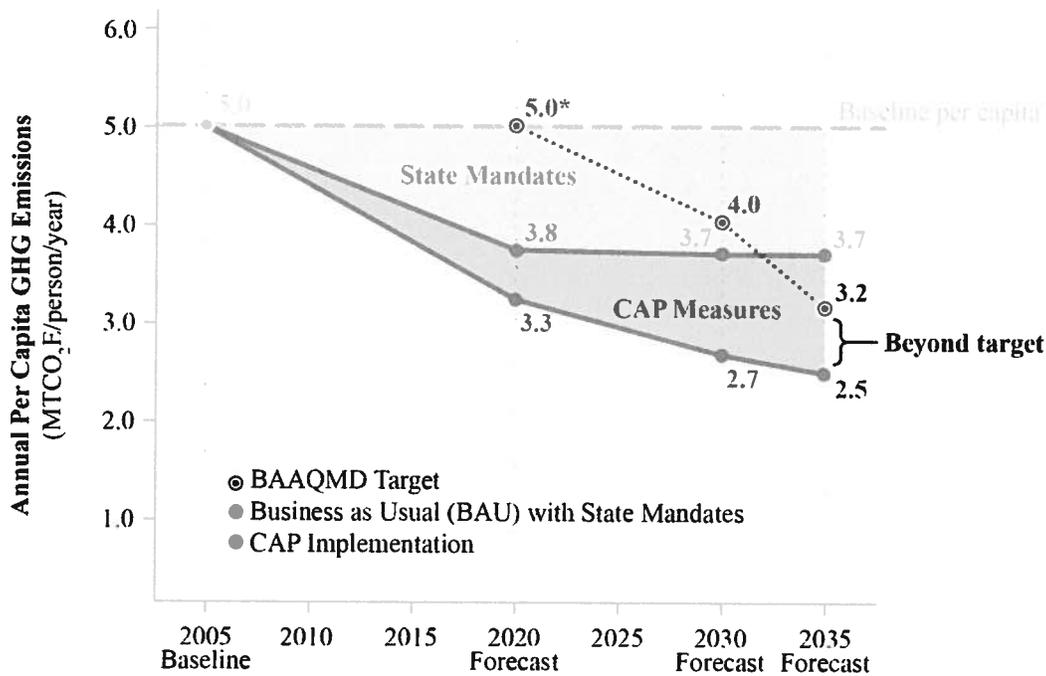
2005 Citywide GHG Emissions by Source



Concord has set targets for future greenhouse gas emissions consistent with State and regional guidance, as shown below. In the years 2020 and 2030, the Business as Usual (BAU) forecast, including State Mandates (fuel economy and building energy savings mandated by the State of California), meets the targets established in this CAP. In the year 2035, implementation of the measures in the CAP is necessary to exceed the target. It is important to create a buffer that goes beyond the target at this point because some greenhouse gas reduction strategies are uncertain over a long time horizon. The “extra” reductions projected provide a buffer from uncertainty, enabling the City to be confident that the 2035 target can be met.

The Reuse Project Area Plan’s CAP contributes significantly to the City’s efforts to meet the target. It represents up to 44 percent of the Buildings Performance reductions and up to 78 percent of the Transportation Systems and Land use reductions by the year 2035.

Projected Per Capita GHG Emissions Compared to Bay Area Air Quality Management District (BAAQMD) Target



* The 2020 Target could be as high as 6.6 based on B.A.A.Q.M.D guidance, but is reduced to reflect direction from B.A.A.Q.M.D not to exceed the baseline per capita GHG emissions.

The City of Concord has prepared a baseline emissions inventory for 2005 and has forecast emissions inventories for 2020, 2030, and 2035. The purpose of these inventories is to understand the major sources of Concord’s GHG emissions so the CAP can target its approach to emissions reductions appropriately. Each of these inventories is described in the CAP. Appendices C and D of the CAP identify all data sources, assumptions and methodologies so that the inventories may be replicated in future years. More details on the specific emissions by source and the baseline inventory methodology are presented in Appendix A.

GHG existing and future conditions are described in detail in Section 3 of the CAP while GHG reduction targets are fully described within Section 4.

Recommended greenhouse gas emissions reductions strategies are fully described in Section 5 of the CAP and are summarized below. Building performance strategies related to energy include adopting a Green Building Ordinance which exceeds state requirements, preparing for California zero net energy standards, energy audits for existing buildings, demand response programs, efficient appliances, renewable energy facilitation, residential energy conservation, energy information, public lighting retrofit, and reducing emissions from building construction by using cleaner fuels and equipment. Building performance strategies related to water include

water efficient indoor fixtures and appliances, water-efficient outdoor irrigation, water-metering and monitoring, and recycled water while building performance strategies related to waste consist of an expanded waste reduction program.

The CAP also features a number of strategies related to transportation systems and land use including the creation of a pedestrian master plan, programs and enforcement for safer active transportation, traffic calming measures, the development of a bike master plan, bike parking installations, a comprehensive program for safe routes to schools, bus signal priority, multi-modal way finding, the creation of a City forest plan, prioritizing active modes in engineering and design, active transportation priority in the 10-year Capital Improvement Program and project funding, assessing the feasibility of transportation demand management and transportation management associations, parking cash-out credits, a downtown parking meter feasibility study, fleet efficiency, limiting the idling of City fleet vehicles, affordable housing parking credits, affordable housing density bonuses, parking lot shading, cool pavements, and dense and accessible station areas. Other transportation systems and land use related strategies include unbundled parking credits, preferred motor vehicle parking, active commuter showers, electric vehicle charging technology, and accessible locations for City jobs and services.

Within the adaptation strategy section of the CAP, measures are included to protect vulnerable populations, create robust utilities plans and infrastructure, and encourage well-informed and prepared community members. Specific and timely adaptation programs include cooling centers for heat waves, supporting groundwater retention, flexible peak-period energy use, on-site electricity production, developing a resilient urban forest, and robust native wildlife and habitat areas.

Lastly, the CAP includes key participation measures such as applauding private sector climate action measures, climate-friendly reminders, and inviting local climate leaders' input. The GHG reduction and Adaptation Program in the CAP aims to make it easier for Concord residents and workers to reduce their emissions. Many strategies demonstrate how to make GHG-reducing choices like installing solar energy technologies or using bicycles for work trips. Other strategies will provide needed information such as the many Safe Routes to Schools programs that show how biking can be a safe and fun way to get to school. A variety of the strategies also create timely prompts so that people with the opportunity to reduce GHG emissions significantly realize they can do so, and may even be required to do so, such as when a building permit requires a minimum level of energy efficiency, which builders will be able to design into their projects. The three key participation strategies identified above are intended to support individuals and private groups in Concord to make more climate-friendly choices.

9. Surrounding Land Uses and Setting. (Briefly describe the project's surroundings.):

The CAP affects properties and activities located within the city limits of Concord. The City of Concord is located 29 miles east of San Francisco in the north-central region of Contra Costa County. Concord encompasses approximately 19,840 acres, or 31 square miles. The city limits extend to Mallard Reservoir in the north and beyond Ygnacio Valley Road to the City of Walnut Creek in the south. Interstate 680 (I-680) borders the City to the west, and the eastern boundary is defined by the extent of the former Concord Naval Weapons Station and the City of Clayton.

10. Other agencies whose approval may be required (e.g. permits, financing approval, or participation agreement.):

There are no other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement) for the CAP.

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.

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

Determination:

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Carol Johnson, AICP, Planning Manager



Date

April 12, 2013

Issues:

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
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

Setting:

Concord's visual character is partially defined by its location within two flat river valleys (Ygnacio Valley and Clayton Valley, with Lime Ridge separating the two), bordered by the rolling Los Medanos Hills to the east, Mount Diablo to the southeast, and Suisun Bay to the north. 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. Mount 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 military and industrial uses within the County. Large-scale industrial and port-related facilities line the bayfront north of State Route-4, 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 City.

Discussion/Conclusion:

- a) **No Impact.** The CAP is a policy-level document that does not include any site-specific designs or proposals nor does it grant any entitlements for development that would have the potential to degrade the aesthetic quality of the environment or to adversely affect visual resources. The CAP does not propose to change existing land use designations or zoning districts, and anticipates that land uses will be consistent with the designations established by the General Plan. Implementation of the CAP would not allow for development beyond that identified in the City's General Plan nor would it change the City's existing Hillside Preservation policies within the Development Code. The CAP would not adversely affect any identified scenic vistas in the City's General Plan. Therefore, no impacts would occur.
- b) **No Impact.** The nearest State scenic highway is State Route 24 near Walnut Creek, approximately 5 miles southwest of the City. This distance precludes the possibility of impacts on a State scenic highway. No impacts would occur.
- c) **Less Than Significant Impact.** The CAP encourages installation of renewable energy systems, public lighting retrofits, and construction of bicycle and pedestrian facilities (see CAP Greenhouse Gas Reduction Strategies BE6, BE9, TL1, and TL4). Although constructing photovoltaic (PV) panels or other alternative energy infrastructure or facilities and public lighting retrofits could affect the visual character of individual properties in the City, existing development standards are adequate to ensure that none of these changes results in a significant environmental impact. Any future installations of PV panels on rooftops would be designed to be compatible with existing development and would be subject to Planning and Building review and approval, ensuring that they do not result in substantial changes to the visual character of the city. For

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>example, the City's Development Code includes Outdoor Lighting development standards which would not change as a result of CAP implementation. Impacts would be less than significant.</p> <p>d) No Impact. As discussed under b) and c) above, the proposed CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would increase daytime or nighttime illumination in the City. Future development projects would be required to be designed and constructed in accordance with the Concord Development Code which contains standards for lighting and building materials that do not produce glare. Although photovoltaic panels are encouraged by the CAP, they are designed to absorb, not reflect, sunlight. Thus, their placement and orientation on individual properties would not adversely affect day or nighttime views in the area. Therefore, implementation of the proposed CAP would create no impact associated with increased light and glare.</p>				

II. AGRICULTURE AND FOREST RESOURCES --Would the project:				
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) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?				X
d) Results in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Setting:

Concord contains two areas classified by the State Department of Conservation as "grazing lands," which include nearly the entire inland portion of the Concord Naval Weapons Stations (CNWS) and the Lime Ridge Open Space. Additionally, a portion of the 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. Patches of "Unique Farmland" are also located near the southern border of the City.

Discussion/Conclusion:

- a) **No Impact.** The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect agricultural or forestry resources. The CAP does not propose to change existing land use designations or zoning districts, and anticipates that land uses will be consistent with the designations established by the General Plan. As a policy document, implementation of the CAP would not result in direct conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as these farmland categories do not exist in the City. As such, no impact would occur.

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
b) No Impact. The CAP would not conflict with agricultural operations that are subject to a Williamson Act Contract because no such contracts exist within the City. No impact would occur.				
c) No Impact. No forest land is located within the City limits. Accordingly, no impact would occur.				
d) No Impact. No forest land is located within the City limits. As such, project implementation would not result in the loss of forest land or conversion of forest land to a non-forest use. No impact would occur.				
e) Less Than Significant Impact. As previously stated, the CAP is a policy-level document that does not provide specific details regarding future land use decisions or the need to rezone/redesignate specific sites for agricultural use. All future land uses would be required to comply with local regulations, including the General Plan, Development Code, and adopted building and health and safety standards. Environmental impacts of subsequent land use projects would also be considered pursuant to CEQA on a case-by-case basis following submittal of a specific development proposal. Impacts would be less than significant.				

III. AIR QUALITY -- 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 threshold for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

Setting:

Air quality issues in the City are under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) as the City is located in the San Francisco Bay Area Air Basin. The San Francisco Bay Area Air Basin comprises a single district, the BAAQMD, and consists of Napa, Marin, San Francisco, Contra Costa, Alameda, San Mateo, and Santa Clara counties, the southern portion of Sonoma County, and the western portion of Solano County. The air basin currently exceeds the 24-hour and the annual state PM₁₀ standards, as well as the state annual PM_{2.5} standard. Furthermore, the air basin is currently designated as a nonattainment area for state and national ozone standards.

Both ozone and PM₁₀ are considered criteria pollutants because they are two of several prevalent air pollutants known to be hazardous to human health. As required by federal and state air quality laws, the Bay Area 2005 Ozone Strategy has been prepared to address ozone nonattainment issues. The Bay Area 2005 Ozone Strategy was prepared by the BAAQMD in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments. This document describes the Bay Area's strategy for compliance with state 1-hour ozone standard planning requirements and its strategy to improve air quality in the region and to reduce transport to neighboring air basins. The strategy includes stationary source control measures to be implemented

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

through BAAQMD regulations, mobile source control measures to be implemented through incentive programs and other activities, and transportation control measures to be implemented through transportation programs in cooperation with MTC, local governments, transit agencies, and others. No PM₁₀ plan has been prepared, nor is one currently required under state air quality planning law.

Discussion/Conclusion:

a) **No Impact.** The CAP is intended to reduce GHG emissions within the City to help contribute to global efforts to reduce the effects of climate change by improving energy efficiency in buildings and reducing construction energy use (see CAP Greenhouse Gas Reduction Strategies BE3 and BE10). It also includes measures to facilitate the use of renewable energy and energy conservation (see CAP Greenhouse Gas Reduction Strategies BE6 and BE7). Also included within the CAP are strategies to promote water-efficient outdoor irrigation, water-metering and monitoring, and the use of recycled water (see CAP Greenhouse Gas Reduction Strategies BH2, BH3, and BH4). Lastly, the CAP features measures to develop pedestrian and bicycle facilities, limit the idling of City fleet vehicles, and enhanced electric vehicle charging technology (see CAP Greenhouse Gas Reduction Strategies TL1, TL4, TL16, and TL25). In addition to reducing GHGs, each of these measures would help to reduce criteria air pollutants and would not conflict with or obstruct the Bay Area Air Quality Management District's Air Quality Plan.

b) **Less Than Significant Impact.** All federal ambient air quality standards except national standards for ozone and state standards for ozone, PM₁₀, and PM_{2.5} are met in the Concord area. However, the state ambient standards of ozone, PM₁₀, and PM_{2.5} are regularly exceeded (CARB, 2011). As discussed in a) above, in addition to reducing GHGs, each of the CAP measures would help to reduce criteria air pollutants and would not conflict with or obstruct the Bay Area Air Quality Management District's Air Quality Plan. Municipal Code Chapter 86 Article III (Grading, Erosion, and Sedimentation Control) establishes construction management requirements related to air quality issues as part of the grading permit. Accordingly, existing City standards are adequate to ensure that there would be no significant air quality impact from construction activity.

In addition, future development would be required to comply with General Plan policies related to air quality and with Development Code requirements regarding odor, conform to the Bay Area 2005 Ozone Strategy, and meet National Ambient Air Quality Standards (NAAQS) and BAAQMD thresholds during both construction and operation activities. The proposed CAP also contains measures that support energy-conserving programs and encourage development in close proximity to transit. These measures would help reduce adverse effects to air quality through the reduction of fossil fuel consumption and the use of private motor vehicles. Therefore, the proposed CAP would have less than significant impacts associated with contributing substantially to an existing or projected air quality violation, increasing criteria pollutants during both construction and operational activities, and exposing sensitive receptors to substantial pollutant concentrations.

c) **Less Than Significant Impact.** Please refer to discussion b) above.

d) **Less Than Significant Impact.** Please refer to discussion b) above.

e) **No Impact.** Future residential and commercial development that might be encouraged by CAP measures related to land use densities are not considered to be emission sources that would result in objectionable odors. No impact would occur.

IV. BIOLOGICAL RESOURCE -- 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	
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	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
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 U.S. 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	
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

Setting:

The City of Concord is located in the Bay Area Bioregion. This Bioregion is comprised of a variety of natural communities, which range from Salt Marshes to Chaparral to Oak Woodlands. The primary upland habitat types in the Concord Planning Area include Urban, Annual Grassland, and Chaparral, Foothill Pine-Blue and Oak Woodland. Wetland and aquatic habitats include Coastal Brackish Marsh, Riparian, Estuarine, Riverine, and other lacustrine and palustrine habitats including reservoirs and seasonal wetlands. The most prevalent habitat type is Urban, which encompasses the majority of the area within the City limits and is generally continuous to the west and southwest, adjoining Pleasant Hill and Walnut Creek respectively. To the southeast, urban habitat continues into Clayton. Valley Oak Woodland habitat occurs at several locations within the CNWS Inland Area, occupying approximately 60 acres.

A number of special-status plant and animal species can be found or have the potential to be found within the City of Concord Planning Area including Mt. Diablo manzanita, Mt. Diablo fairy lantern, Diablo helianthella, Hall's bush mallow, Alameda whipsnake, Mt. Diablo buckwheat, Mt. Diablo Brewer's western flax, California tiger salamander, California red-legged frog, northwestern pond turtle, San Joaquin Kit Fox, Roundleaved filaree, California black rail, California clapper rail, Salt-marsh harvest mouse, Suisun song sparrow, Delta tule pea, Mason's lilaeopsis, and Soft bird's beak. Other special-status or otherwise protected species potentially located in the area include the western pond turtle, bald eagle, golden eagle, and loggerhead shrike.

Discussion/Conclusion:

- a) **Less Than Significant Impact.** The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect biological resources. The CAP does not propose to change existing land use designations or zoning districts, and anticipates that land uses will be consistent with the designations established by the General Plan. As such, the CAP would have no direct impact on biological resources. Further, should future development

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>projects be proposed in areas where biological resources are present, they would be required to provide site-specific field studies to search for special-status species and to determine whether suitable habitat for any special-status species occur on or near a study area. At the time a development proposal is submitted, the City would conduct the appropriate level of environmental review pursuant to CEQA prior to taking action to consider the approval of the development project. Impacts would be less than significant. In the long-run, the CAP is intended to have a net positive effect on wildlife by slowing the effects of climate change and the associated loss of species and habitat diversity associated with warmer temperatures.</p> <p>b) Less Than Significant Impact. As discussed under a) above, the proposed CAP does not include any site-specific designs or development proposals, nor does it grant any entitlements for development. Additionally, the proposed CAP does not provide specific details regarding future land use decisions as no course of action associated with the proposed reduction measures has been determined. Future development projects will require compliance with General Plan policies related to biological resources. Therefore, impacts to federally protected wetlands and riparian resources would be less than significant. In the long-run, the CAP is intended to have a net positive effect on wetlands and riparian areas by including strategies for adaptation and measures to address the effects of rising sea levels and related influences on Suisun Marsh and other low-lying areas within the Concord Planning Area.</p> <p>c) Less Than Significant Impact. Please refer to discussion b) above.</p> <p>d) Less Than Significant Impact. The CAP would not interfere 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. While the CAP does promote renewable energy sources such as wind and solar, it would not result in the construction of wind energy conversion facilities that may interfere with avian migration. Further, the CAP includes a measure which promotes robust native wildlife and habitat areas through active restoration and enhancement of habitat areas as funding becomes available. Impacts would be less than significant.</p> <p>e) Less Than Significant Impact. The Development Code includes policies and standards regarding creek and riparian habitat protection as well as tree preservation and protection. Proposed CAP strategies would work in conjunction with these policies and would not change these existing development standards. Therefore, impacts would be less than significant.</p> <p>f) No Impact. The City of Concord is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plan. This condition precludes the possibility of the proposed CAP conflicting with an adopted conservation plan. No impact would occur.</p>				
V. CULTURAL RESOURCES -- <i>Would the project:</i>				
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	

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

Setting:

The land on which Concord is located was originally occupied by a group of Chupcan inhabitants, members of the Miwok linguistic division of American Indians. From the excavation of archaeological sites, it is known that the Chupcan were present in the area as early as 200 BC and maintained relatively continuous occupation until AD 900. The most extensive site that was found was then abandoned completely until 1700, after which it was used again as a campsite. By the early 1800s, the numbers of Chupcans were so reduced that they offered little resistance to the arriving Spanish settlers. The remaining Chupcan were ultimately assimilated into the new culture.

A review of the Concord Planning Area conducted in 2003 and 2004 by the Northwest Information Center found 12 recorded Native American archaeological resources and 7 historic-period archaeological resources listed with the State Historical Resources Information System. Many of the historic resources in Concord date back to the days of its founding, and are located near Todos Santos Plaza. The City contains two National Register sites as well as 33 additional sites and structures which are designated local historical landmarks as important local historic resources.

Discussion/Conclusion:

- a) **Less Than Significant Impact.** Completing energy-efficient retrofits of existing residential, commercial, and municipal buildings could potentially alter culturally significant historical buildings. The City's General Plan establishes policies for the protection of cultural and historic resources. Additionally, historic preservation policies are included within the Development Code. The City of Concord requires a certificate of appropriateness before construction or alteration of structures and improvements to historic properties. As such, existing standards are sufficient to ensure that the project would have a less than significant impact on cultural resources.

Although future development within the City could conflict with undiscovered paleontological and archaeological resources that would be encountered and potentially impacted by future construction activities, compliance with state regulations pertaining to the discovery of archaeological resources would ensure that this impact is less than significant.

The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to adversely impact cultural resources. Although the CAP would have no direct impact on cultural resources, future implementation activities could result in ground disturbance during construction that could uncover previously unknown human remains. However, in this event, adherence to state and local regulations would ensure that this impact is less than significant.

- b) **Less Than Significant Impact.** Please refer to discussion a) above.
- c) **Less Than Significant Impact.** Please refer to discussion a) above.
- d) **Less Than Significant Impact.** Please refer to discussion a) above.

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	

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
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	
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

Setting:

Concord lies within the physiographic region of California referred to as the Coast Ranges geomorphic province, much of which is composed of marine sedimentary and volcanic rocks that form the Franciscan Assemblage. Bordered by the Carquinez Strait to the north, and Mt. Diablo to the east, Concord and its vicinity are characterized by northwestern trending mountain ranges, ridges, and valleys. Elevations range from sea level along Suisun Bay to over 1,400 feet above mean sea level in the Los Medanos Hills in the northeast portion of the CNWS. Concord is largely underlain by Quaternary-age alluvial fan deposits originating from the Diablo Range and estuarine deposits from Suisun Bay. Upland areas of Concord located along the foothills of Mt. Diablo are underlain by bedrock deposits consisting mainly of sandstone, shale, and mudstone.

The City is located in the seismically active San Francisco Bay Area. Active faults that could affect the City include the Concord Fault, San Andreas Fault, Hayward Fault, West Napa Fault, and the Calaveras, Rodgers Creek, Marsh Creek-Greenville, and Diablo Faults. A majority of the City is located in areas of moderate ground shaking intensity; however, to the west of the Concord Fault lie areas of moderately high to extremely high ground shaking amplification. The areas with the highest ground shaking 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 and infrastructure lines.

Discussion/Conclusion:

a) Less Than Significant Impact.

i.- iv. The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect geologic resources. Because any potential increases in density from future development projects would comply with existing General Plan land use densities, there would be no increased risk of exposure to seismic hazards as a result of CAP implementation. Further, future development would be required to comply with General Plan policies related to geologic safety and the California Building Code (CBC) to prevent significant damage from ground shaking during seismic events. Therefore, impacts related to seismic hazards would be considered less than significant.</p> <p>b) Less Than Significant Impact. The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect geologic resources. As a policy document, the CAP would not result in any direct change in soil erosion. However, future implementation activities could change surface conditions as the result of moving and grading topsoil that could lead to disturbed soils that are more likely to suffer from erosion. All projects that may be built to implement the CAP would be subject to Municipal Code Chapter 86 Article III (Grading, Erosion, and Sedimentation Control) and CBC building code requirements which ensure that projects are developed in a manner that minimizes construction related erosion. Compliance with CBC and Municipal Code requirements would ensure impacts are less than significant.</p> <p>c) Less Than Significant Impact. Future development on unstable or expansive soils could create substantial risks to life or property and result in adverse impacts such as on-or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Portions of the City are underlain with stiff alluvial clay which is a soil unit with expansion potential. Structures and infrastructure in these areas can be at risk if they are not engineered and constructed pursuant to appropriate building codes. All projects that may be constructed to implement the CAP would be subject to City engineering and CBC building code requirements which would minimize the potential impacts of expansive soil. Impacts would be less than significant.</p> <p>d) Less Than Significant Impact. Please refer to discussion d) above.</p> <p>e) No Impact. The Central Contra Costa Sanitary District provides waste disposal services within the City of Concord. No septic or alternative wastewater systems would be installed as a result of the proposed CAP. Therefore, no impacts would occur.</p>				

VII. GREENHOUSE GAS EMISSIONS -- Would the project:				
a) Generate greenhouse gases, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Setting:

California has identified reductions in the State's GHG emissions as a priority and has adopted and is implementing legislation to address this objective. Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs the California Air Resources Board (CARB) to develop and implement regulations that reduce statewide GHG emissions. The Climate Change Scoping Plan was approved by CARB in December 2008 and outlines the State's plan to achieve the GHG reductions required in AB 32. The Scoping Plan encourages local governments to adopt a reduction goal for municipal operations emissions and to establish similar goals for community emissions that reflect the State commitment to reduce GHGs.

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

The Concord General Plan was last updated in January 2012 and includes the following principle and policy:

- Principle S-1.4: Reduce Greenhouse Gas Emissions consistent with State objectives;
- Policy S-1.4.1: Prepare and implement climate action plans for the Concord Reuse Project site and for the city as a whole to reduce greenhouse gas emissions associated with future development and existing urban activities.

In addition, the City has adopted policies related to air quality and other topics that may contribute to efforts to reduce greenhouse gas emissions as the General Plan is implemented.

Concord adopted a CAP for the Concord Reuse Project Area Plan in January 2012. This proposed CAP for the rest of Concord further implements Policy S-1.1.4. Specifically, the CAP:

- Quantifies GHG emissions, both existing and projected, to the end date of the General Plan, resulting from activities within the City limits;
- Establishes a level, based on substantial evidence, below which the contribution to GHG from activities covered by the General Plan would not be cumulatively considerable. The quantified emission reduction level in the CAP was determined in consultation with the BAAQMD and Association of Bay Area Governments;
- Identifies and analyzes GHG emissions resulting from specific actions anticipated to occur within the City limits;
- Specifies measures, including performance standards, which demonstrate with substantial evidence that if implemented on a project-by-project basis, the specified emissions level would be achieved;
- Establishes a mechanism to monitor the plan's progress toward achieving the level described in item 2 above, and to require amendment if the plan is not achieving the specified levels; and
- Follows the environmental and public review process prior to adoption.

BAAQMD established thresholds of significance in 2010 for GHG emissions from projects and plans subject to CEQA review similar to those for other regulated air pollutants. However, in March 2012 the Alameda County Superior Court ordered the District to cease use and dissemination of the thresholds until environmental analysis of the thresholds could determine whether they have a significant impact on the environment under CEQA. At the time this environmental document was prepared, that task has not yet been completed.

Discussion/Conclusion:

- Less Than Significant Impact.** Implementation of the CAP would result in annual per capita GHG emissions of approximately 3.3 MTCO₂e in 2020. This is consistent with the statewide GHG emissions reductions targets. The CAP would therefore directly and indirectly reduce the City's contribution to GHG.
- Less Than Significant Impact.** A number of regulations have been promulgated to reduce GHG emissions in California. AB 32 requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs CARB to develop and implement regulations that reduce statewide GHG emissions. CARB encourages local governments to adopt a reduction goal for municipal operations emissions and similar goals for community emissions with the objective of reducing GHG emissions by 15 percent below current emissions levels.

Concord's CAP seeks to reduce GHG emissions in a manner consistent with AB 32. As discussed above, implementation of the CAP would result in annual per capita GHG emissions of approximately 3.3 MTCO₂e in 2020, a reduction that complies with AB 32 directives. Such a reduction is projected to reduce net annual per capita GHG emissions from 5.0 MTCO₂e in base year 2005 to 3.3 MTCO₂e in 2020. As previously discussed, this proposed CAP would cover the rest of Concord not addressed within the adopted CAP for the Concord Reuse Project area. Therefore, the project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of greenhouse gases.

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS -- <i>Would the project:</i>				
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	
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 §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

Setting:

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. According to the California Health and Safety Code Section 25501 (o), "hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment. Searches of the Department of Toxic Substance Control's EnviroStor database and the State Water Resources Control Board Geotracker database identified 60 sites in Concord that are associated with a hazardous material related release or occurrence (SWRCB 2013, DTSC 2013).

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

Buchanan Field Airport is located adjacent to the City of Concord and is owned and operated by Contra Costa County. Land use decisions in and around the airport are subject to review by the Airport Land Use Commission, in conformance with an adopted Airport Land Use Plan. The City of Concord has incorporated the provisions of this Plan into its Development Code.

Discussion/Conclusion:

- a) **Less Than Significant Impact.** The CAP may be implemented by future construction projects that would require use of construction materials, such as paints and solvents that may be hazardous through exposure during routine transport, use, or disposal. However, the construction activities associated with new mixed-use or transit-oriented development projects or residential and commercial retrofit and renovation projects recommended by the CAP would not use these materials in large enough quantities to cause adverse effects. Moreover, these construction activities are substantially the same as those that would happen in the absence of the CAP, and there would be no increase in the use of hazardous materials resulting from adoption of CAP policies.

Although Concord contains sites that are listed in the California Department of Toxic Substances Control's EnviroStor database, future development projects will require compliance with General Plan policies related to safety and hazardous materials, as well as with Development Code standards regarding hazardous materials and allowed placement of compatible land uses, which are designed to safeguard the public from potential adverse impacts associated with certain land uses including those that are associated with the use, disposal, and transportation of hazardous materials. Therefore, the proposed CAP would create a less than significant hazard to the public or environment regarding the transport, storage, use, and disposal of hazardous materials.

- b) **Less Than Significant Impact.** Please refer to discussion a) above.
- c) **Less Than Significant Impact.** Please refer to discussion a) above.
- d) **Less Than Significant Impact.** Please refer to discussion a) above.
- e) **Less Than Significant Impact.** Areas within the City are located within the boundaries of the land use compatibility plan for Buchanan Field Airport. However, the CAP does not include any policies which would promote incompatible land uses near the airport. Impacts would be less than significant.
- f) **No Impact.** There are no private airstrips within the vicinity of the City of Concord. This condition precludes the possibility of the proposed project creating aviation safety hazards for people residing or working in the project area. No impacts would occur.
- g) **No Impact.** The CAP recommends strategies to reduce GHG emissions. It does not include recommendations that would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impacts would occur.
- h) **No Impact.** The California Department of Forestry and Fire Protection Fire Severity Map adopted November 7, 2007 indicates that the City does not contain any land designated as a "Very High Fire Hazard Severity Zone" (CAL FIRE, 2007). Therefore, no impact would occur.

IX. 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				X

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
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)?				
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	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structure 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

Setting:

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. The City of Concord lies primarily within the Mt. Diablo Creek and Walnut Creek watersheds.

Concord is underlain by two groundwater basins, Clayton Valley and Ygnacio Valley, as defined by the California Department of Water Resources.

Flood zone mapping by the Federal Emergency Management Agency (FEMA) indicates that the Concord area is most prone to

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

flooding north of Mallard Reservoir to Suisun Bay, along Pacheco Creek, and near Buchanan Field Airport. Additionally, 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.

Discussion/Conclusion:

- a) **Less Than Significant Impact.** The proposed CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect water quality or hydrology. As a policy document, the CAP would have no direct impact on water quality or hydrology. Future development within the City could result in both construction and operational impacts to water quality and discharge standards. However, the City enforces erosion control ordinances for new construction to prevent sediment from entering creeks and storm drains. Further, all new development projects in the City are subject to the requirements of a National Pollution Discharge Elimination System (NPDES) Stormwater permit issued by the State Water Resources Control Board and overseen jointly by the San Francisco Bay and Central Valley Regional Water Quality Control Boards. The NPDES includes a number of management practices and control techniques to reduce discharge of pollutants in storm water in Contra Costa County and address municipal government activities, new development, and storm water treatment. Compliance with the provisions of the NPDES and the City's Grading, Erosion, and Sedimentation Control Ordinance would reduce the impacts of future development. Therefore, water quality and waste discharge impacts would be less than significant.
- b) **No Impact.** The CAP recommends water conservation measures, which may result in reduced demand for water, including potential groundwater. It does not recommend measures that would require additional water from groundwater supplies or that would substantially interfere with groundwater recharge. Therefore, there would be no impact.
- c) **Less Than Significant Impact.** The proposed CAP encourages the City to consider increased development densities to support more compact development near transit and to construct bicycle and pedestrian facilities. Although these improvements may indirectly result in slight alterations to drainage patterns, the changes would be minimal and would occur subject to existing federal and state regulations. The CAP does not include any measures which would directly alter drainage patterns or streams. Further, future development projects would be required to comply with the provisions of the NPDES and City's Grading, Erosion, and Sedimentation Control Ordinance. Therefore, the proposed CAP would result in less than significant impacts to drainage and runoff as no development is proposed and future development would be subject to the regulations identified above.
- d) **Less Than Significant Impact.** Please refer to discussion c) above.
- e) **Less Than Significant Impact.** Please refer to discussion c) above.
- f) **Less Than Significant Impact.** Please refer to discussion a) above.
- g) **Less Than Significant Impact.** Areas of the City of Concord are located within the FEMA-designated 100-year flood zone. However, as discussed above, the CAP is a policy-level document that does not include any site-specific designs and does not grant any entitlements for development. Future development projects would be subject to General Plan policies that restrict the placement of any development on land subject to flooding in a 100-year event. Therefore, the CAP would not place structures in a 100-year flood zone and impacts would be less than significant.
- h) **Less Than Significant Impact.** Please refer to discussion g) above.
- i) **No Impact.** There are no dams or levees upstream of the City of Concord. No impacts would occur.
- j) **No Impact.** Although tsunamis can occur and cause tidal surges in San Francisco Bay, these events are extremely rare and would not result in wave run-up capable of causing flood damage within the city. San Francisco Bay greatly attenuates

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
tsunamis that might reach the Golden Gate area. No bodies of water large enough to cause a seiche are present near the project site. Because climate changes resulting from greenhouse gas emissions are expected to contribute to an increase in sea level, the CAP would be anticipated to have a beneficial incremental impact on potential impacts from tsunamis and seiches by retarding the rise in sea level through direct reductions in GHG emissions. As a policy-level document, the CAP would have no direct impact on inundation by seiche, tsunami, or mudflow.				

X. LAND USE AND PLANNING -- <i>Would the project:</i>				
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 coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Setting:

Single-family residential is the most significant land use within the City limits occupying approximately 6,270 acres. Commercial and mixed-use development are clustered along the major transportation routes that radiate outward from Concord's downtown, notably Clayton Road, Monument Boulevard, Willow Pass Road, and areas around the intersection of State Route 242 and Interstate 680. Office and industrial uses are located adjacent to transportation infrastructure. Schools and parks are distributed throughout the residential neighborhoods in the City.

Discussion/Conclusion:

Less Than Significant Impact.

The CAP is a policy-level document that does not include any site-specific proposals or grant any entitlements for development that would have the potential to physically divide the community or conflict with adopted plans. The CAP does not propose to change existing land use designations or zoning districts and anticipates that land uses will be consistent with the designations established by the General Plan.

Future site-specific development proposals would be subject to the appropriate level of environmental review pursuant to CEQA. Without project-specific information, it would be speculative to identify environmental impacts at this time. As such, land use impacts would be less than significant.

- a) **Less Than Significant Impact.** Please refer to discussion a) above.
- b) **No Impact.** Concord is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other conservation plan. This condition precludes the possibility of the proposed project conflicting with an adopted conservation plan. No impacts would occur.

XI. MINERAL RESOURCES -- <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of				X

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
value to the region and the residents of the state?				
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
<p>Setting:</p> <p>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. Identified resources along the southern city limits are in an undeveloped area.</p> <p>Discussion/Conclusion:</p> <p>a) No Impact. The CAP is consistent with the land uses envisioned in the General Plan and Development Code and would not conflict with an adopted specific plan or remove policies that currently protect mineral resources. Future development proposals will be subject to permitting to ensure conformance with the land use designations. Existing code requirements will ensure that there would be no impact to mineral resources.</p> <p>b) No Impact. Please refer to discussion a) above.</p>				
XII. NOISE – Would the project:				
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
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

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

Setting:

The major existing noise source in Concord is vehicle traffic. Specifically, State Route 242 (SR-242), SR-4, and Interstate 680 generate the most continuous, high noise levels. Other noise sources include overhead aircraft related to the Buchanan Field Airport and rail noise associated with the BART tracks. 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 unincorporated North Concord and the Kaiser Quarry to the south—are located away from sensitive receptors.

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 10 to 15 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.

Discussion/Conclusion:

- a) **No Impact.** The CAP is a policy-level document that does not include any site-specific designs or development proposals, nor does it grant any entitlements for development. The CAP includes reduction measures that promote transit-oriented development and bicycle/pedestrian facilities. Future development projects will be required to comply with General Plan policies related to noise and vibration standards. Existing code requirements are adequate to ensure that there would be no adverse impacts related to a temporary or permanent increase in noise levels.
- b) **No Impact.** Please refer to discussion a) above.
- c) **No Impact.** Please refer to discussion a) above.
- d) **No Impact.** Please refer to discussion a) above.
- e) **Less Than Significant Impact.** Potential noise impacts from Buchanan Field Airport were previously analyzed in the 2030 Concord General Plan EIR and found to be less than significant with implementation of applicable General Plan policies. Additionally, the Concord Development Code includes an Airport Overlay District that requires projects within the Airport Influence Area to comply with the Contra Costa County Airport Land Use Compatibility Plan. Impacts would be less than significant as the CAP is a policy-level document that does not contain site-specific development plans or authorize entitlements for development to occur.
- f) **No Impact.** The project site is not located within the vicinity of a private airstrip. No impacts would occur.

XIII. 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

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

Setting:

The Concord Planning Area will accommodate a population of approximately 167,360 people at buildout, an increase of about 35 percent over the current estimated population of 124,440. A majority of this growth is associated with the Concord Reuse Project. Growth is also expected to occur on scattered infill sites and on underutilized properties in and around the Downtown and BART station areas.

Discussion/Conclusion:

- a) **Less Than Significant Impact.** The CAP includes measures to reduce GHG emissions by promoting transit-oriented development and the retrofitting of existing homes. Commercial and residential energy efficiency retrofits that may occur as a result of the CAP would update homes and commercial space that already exists in Concord and would not be likely to include additions that make homes or commercial space larger to accommodate more people. The CAP does not propose any extensions of infrastructure, roads, or utilities.

The Concord General Plan already incorporates principles of transit oriented development and allows densities of up to 100 units per acre in and around the Downtown BART Station. Likewise, the CRP Area Plan anticipates high density development around the North Concord-Martinez BART Station. The CAP is consistent with these designations and promotes their continued application in order to encourage future development that is less auto-dependent. In the event that a mixed-use transit-oriented development is proposed in an area that would require a change in land use designations, the City would conduct the appropriate level of environmental review pursuant to CEQA, prior to taking any action to consider the approval of such changes. Specifically, future development projects must be in compliance with General Plan policies related to population growth in the City. It would be speculative to identify environmental impacts without project-specific information at this time. Consequently, existing land use designations and controls are adequate to ensure that growth-inducing impacts would be less than significant.

- b) **No Impact.** The CAP encourages energy-efficient retrofits to existing homes and encourages new mixed-use and transit-oriented development projects in targeted locations. While the energy retrofits may cause temporary inconvenience to housing occupants, they would not result in displacement. Future mixed-use development would likely lead to greater residential development within the City's commercial corridors and would result in more homes. Accordingly, the proposed CAP would not displace or decrease housing units in the City. No impact would occur.
- c) **No Impact.** Please refer to discussion b) above.

XIII. PUBLIC SERVICES -- *Would the project:*

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	

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
Schools?			X	
Parks?			X	
Other public facilities?			X	

Setting:

The Contra Costa County Fire Protection District provides fire and life safety services within the City of Concord. The Fire District currently has four fire stations throughout the City. The Fire District is comprised of four divisions including emergency operations, information services, support services, and administrative services.

The Concord Police Department provides police protection in the City. The Police Department is headquartered at 1350 Galindo Street in Concord. Currently, the Police Department is comprised of three divisions, field operations, professional standards unit, and investigations and administrative services.

The Mount Diablo Unified School District provides school services for the City. The school district boundaries encompass the entire City. Currently, the district operates 15 elementary schools, four middle schools, and six high schools.

Park and recreation services are discussed under the Recreation section below.

Discussion/Conclusion:

- a) **Less Than Significant Impact.** The proposed CAP includes measures that are designed to reduce GHG emissions. Policies related to capital improvements to enhance energy efficiency have the potential to compete for limited financial resources that may otherwise be available to pay for operating expenses for fire and police services. However, this potential conflict would likely be minimal because such retrofits would be part of standard facility maintenance plans and all expenditures would be prioritized through the Capital Improvement Program for public service providers to ensure continuation of services.

The CAP does not propose to change existing land use designations or development standards. Although future construction of new mixed-use and transit-oriented projects could increase densities within the City, the CAP projects land uses would be consistent with the General Plan land use designations and would not result in population and employment levels greater than what was assumed by the General Plan. To the extent that a mixed-use transit-oriented development is proposed in an area that would require a change in land use designations, the City would conduct the appropriate level of environmental review pursuant to CEQA, prior to taking any action to consider the approval of such changes. That analysis would include an evaluation of the capacity of emergency service providers, public schools, parks, and libraries to serve the new development. Because existing land use designations and regulations are sufficient to ensure compliance with the General Plan impacts related to an increased demand for public services would be less than significant.

- b) **Less Than Significant Impact.** Please refer to discussion a) above.
- c) **Less Than Significant Impact.** Please refer to discussion a) above.
- d) **Less Than Significant Impact.** Please refer to discussion a) above.
- e) **Less Than Significant Impact.** Please refer to discussion a) above.

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
XV. RECREATION -- <i>Would the project:</i>				
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 expansion of recreational facilities which might have an adverse physical effect on the environment?			X	
<u>Setting:</u>				
<p>The City of Concord Recreation and Parks Department provides parks and recreation services to the Concord community. Recreation and Parks operates and maintains four community parks, two open spaces areas, 17 neighborhood parks, one skate park, a youth sports complex, and Krueger Fields. The City also operates and maintains the Diablo Creek Golf Course, Sleep Train Pavilion, Centre Concord, and Todos Santos Plaza. Recreation and Parks also organizes and manages sports programs, after-school care, a variety of leisure classes, and Camp Concord. In addition, Parks and Recreation hosts a variety of special events such as the Farmer's Market in Todos Santos Plaza, July 4th Jubilee and Parade, and National Night Out.</p>				
<u>Discussion/Conclusion:</u>				
<p>a) Less Than Significant Impact. The CAP does not propose changing existing land use designations or development standards. There are already a number of land use and zoning designations within the City (e.g. Downtown Pedestrian, Downtown Mixed Use) that are able to accommodate higher-density mixed-use development and no changes to these designations are proposed. Accordingly, implementation of the CAP is not expected to result in substantial population growth and would not result in increased demand for, use of, or physical deterioration of parks and recreational facilities.</p> <p>The CAP does promote the expansion of bicycle and pedestrian facilities, which could provide additional recreational opportunities within the City or increase access to the city's parks and open spaces. Construction of bicycle and pedestrian facilities could potentially impact the environment, but would be limited due to the developed nature of the City and likelihood that such facilities would be constructed within existing rights-of-way. As such, potential adverse environmental effects of construction would not rise to a level of significance.</p> <p>Future development projects will require compliance with General Plan policies related to parks and Development Code requirements associated with the public and quasi-public facilities zone district. The City of Concord requires new residential developments to provide or fund parks at a standard of five-acres of land for parks per 1,000 residents.</p> <p>Based on all of the above, potential impacts to existing recreation facilities and from construction of future recreation facilities would be less than significant.</p>				
b) Less Than Significant Impact. Please refer to discussion a) above.				
XVI. TRANSPORTATION/TRAFFIC -- <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrians and bicycle paths,			X	

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
and mass transit?				
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			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) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Setting:

Roadways are the primary existing transportation facilities within the City. The existing roadway network consists of highways, thoroughfares, arterials, collectors, and local streets. Existing bicycle, pedestrian, and transit facilities are also present in the City. The following are some of the major roadways in the City limits: Interstate 680, State Routes 4 and 242, Willows Pass Road, Clayton Road, Monument Boulevard, Ygnacio Valley Road, Treat Boulevard, and Concord Avenue.

Buchanan Field Airport is located adjacent to the City limits and is operated and maintained by Contra Costa County. Transit service in Concord is provided by bus and links to two Bay Area Rapid Transit (BART) stations within the City.

Discussion/Conclusion:

- a) **Less Than Significant Impact.** The proposed CAP includes measures intended to reduce GHG emissions by expanding the existing pedestrian and bicycle network, promoting a comprehensive transit system, and supporting mixed-use transit-oriented development. The CAP does not propose changes to existing measures of effectiveness for the performance of the circulation system or congestion management plan. Although the CAP encourages walking and bicycling, no direct physical changes to the circulation system are proposed.

Implementation of the CAP measures would increase the availability of transit service, add additional bicycle and pedestrian facilities over time, and discourage single-occupancy vehicle use. Each of these strategies has the potential to reduce the number of vehicle trips, improve volume-to-capacity ratios, and reduce intersection congestion within the City. New mixed-use and transit-oriented development projects would reduce vehicle trips by placing more people within walking distance of commercial uses and public transit.

Future development projects will be required to comply with General Plan policies related to traffic and circulation. For example, Policy GM-7.1.1 requires new development to pay a local traffic impact fee based on its proportional share of the cost to construct citywide transportation improvements to mitigate development impacts. Therefore, existing land use

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
designations and regulations are adequate to ensure that impacts associated with traffic would be less than significant.				
b) Less Than Significant Impact. Please refer to discussion a) above.				
c) No Impact. The project would not generate any air traffic nor would it include structures which could obstruct flight patterns. As such, no impacts would occur.				
d) Less Than Significant Impact. The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect traffic. The CAP does not proposed to change existing land use designations or zone districts and anticipates that land uses will be consistent with the designations established in the General Plan. Future development projects will require compliance with General Plan policies related to traffic and circulation. In addition, future projects would be subject to requirements in the Development Code regarding site design and emergency access. Impacts would be less than significant.				
e) Less Than Significant Impact. Please refer to discussion d) above.				
f) No Impact. The CAP promotes transit-oriented development and bicycle/pedestrian facility improvements in support of existing General Plan policies. Further, the City is currently preparing a Complete Streets General Plan Amendment to support CAP implementation efforts. Future development would be required to comply with General Plan policies related to bicycle access and alternative transportation. As such, the CAP would not conflict with any local policies or ordinances supporting multimodal access and alternative transportation. Impacts would be less than significant.				
XVII. UTILITIES AND SERVICES 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 a 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	

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Setting:

Central Contra Costa Sanitary District (CCCSA) permits, inspects, and treats wastewater discharged by the business and residences of Concord as well as Orinda, Moraga, Lafayette, Alamo, Danville, San Ramon, Pleasant Hill, Pacheco, Clayton, Clyde, and Martinez in Contra Costa County. Wastewater within CCCSA is primarily conveyed to the Central Contra Costa Sanitary District Treatment Plant (CCCSA TTP) through pipes by the force of gravity. Where hills prevent natural flow, pumping facilities are used to convey water over these inclines. Currently, there are 18 pump stations within the CCCSA used to collect and convey waste to the CCCSA TTP for treatment. Opened in 1948, and upgraded several times in its 64-year history, the CCCSA TTP treats an average of approximately 45 million gallons of wastewater per day generated in a 146-square-mile area by approximately 450,000 residents and numerous businesses. Located in Martinez, the plant has a treatment capacity of 55 million gallons per day (mgd) and 240 mgd of wet weather flow. The Plant Operations Building houses the Control Center, a state-of-the-art computerized system that monitors and controls every phase of the treatment process. The facility is staffed 24 hours a day, 365 days a year. Wastewater moves through CCCSA's 1,500 miles of sewer lines, finally arriving at the plant's headworks to begin treatment. Most of the wastewater is treated to a secondary level, disinfected by ultraviolet light, and then discharged into Suisun Bay. Approximately 600 million gallons per year are treated to a tertiary level through additional filtration and disinfection before being distributed as Recycled Water for landscape irrigation, industrial processes, and plant operations.

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 510,000 people in a service area covering 137,127 acres in central and eastern Contra Costa County. Its customers also include 10 major industries, 36 smaller industries, and approximately 50 agricultural users. 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). It 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 acre per feet per year.

The Concord Disposal Service handles the residential and commercial waste stream in the City of Concord, collecting both solid waste and recycled materials. Concord Disposal Service transports waste to the Pittsburg Transfer Station and Recycling Center, where recycled materials are transported to the Mount Diablo Recycling Center in Concord, and solid waste is transported to the Potrero Hills Landfill in Solano County. The remaining capacity at the Potrero Hills Landfill is approximately 13,800,000 cubic yards, or 64 percent of the landfill's total capacity, and the landfill is not expected to close until 2035.

Discussion/Conclusion:

- a) **Less Than Significant Impact.** The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely increase demand for utility or public services. The CAP does not proposed to change existing

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>land use designations or zoning districts and envisions that land uses will be consistent with the General Plan. As such, implementation of the CAP is not anticipated to result in additional population growth over that which is permitted under existing land use designations. Future development proposals would be reviewed by the appropriate service agencies as part of the development review process in order to ensure that adequate capacity in all utility and service facilities would be available on time to maintain desired level of service levels for solid waste, wastewater treatment and water supplies. Therefore, impacts associated with a significant increase in demand for utilities and service systems would be less than significant.</p> <p>b) Less Than Significant Impact. The CAP includes strategies to reduce the energy required for water conveyance such as water efficient indoor fixtures and appliances, water-efficient outdoor irrigation, water metering and monitoring, and the use of recycled water. As such, no adverse impacts to utility providers would occur and impacts would be less than significant.</p> <p>c) Less Than Significant Impact. As a policy document, the CAP does not include development proposals, grant entitlements, or propose changing land use designations or development standards in a manner which would directly alter drainage patterns within Concord, but it does include implementation of measures that would involve the creation of pedestrian and bicycle facilities and transit oriented development. At the time such improvements are installed, they have the potential to increase runoff and alter normal drainage patterns.</p> <p>Future developments would be subject to City of Concord General Plan policies intended to reduce impacts associated with changes in hydrology as well as Development Code requirements associated with storm drain improvements. Further, all new development projects in the City are subject to the requirements of a National Pollution Discharge Elimination System (NPDES) Stormwater permit issued by the State Water Resources Control Board and overseen jointly by the San Francisco Bay and Central Valley Regional Water Quality Control Boards. The permit requires that the City impose watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality standards or from resulting in conditions that create a water quality impairment in receiving waters. The City's Grading, Erosion, Sediment Control Ordinance establishes administrative procedures, standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, other runoff, and the disruption of existing drainage and related environmental damage. Compliance with the provisions of the City's Grading, Erosion, and Sediment Control Ordinance would reduce the impacts of future development on storm drain improvements. Therefore, impacts associated with the construction of new stormwater drainage facilities or the expansion of existing facilities is considered less than significant.</p> <p>d) Less Than Significant Impact. The CAP includes strategies to reduce the energy required for water conveyance such as water efficient indoor fixtures and appliances, water-efficient outdoor irrigation, water metering and monitoring, and the use of recycled water. A net positive impact on the environment would occur and impacts would be less than significant.</p> <p>e) Less Than Significant Impact. Please refer to discussion a) above.</p> <p>f) Less Than Significant Impact. Solid waste collection and disposal would be provided by private haulers, currently the Concord Disposal Service. The landfill serving the City has permitted capacity to serve future development consistent with development projected under the General Plan. As a policy document, the CAP does not include development proposals, grant entitlements, or propose changing land use designations or development standards in a manner that would directly impact collection and disposal of waste. Reduction strategies that involve the creation of bicycle and pedestrian facilities have the potential to increase demand for waste disposal. At the time such improvements are installed, they will be required to comply with AB 939 and General Plan policies, both of which require recycling programs that result in a 50 percent diversion away from landfills. These existing criteria would ensure that future projects would not result in a substantial increase in waste stream or cause a need for additional solid waste collection services or landfill capacity. Impacts would be less than significant.</p> <p>g) Less Than Significant Impact. The CAP includes strategies to reduce the waste flow from businesses and multi-family</p>				

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
uses in anticipation of the State's 2020 requirement of 75 percent diversion for these sources. Additionally, the CAP aims for the same waste diversion rate for single-family household waste by 2020. A net positive impact on the environment would occur and impacts would be less than significant.				

XVIII. 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	

Discussion/Conclusion:

- a) **Less Than Significant Impact.** The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely impact human beings. The CAP does not propose to change existing land use designations or zoning districts, and anticipates that future land uses will be consistent with the General Plan. While the CAP is anticipated to have a beneficial impact, identifying the full extent of the environmental benefits associated with these measures would be speculative at this time without any specific development projects to review.

Should the City determine that new land uses or zoning designations are needed at some point in the future, the City would conduct the appropriate level of environmental review pursuant to CEQA prior to taking any action. Future development projects would require compliance with General Plan policies and other City codes and ordinances intended to protect the environment. The CAP would establish measures designed to reduce GHG emissions within the City in compliance with existing federal, state, and local requirements. Therefore, the proposed CAP would result in less than significant impacts to the environment or to human beings.
- b) **Less Than Significant Impact.** As discussed above, the CAP is a policy-level document that does not propose any specific development or specify sites for development. Future development projects and/or policies would be subject to environmental review, including a review of cumulative impacts. Accordingly, impacts would be less than significant.
- c) **Less Than Significant Impact.** Please refer to discussion a) above.

Source List

- 1) Arup North America Ltd. 2013. City of Concord Citywide Climate Action Plan Public Review Draft. March.
- 2) California Air Resources Board (CARB) 2011. Air Quality Data Statistics. <http://www.arb.ca.gov/adam/welcome.html> (accessed March 18, 2013)
- 3) California Department of Forestry and Fire Protection. 2007. Fire Hazard Severity Zones in SRA. http://frap.cdf.ca.gov/webdata/maps/contra_costa/fhszs_map.7.pdf (access March 21, 2013).
- 4) Department of Toxic Substances Control 2013. EnviroStor. <http://www.envirostor.dtsc.ca.gov/public> (accessed March 21, 2013)
- 5) Dyett and Bhatia. 2006. Concord 2030 General Plan Draft Environmental Impact Report. January
- 6) Michael Brandman Associates. 2012. Draft Supplemental Environmental Impact Report to the 2030 Concord General Plan EIR for the Concord Development Code Project City of Concord, Contra Costa County, California. April 11.
- 7) State Water Resources Control Board 2013. GeoTracker. <http://geotracker.waterboards.ca.gov> (accessed March 21, 2013)

The supporting environmental documents identified above are available for public review at the City of Concord Permit Center, Planning Division, located at 1950 Parkside Drive, Building D, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, excluding holidays.