

28 March 2013

DOWNTOWN CONCORD

SPECIFIC PLAN

Existing Conditions



PERKINS+WILL

FEHR & PEERS



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EXISTING CONDITIONS

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01 Introduction

1.1 REPORT OVERVIEW, GOALS & OBJECTIVES

BACKGROUND

In December 2012 The City of Concord Community and Economic Development Department selected the Perkins+Will consultant team through an RFP process to develop a Specific Plan for the Downtown Concord BART Priority Development Area (PDA). The City submitted a PDA Planning Program Grant Application for Cycle Five funds to the Association of Bay Area Governments (ABAG)/ Metropolitan Transportation Commission (MTC) in April 2012, requesting financial assistance in preparing a Specific Plan and Program-level Environmental Impact Report (EIR). The City was successful in securing 80% of the project funding through the grant Program, with the additional 20% being provided through matching funds and in-kind contributions by the City.

The PDA planning program is an initiative to finance planning in PDA's that will result in intensified land uses around public transit hubs and bus and rail corridors. The program is geared toward;

1. Increasing housing supply, including affordable housing, and jobs,
2. Increasing land-use intensities, thereby boosting transit ridership,
3. Increasing walking, bicycling, carpooling and car sharing by promoting multi-modal connections,
4. Locating key services and retail in the planning area.

The City of Concord has partnered with BART and Contra Costa Transportation Authority to achieve realistic solutions to the above objectives through the Specific Plan Process.

1.2 PLANNING ELEMENTS

Specific Plans funded through the PDA program are required to address the Station Area Planning Principles outlined in MTC's Station Area Planning manual. At a minimum, plans are required to include the following Planning elements;

1. An overview profile of the planning area including demographic and socio-economic characteristics,
2. A significant public outreach and community involvement process,
3. Development of several land-use alternatives,
4. A market demand analysis for housing at all levels of affordability, jobs and retail in the planning area,
5. A housing strategy that promotes affordable housing and minimizes the displacement of residents,
6. A multi-modal access and connectivity strategy,
7. Pedestrian friendly design standards for buildings, streets and open space,
8. An accessibility analysis for people with disabilities,
9. A parking analysis to create a policy to reduce parking demand and supply,
10. An infrastructure development analysis and budget,
11. An Implementation plan and financing strategy to ensure the plan will be adopted and policies and programs updated as necessary.



Concord, California

1.3 REPORT OVERVIEW

This Existing Conditions Report is a preliminary phase of the Specific Plan and as such describes the work performed by the consultant team in addressing Planning Element 1 (described in Section 1.2). The section on existing infrastructure and capacity in this report will also become the foundation for analyzing infrastructure development in Planning Element 10. Furthermore, the section on existing transportation conditions will provide the basis for developing the multi-modal access, connectivity, pedestrian friendly, accessibility and parking strategies referred to in Planning Elements 6, 7, 8 and 9 (described in Section 1.2). Finally, all of the information in this report will be used to support the community outreach process and as a sound basis for developing project alternatives and ultimately a preferred plan.

Data in this report is limited to existing sources of material and other background work made available to the consultant team by the City of Concord. It also includes information on demographics publicly available on the City of Concord's website. Photographs and commentaries on existing physical conditions are based on numerous visits to the study area by various members of the consultant team, including a formal 'kick-off tour' with City Staff in January 2013.

1.4 PROJECT SCHEDULE

This Existing Conditions report is the first phase of an approximately 21-month study. Major phases of the project are as follows;

- Task 1: Project Initiation
January 2013
- Task 2: Existing Conditions
January to March 2013
- Task 3: Community Outreach
March to August 2013
- Task 4: Alternative Plan Concepts
March to July 2013
- Task 5: Preferred Plan & draft Specific Plan Report
July to October 2013
- Task 6: Environmental Review and draft SEIR
September 2013 to April 2014
- Task 7: Final Specific Plan and SEIR
April to September 2014
- Task 8: Implementation and Phasing Strategy
April to July 2014

1.5 PROJECT GOALS AND OBJECTIVES

The vision for the Downtown Concord BART Station Priority Development Area (PDA) is to promote Downtown Concord as the historic, economic, and cultural heart of the City in such a way that enhances its strong business climate and bolsters the City's high quality of life. The City envisions the PDA as a bustling, transit-oriented, urban space serving as both a magnet of activity for the City, as well as a more regional commuter hub for central Contra Costa County. This includes a plan to revitalize downtown business districts, expand multimodal circulation and construct housing projects that provide for a: 1) mix of housing types and income levels; 2) attractive sustainable, affordable housing for singles, families and seniors; and 3) housing supported by alternative transportation methods.

The Specific Plan and EIR will provide further specificity to General Plan and Development Code work that has already occurred. The Specific Plan will provide regulatory controls and incentives for the incremental intensification of parcels within the core (1/2-mile) radius of the BART station. One primary opportunity is the amount of vacant and underutilized parcels within the PDA, proximate to the Downtown BART station and north to Todos Santos Plaza. The Specific Plan will assure orderly development and appropriate capacity of public facilities for the increased density planned downtown. The Plan will focus on development of the area as a major transit hub for the region, providing office, hotel, retail, entertainment, and residential uses within the PDA and identify strategies to expand the City's economic base by providing employment opportunities and additional revenue to the City.

1.5 REPORT ORGANIZATION

SECTION 1: Introduction

Section 1 provides an overview of the report including a summary of the background to the study, the schedule, project goals and objectives and an outline of the organization of the report.

SECTION 2: Context and Existing Conditions

Section 2 provides a summary of the regional and local context, land-use, built form, open spaces and public facilities, environmental factors, known planned developments and opportunity sites.

SECTION 3: Demographics and Socio-economics

Section 3 provides a summary of the local and regional demographics, housing supply, retail and commercial facilities and an analysis of existing employment in the study area.

SECTION 4: Transportation and Transit

Section 4 provides a summary of the existing transportation and traffic conditions and an analysis of access, parking and connectivity to the study area in general and the BART station in particular.

SECTION 5: Infrastructure

Section 5 provides a summary of the existing utilities and infrastructure within the study area and a commentary on their potential capacity to accommodate future growth.

SECTION 6: References and Credits



Peet's

Peet's

Peet's Coffee & Tea

Peet's Coffee & Tea



02 Context + Existing Conditions

2.1 PROJECT CONTEXT

Region

The City of Concord is situated 29 miles east of San Francisco in the north central region of Contra Costa County (see Fig 2.1). Natural features frame the fertile valley in which the City is located; the Suisun Bay stretches to the north, rolling hillsides located to the east and south, and Walnut Creek abuts the southwestern City limits. Neighboring cities include Clayton, Martinez, Pittsburg, Pleasant Hill, and Walnut Creek. Across the Bay to the north lies Solano County, accessible from Concord by Interstate 680, a major transportation arterial that borders the western edge of the City.

Major transportation arterials that transect Concord are Highway 4, Highway 242, and Interstate 680. Highway 4 leads to and intersects with Interstate 80 near Hercules in the East Bay, and to the east also connects to the cities of Antioch and Brentwood. Highway 242 runs south, and serves primarily as the connector between Highway 4 and Interstate 680.

Concord has an important role in the regional economy given the assets of the City, including its central location, good transportation, affordable housing and a job center with a skilled labor force that attract business. Although the region is economically competitive, Concord's assets of transportation, location and affordability provide the potential to increase its' presence as a major center for the region.

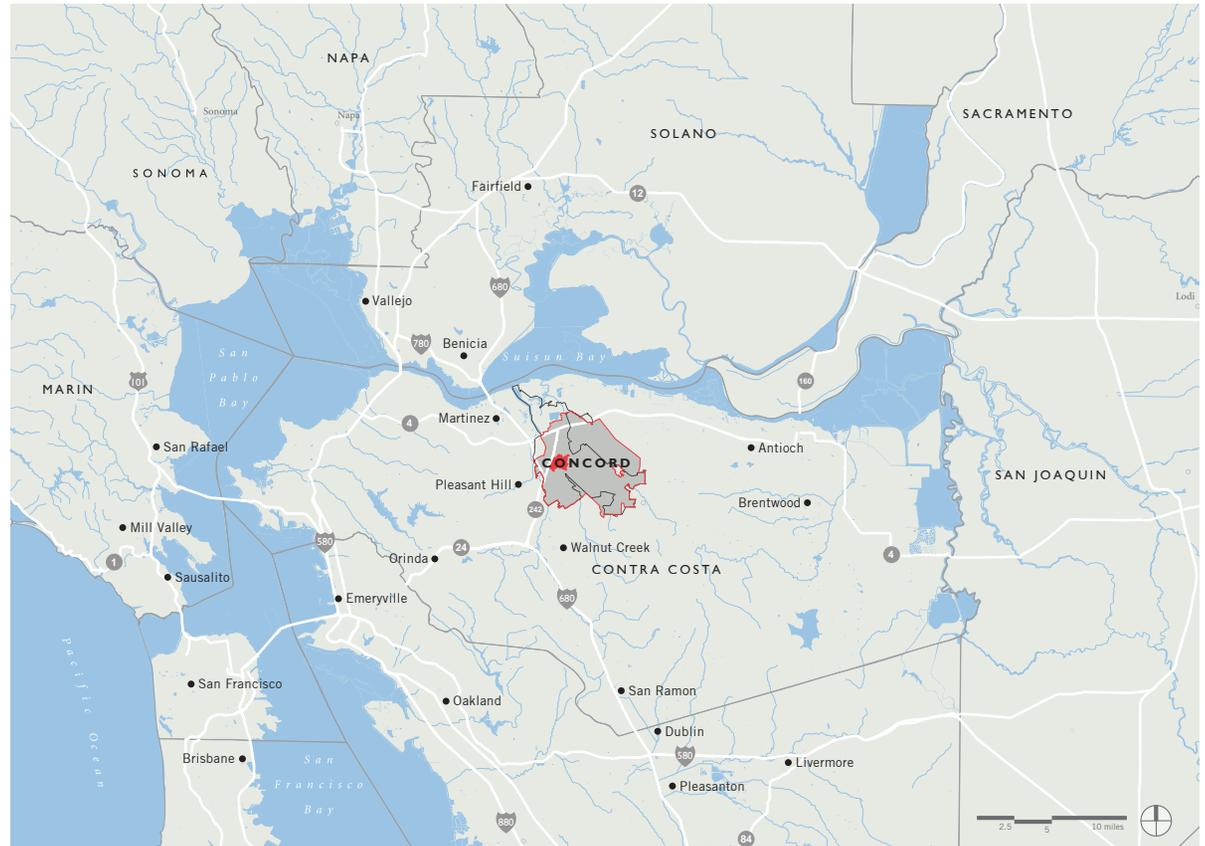


Fig 2.1 Regional Location within Contra Costa County, California

DOWNTOWN CONCORD SPECIFIC PLAN

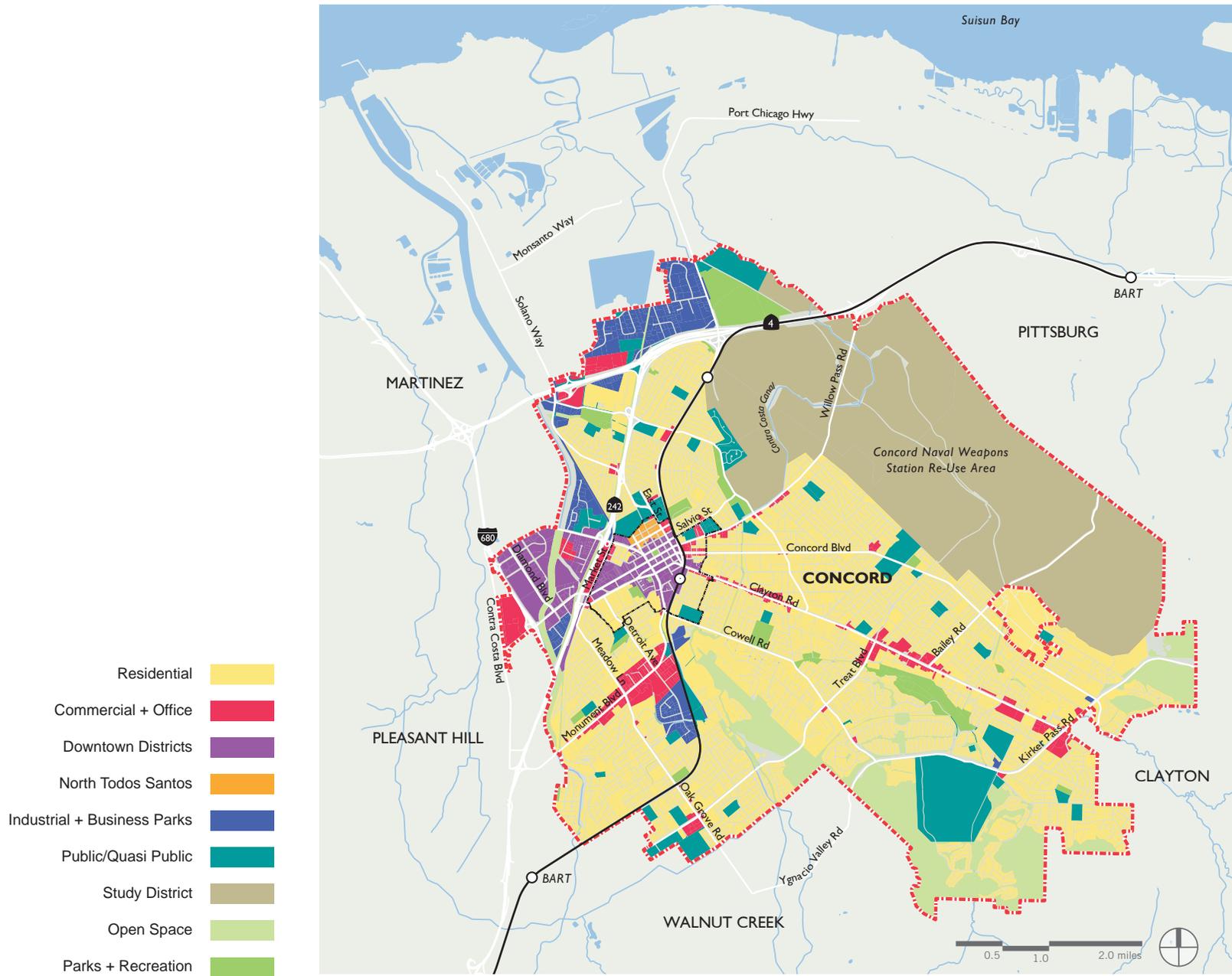


Fig 2.2 Generalized Citywide Land Use



Fig 2.3 Study area location within the City of Concord

CITY

The City of Concord encompasses approximately 19,840 acres or 31 square miles of land. The City limits extend to the Mallard Reservoir in the north and beyond Ygnacio Valley Road in the south. The eastern boundary of the City is defined by the extent of the former Concord Naval Weapons Station (see Fig 2.3).

The City of Concord is made up of several different neighborhoods that are knitted together through streets, open space, and urban form. Various densities, types and mixture of land uses such as residential, office, commercial, industrial, and open space give each neighborhood its defining character and identity. Neighborhoods are important to the city's family-oriented lifestyle, which balances Concord's gracious early California heritage with vigorous, thoughtful development.

The City's General Plan states that one of the most important contributions Concord will make to ensure future economic development is to allocate land for employment development. The ability of the City to grow, develop, provide goods and services to its residents depends, in large measure, on the strength of the local economy. The addition of the CNWS to the City's land supply substantially increases its capacity for employment growth.

Much of the City of Concord's land use pattern can be traced to its evolution as a primary job center within the valley, with the focus on Downtown and subsequently on the radiating transportation corridors. Most of the residential development in the City is low density, single family housing, and much of the commercial development is retail related. Office, business park, and light industrial uses are located adjacent to transportation infrastructure. Schools and parks are distributed throughout the residential neighborhoods in the City. Existing Land Use pattern is displayed in Fig 2.2.

DOWNTOWN CONCORD SPECIFIC PLAN

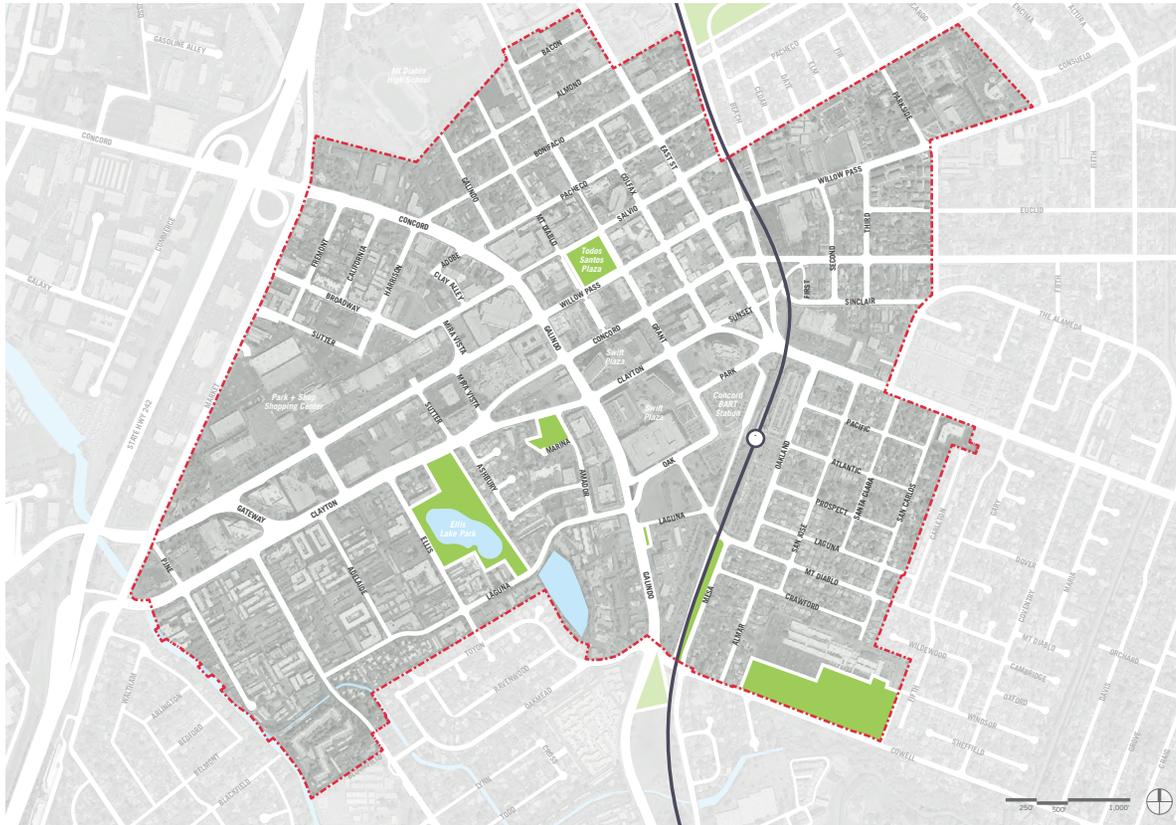


FIG 2.4 Downtown Concord Study Area Boundary

CENTRAL CONCORD

Central Concord is the historic, economic, and cultural heart of the City. It encompasses the original town site that grew into Concord, and this rich historic legacy is visible in a number of historic sites in the area such as Todos Santos Plaza, the Salvio Pacheco Adobe, and the County Fire House. Central Concord is also a focal point for many key activities within the City. Todos Santos Plaza contains shopping, cultural activities and pedestrian-oriented scale that provides a main attraction in the downtown. Many of the City's major employers are located in or near the project area. The existing General Plan aims to support many of the roles that Central Concord plays in shaping the City's character and identity.

Central Concord is critical to the future economic development and vitality of the entire City. It contains major transportation infrastructure such as BART and access to major highways. The history, diversity and pedestrian scale along Todos Santos Plaza are assets that the Specific Plan will look to enhance and serve as a catalyst for new development opportunities within the remainder of the project area.

DOWNTOWN

Downtown Concord offers many exciting opportunities for dining, shopping and entertainment as well as a thriving environment for business.

The focal point of the downtown is Todos Santos Plaza. This is a full city block of public open space located four blocks northwest of the BART station. Todos Santos Plaza served as the original public square as one of the earliest blocks of Concord, and was dedicated in 1869 by founders Don Salvio Pacheco, Don Fernando Pacheco and Don Francisco Galindo. It now serves the community as a gathering place for special events such as the Farmer's Market, Music at noon, Music and Market series and holiday celebrations.

The City has supported development of mixed use projects in and around the downtown area that have combined retail, restaurant, office and entertainment uses in and around Salvio Pacheco Square, Todos Santos Plaza and the Brenden Theater. By including a combination of uses, these projects create an active street frontage and an urban building form in the core of the older downtown area. Recent residential projects near BART include Park Central (259 units), Renaissance (132 units) (Phases 2 and 3 180 remaining units), Wisteria (37 units under construction), and Centre Pointe (100 units).



Todos Santos Plaza circa 1884



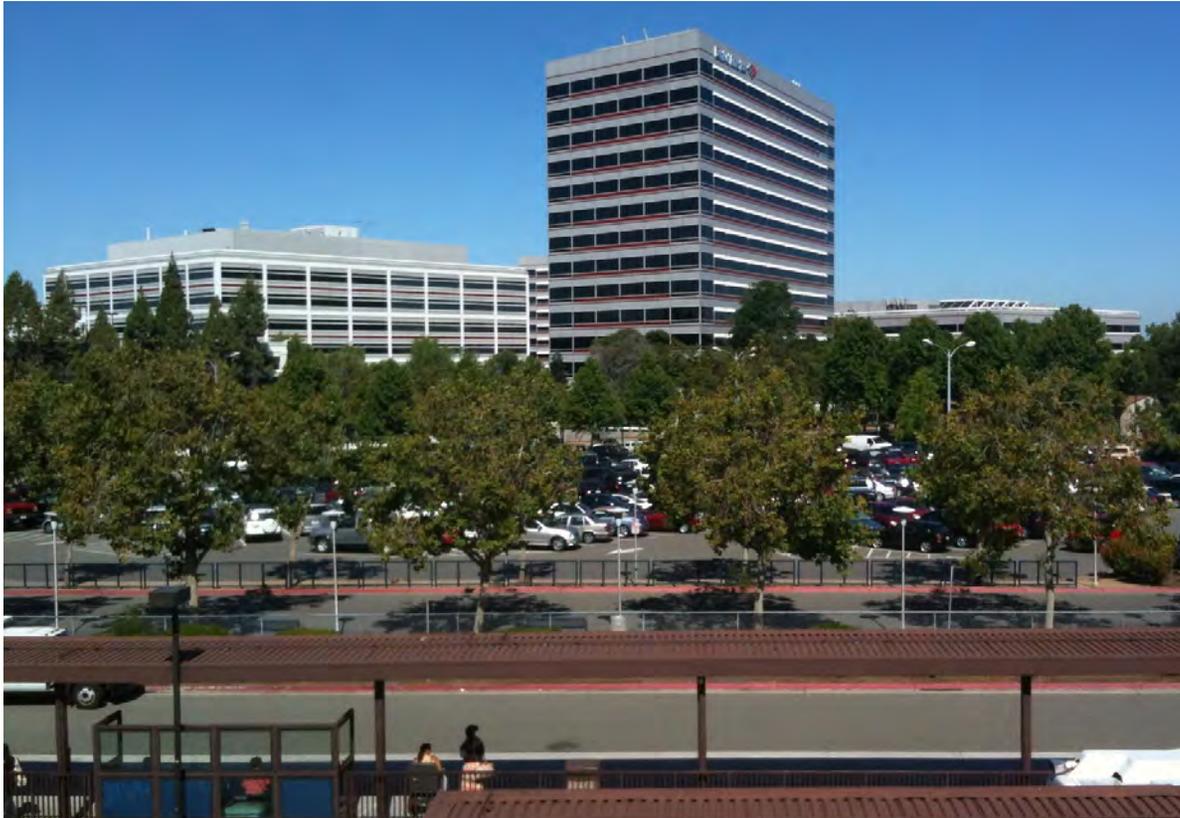
Todos Santos Plaza circa 1915



Todos Santos Plaza looking toward Salvio Pacheco Square



Todos Santos Plaza: Surrounding Streetscape



View from Concord BART station towards Downtown Concord

Economic realities from the Great Recession have significantly slowed progress within the City's downtown over the last five years. Although the City has taken measures to reduce and/or delay fees, these incentives have not proven enough of an impetus until quite recently to promote construction activity. However, since January 2012, the City has observed

renewed interest and activity within the downtown. The Specific Plan is anticipated to further facilitate interest in the area by developing strategies and incentives for development and streamlining processing with consistent development standards for the area.

2.2 SITE CHARACTER

The Downtown Concord Study Area is approximately 617 acres in size (see Fig 2.4). Salient features of the project area include:

- Historic Downtown Core/Todos Santos Plaza which is a major focal point and provides an important sense of place for the entire City. The area contains shopping, retail, and dining/café opportunities for everyone to use
- A major BART station directly adjacent to the downtown with transit connections
- Large Class A office buildings (providing approximately 1.5 million square feet of office space) and higher density zoning near the BART station with ease of access to major highways
- Diversity of adjoining neighborhoods such as historic North Todos Santos defined by its small scale historic houses
- Contains Ellis Lake Park and offers many historic sites/buildings that are dispersed throughout the project area
- Entertainment such as movie theatres and dining facilities that are very accessible and offer more opportunities for activity both during the day and evening.
- Great diversity in housing from single family to multi-family/high density
- Higher density office/commercial zoning near the BART station and along major arterials that connect directly to the highway
- Walkable and identifiable street grid that defines distinct neighborhoods and districts within the City

Retail Character

The study area contains a great diversity of retail typologies, from large format supermarkets and drugstores to shopping malls (Park and Shop) and smaller, fine grain commercial retail that surrounds Todos Santos Plaza.

Office Character

Office space in the study area consists primarily of large floor-plate low-rise and mid-rise office towers, including Swift Plaza, One Concord located directly adjacent to the BART station, and 1800 Sutter Street situated between Clayton and Willow Pass Roads. Located centrally on the site, Swift Plaza is a 15-acre office campus with over a million square feet, proximity to the BART station and a public open space easement facilitating pedestrian access through the mega-block.

Some low-rise office uses located on and around Todos Santos Plaza indicate the potential for additional, smaller and more flexible office typologies in this area. If developed alongside new housing, new office space located around the plaza could provide the framework to form a truly vibrant, mixed-use, live-work neighborhood.



Colfax Street retail frontage



One Concord adjacent to BART



Central Concord vehicular-oriented retail



Class A Office Park

DOWNTOWN CONCORD SPECIFIC PLAN

Street Character

Within the project area, there is great diversity of streetscape character. Many streets are fully designed with sidewalks, street lighting and landscaping. These areas are predominantly around the higher density commercial core near the BART station and around Todos Santos Plaza.

One-way streets along Todos Santos Plaza impact the degree of flexibility and accessibility around the plaza.

Many of the neighborhoods that are within the project area have pleasing streetscapes that include sidewalks, parkways and street trees; however some streets lack sidewalk and curbs and inhibit accessible pedestrian connections throughout the downtown.

Galindo Street, Concord Avenue, Willow Pass Road and Clayton Road are generally wider than most of the streets in the project area, and accommodate the largest traffic flow. Improved pedestrian street crossings, particularly within the downtown and adjacent to the BART station, are important considerations for the Specific Plan.



Sidewalk cafe along east side of Todos Santos Plaza



Renaissance Housing Streetscape along Galindo St.

2.3 SITE CONDITIONS

Issues and Opportunities

Issues:

- The BART parking structure and lot form a barrier to both visual and pedestrian access to the Station. The tracks are bermed at the station area, creating a barrier to the single family neighborhood east of the tracks
- Grant Street allows both one way and two way traffic as it passes from the BART station to Todos Santos Plaza. A few other one way streets exist throughout the downtown and should be reconsidered to allow for better ease of access
- Clayton Road, Willow Pass Road and Concord Avenue are designed for high volume traffic and truck routes making pedestrian crossing difficult
- Galindo Street creates a strong horizontal division between the Todos Santos Plaza area and the west portion of the project area. However, its streetscape design does ease vertical pedestrian movement.
- The large land assembly associated with the higher density commercial/office buildings near the BART station limits pedestrian access to the downtown
- The Park and Shop Center and its large areas for surface parking creates a very extensive barrier between Willow Pass Road and the project area to the north
- Ellis Lake Park is an important and sizeable open space in the Downtown, but has limited visual access from Clayton Road and the surrounding area
- The street grid provides identifiable neighborhoods in most areas, but this identity is lost where the regular street grid turns and Port Chicago Highway bisects Willow Pass Road and Concord Boulevard at an angle. The triangular blocks created as a result are disconnected from other neighborhoods and are bounded by a series of undefined one-way streets.
- The overall quality of the streetscape is inconsistent and varies from excellent where new development has occurred, to virtually no pedestrian sidewalks/curbs in some key locations
- Limited designated bike paths exist in the project area



Pedestrian access beneath BART tracks



Concord BART station vehicular exit

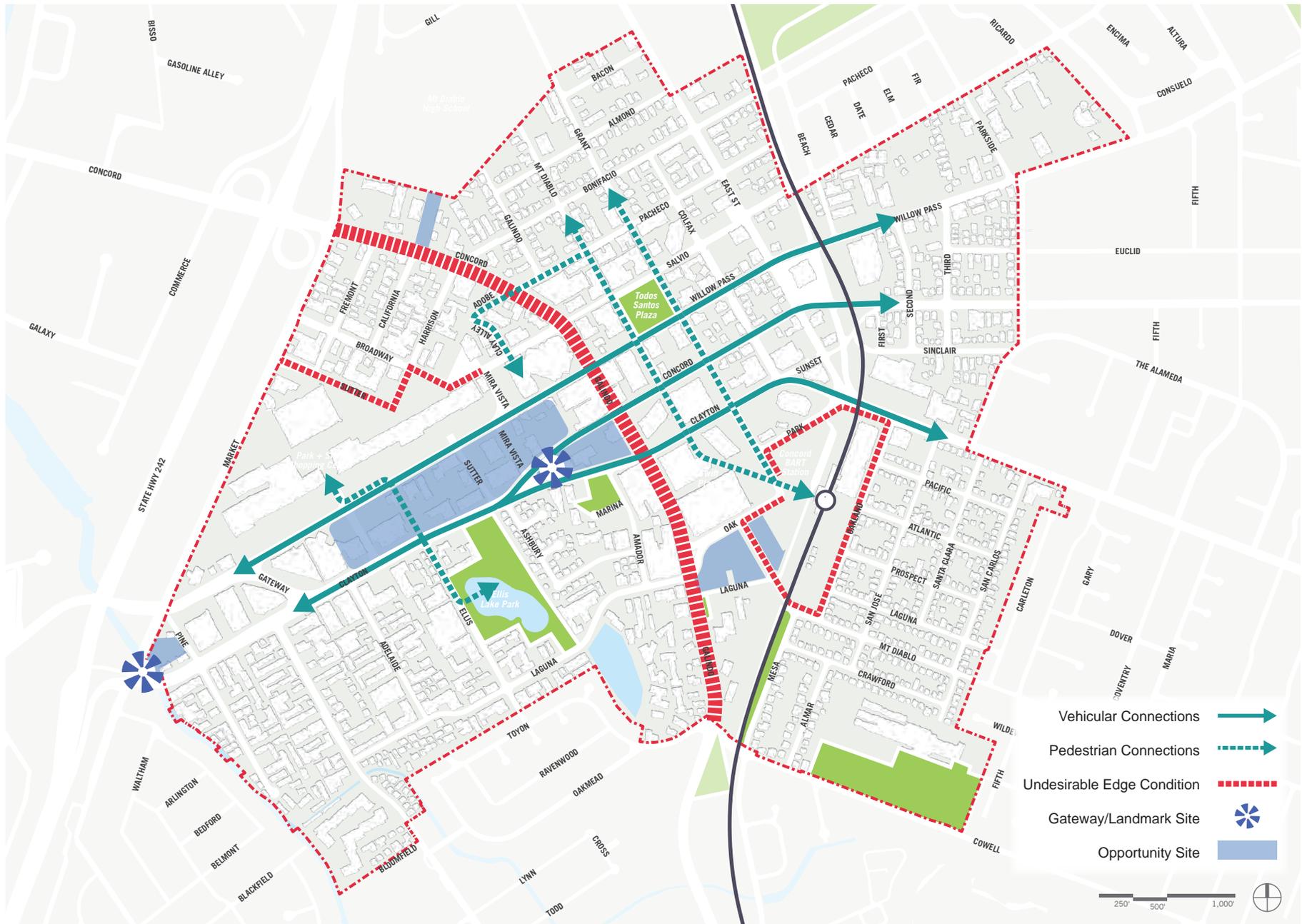


BART parking structure along Oakland Ave



View of Swift Plaza office park from BART

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- Vehicular Connections 
- Pedestrian Connections 
- Undesirable Edge Condition 
- Gateway/Landmark Site 
- Opportunity Site 



Figure 2.5 Opportunities + Constraints

Opportunities:

- Todos Santos Plaza is a wonderful and well used public space for the City. It provides key identity and pedestrian activity. Additional development, such as encouraging more housing opportunities, could help the quality and intensity of the retail
- There are already identifiable neighborhoods such as North Todos Santos to help attract new residents to the downtown
- BART access to the Downtown Concord Station is available within a short walk along Grant Street. There is an opportunity to help make the station entrance more visible and accessible for pedestrians walking to BART. Other transit opportunities (buses and shuttles) are situated near BART and provide key access to other parts of the City and surrounding area
- The City owns several development sites that are near BART and streets that could provide major opportunities for both commercial and housing development
- There a number of underutilized parcels between Clayton and Willow Pass Roads. Development of these could enhance the vitality of both corridors
- Given the pedestrian scale street grid that exists throughout much of the project area, new streetscape and bike pathways/networks could be implemented to improve accessibility within the downtown
- Strong Gateway opportunities exist along Clayton Road both at Market St. and the intersection of Clayton Rd/Concord Blvd



Central Concord pedestrian-oriented retail



Todos Santos Plaza with weekly farmer's market

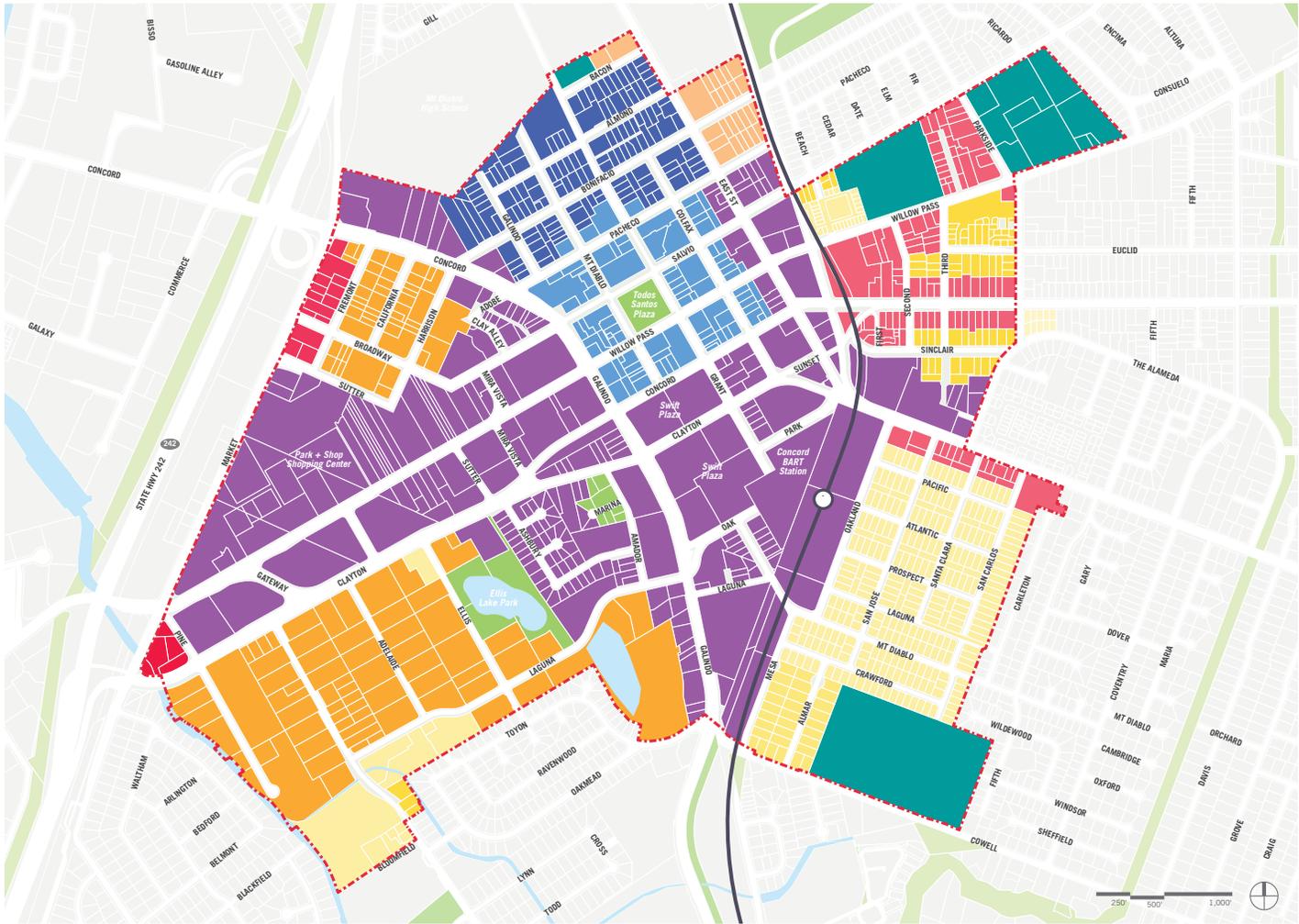


Orchard adjacent to BART parking lot

DOWNTOWN CONCORD SPECIFIC PLAN



Figure 2.6 Density and Floor Area Ratio



- RS6: Residential Single Family
- RS7: Residential Single Family
- RM: Residential Medium Density
- RH: Residential High Density
- CO: Community Office
- CMX: Commercial Mixed-Use
- SC: Service Commercial
- RC: Regional Commercial
- DP: Downtown Pedestrian
- NTS: North Todos Santos
- DMX: Downtown Mixed-Use
- PQP: Public/Quasi-Public
- OS: Open Space
- PR: Parks + Recreation

Figure 2.7 Study Area Zoning

DOWNTOWN CONCORD SPECIFIC PLAN

2.4 LAND USE, ZONING & BUILDING FORM

Zoning

The basis of the land use proposals for the Downtown Specific Plan is set forth within the General Plan. The Zoning designations within the Downtown include the Downtown Pedestrian, Downtown Mixed Use, Medium Density Residential, High Density Residential, and Open Space. The project area contains many different zoning classifications and allowances. Figure 2.7 illustrates the distribution and locations.

Transit Station Overlay

The City's Development Code includes a transit station overlay district for the Downtown BART Station. Incentives for additional density are provided within the area to encourage transit oriented development. This district is intended to create, preserve, and enhance the areas around the BART station by encouraging a concentrated mixture of increased residential density and commercial uses in a pedestrian oriented environment. The development standards are intended to support transit use by ensuring access, creating a safe and pleasant pedestrian environment through promoting active uses such as shops and cafes and limiting conflicts between transit, vehicles, bicycles and pedestrians.

Overall Land Use Goals

- Create Livable and Enjoyable Residential Neighborhoods
- Promote a Viable and Accessible Neighborhoods Centers within the Downtown
- Foster Strong and Accessible Regional Centers
- Expand and Enhance Regional office uses in Central Concord

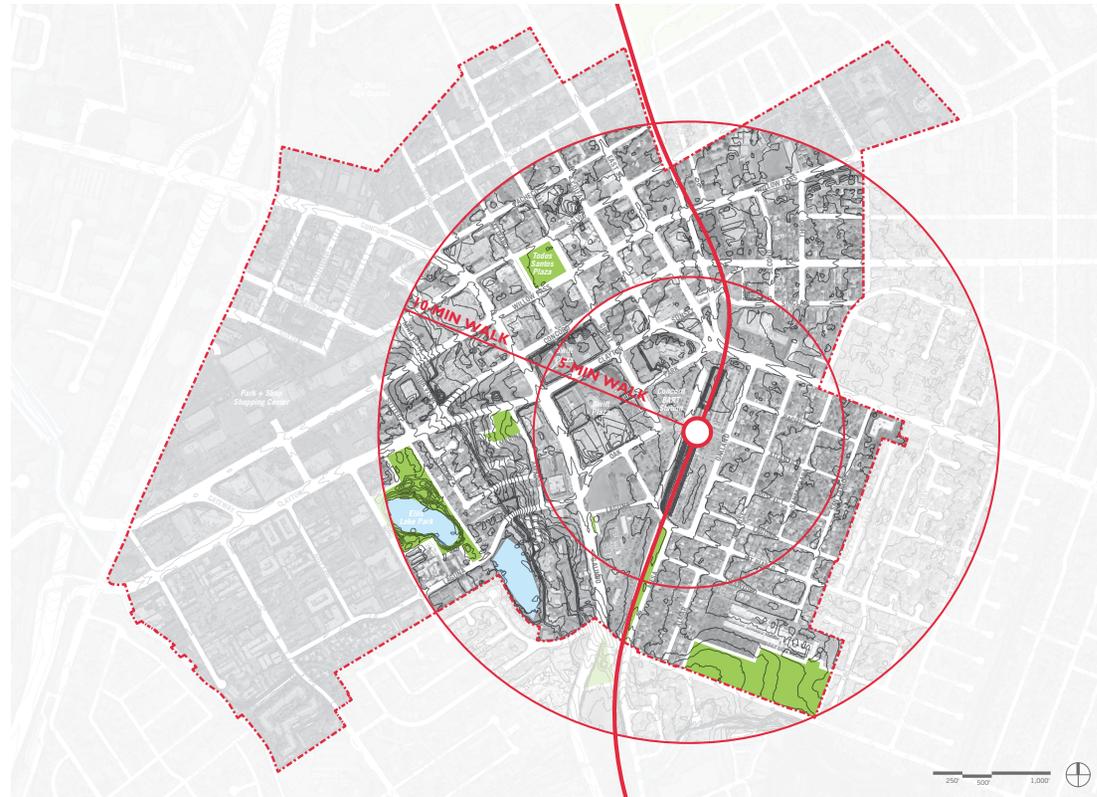


Figure 2.8 Walking Radii from BART and site topography

- Require High Quality Urban Design, Infrastructure, Buildings and Site Planning
- Promote Open Space Opportunities

Land Use Intensity of Uses

In addition to the study of the current Zoning and the current land uses within the project area, the project area has different zones that have varied intensity of use. This intensity is being defined in terms as a combination of density (number of units) as well as height (floors of buildings). The area northwest of the BART station and between Clayton/Willow Pass Avenues has the highest

intensity. These are primarily office and commercial uses.

A few blocks north of Todos Santos Plaza, areas north of the *Park and Shop* Shopping Center and the residential neighborhood in the Ellis Lake District are generally multi-family/higher density residential with interspersed commercial.

The other portions of the project area, including the *Park and Shop* Shopping Center, North Todos Santos and the residential neighborhood that is southeast of the BART station are defined as low intensity use areas.

Housing

From the City of Concord Housing Element, the General Plan identifies current housing conditions and needs as follows:

- Household size has stayed the same over a number of years at 2.7 person per household
- The City has a lower median income and lower educational attainment rate when compared to the County as a whole
- The housing make-up has stayed the same over the years, with the percentage of single family homes (60%), multi-family homes (30%) and the others remaining constant
- The City's ageing housing stock, particularly in the center of the City, demands more resources in terms of energy utilization, conservation and rehabilitation
- Rents are still lower than the surrounding areas

Refer to Section 3 of this report for a more detailed description of the existing housing supply.

Housing Goals

- Provide diversity of housing supply
- Promote quality neighborhoods
- Meet special needs of the community
- Ensure equal housing opportunities
- Promote energy conservation

Within the City's housing element of the General Plan, each goal has a series of defined policies, with implementation programs for each policy as appropriate.



Housing Development below Willow Pass Road



Renaissance housing development



Todos Santos housing character



Residential housing development



Typical residential sidewalk



Typical residential sidewalk

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Fig 2.9 Typical block sizes



Swift Plaza restaurant



Aerial view of Swift Plaza, looking south

Urban Form

The urban form around Todos Santos is defined by buildings ranging from low rise/single story to three stories and has active ground uses which support the activity and vitality of the park. Higher density office commercial is predominantly situated near the BART station and Clayton Road. These tall buildings do provide a sense of skyline to the City and surround Todos Santos Plaza on three sides, creating a low rise/pedestrian center to the City.

On many parcels in the downtown that are in transition there are large differences in scale that create a strongly fragmented character to the urban fabric.

The BART station and associated track creates a significant divide within the urban form of the city, where higher density commercial programs exist on the northern side, while single family residential exists to the south. The length of the station platform and associated track way limits good connections between these two distinct portions of the project area.

Areas that surround an existing open space, such as Todos Santos Plaza and Ellis Lake Park have a strong neighborhood feel and sense of place that provide a unique setting for development. These are true assets that the Specific Plan can build upon.

Residential neighborhoods such as North Todos Santos have strong character and walkability. Where these neighborhoods meet the commercial zones, there are opportunities for higher density housing/larger footprint buildings which can help contribute and transition to the surrounding neighborhoods.

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Pedestrian-friendly Todos Santos sidewalk arcade



Cafe street seating along wide sidewalk



Pedestrian easement through Swift Plaza for mid-block access

Building Footprints

Figure 2.9 illustrates the ground-coverage of all buildings in the study area and indicates the typical characteristics of different building types and block sizes. The predominantly residential neighborhoods of Baldwin Park South, Loma Vista and the areas north and north-west of Todos Santos Plaza contain a higher proportion of small buildings (single family homes) situated close together on modest size building lots with limited space for gardens between and behind the houses. In contrast, the retail center and central business district contain far fewer buildings with much larger footprints and are generally separated from each other by large surface parking lots to accommodate the needs of employees and visitors to these types of businesses. The buildings around Todos Santos Plaza are of a slightly finer grain, creating a more urban character with parking restricted to structures and on-street spaces. Footprints within the Ellis Lake District are of an intermediate scale, where most of the residential properties are larger apartment complexes with common covered parking canopies or garages.

Block Layout

The project area is characterized by a strong square/rectangular street grid that is highly walkable. In areas where the grid has been aggregated into larger blocks to accommodate higher density and larger footprint buildings (such as at the *Park and Shop* Shopping Center and near the BART Station, pedestrian walkability and accessibility decrease, creating a strong disconnection from the surrounding area. It is notable that the Central Business District and Retail Center have a strong correlation between generally larger building footprints and larger block size, whereas the residential districts and downtown core exhibit smaller buildings and

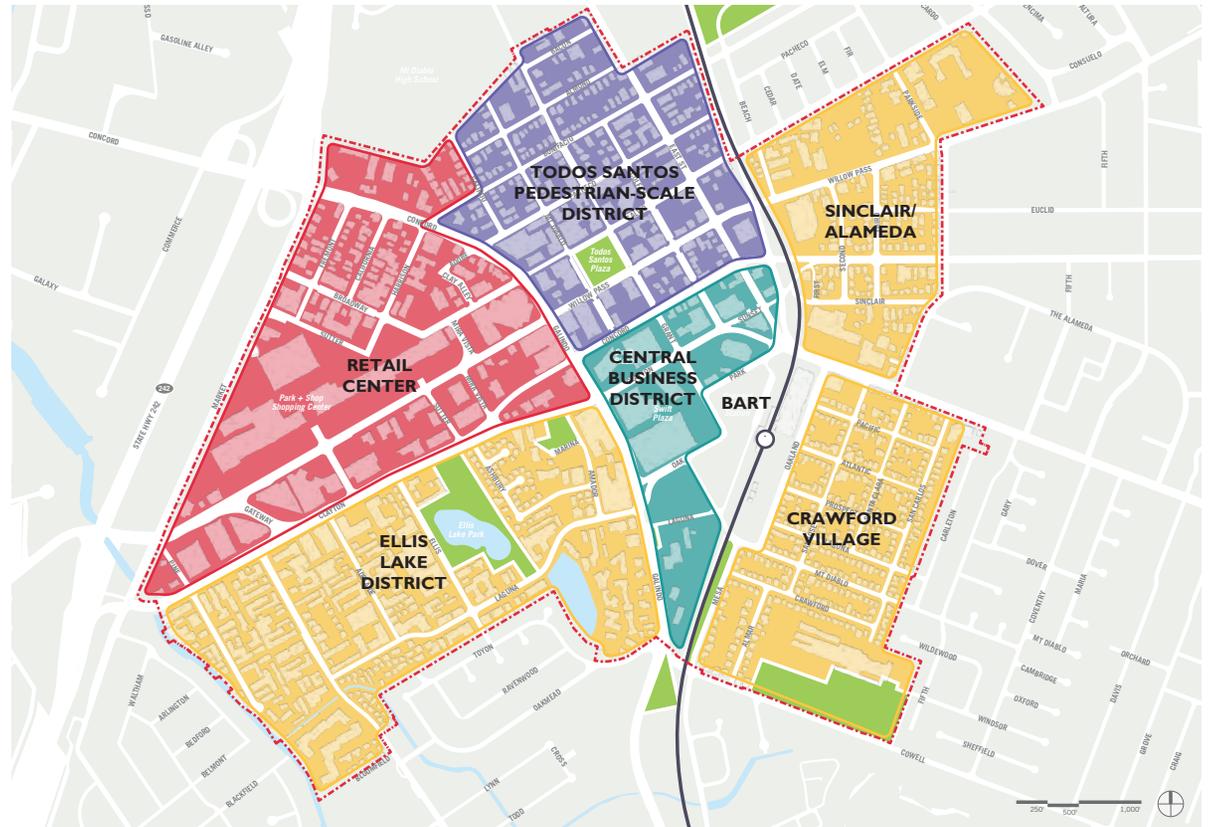


Fig 2.10 Downtown Concord Districts

smaller block sizes. The apartment complexes in the Ellis Lake District are also served by fewer streets in a larger block pattern than the single-family residential districts.

Urban Design

The project area should catalyze on a number of key urban design qualities. These include:

- Todos Santos Plaza and its pedestrian scale
- The opportunity for increased density and street-oriented programs in the project area
- Walkability of the street grid and provision of a

high-quality pedestrian environment, including linkages between the various neighborhoods and destinations.

- Consideration of key gateway sites/entrances within the project area as a way to enhance identity and legibility for the Downtown
- Maximize opportunities to frame key view corridors to the hills and mountains
- Take advantage of the existing open spaces and use landscape/street trees as a way to create a sense of landscape throughout the Downtown



Todos Santos Playground



Todos Santos historic landmark



Salvio Pacheco

- Utilize and frame existing historic structures within the downtown. These structures provide key markers in the downtown and provide a strong sense of history and place for the City
- Where buildings front directly onto the street/public realm, there is a greater sense of place and pedestrian orientation. Large surface parking, visible from the public realm, should be discouraged
- Build upon the City’s street tree program and parkways and leverage it as an asset to develop landscape connectivity throughout the downtown

2.5 SERVICES & AMENITIES

Open Space

The City’s setting, within a valley surrounded by gently sloping foothills and crossed by creeks, includes natural resources that are important, not only for their aesthetic value, but also for improved environmental quality, habitat protection and water resources.

In addition, using open space within the project area to foster a sense of community, affords current and future residents an understanding of the City’s natural setting and native topography, and will help to provide an important amenity to attract people to live and work in the project area.

The project area contains Todos Santos Plaza, Ellis Lake Park, and Swift Plaza as major open spaces. Other areas, such as the BART Linear Park, provide open space opportunities, although are not officially designated public open spaces.

There are few designated trails or open space features that connect the project area. Integrating a comprehensive street tree/parkway program could

help provide identity and landscape connections throughout the project area.

Cultural and Historic Resources

The project area has a rich collection of historic sites and spaces that recall Concord’s important role in the formation of the area. Many of the historic resources in Concord that date back to the days of its founding are located near Todos Santos Plaza.

Many of the historic buildings reflect its changing role through time as a center of agriculture, military activities and commercial activities. The project area contains one registered site on the National Register (Francisco Galindo House). The Specific Plan should look to showcase these sites to provide a visual sense of history of the downtown. For additional information on cultural and historic resources, refer to Section 2.9 of this report.

School and Community Facilities

The General Plan for the City of Concord states that, given the limited amount of suitable vacant land available and the fact that most schools have sufficient capacity to absorb projected growth, no new sites for school facilities are proposed within the existing urbanized area. Schools in the project area include Olympic High School and Meadow Homes Elementary School.

The Central library is located at 2900 Salvio St., adjacent to City Hall, and is an important community facility for the project area.

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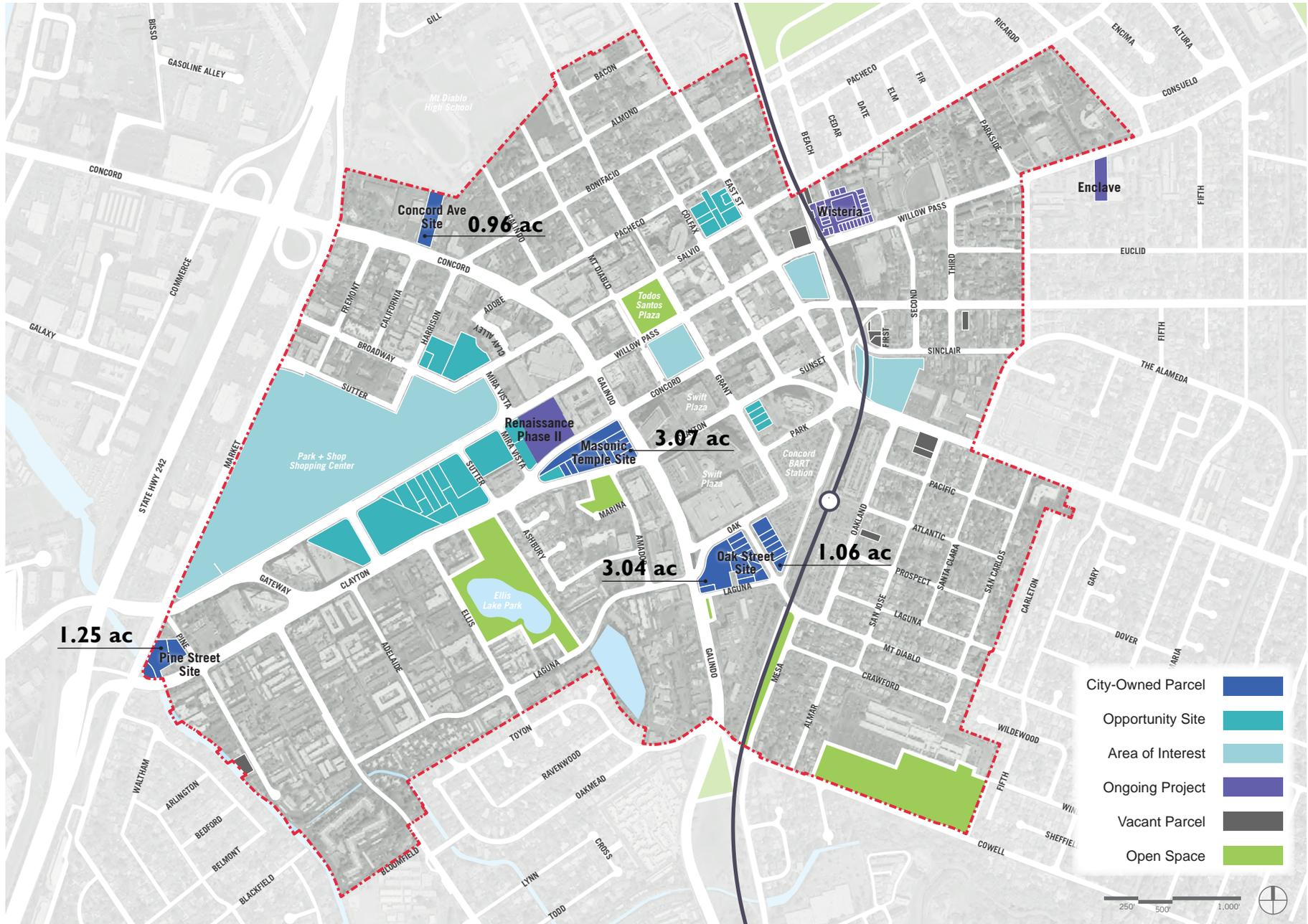


Fig 2.12 Potential Opportunity Sites

2.6 OPPORTUNITY SITES

Key opportunity sites located within the study area have the potential to act as catalysts for additional infill development. The City’s Housing Element (Nov. 2010), identified 33 vacant and underutilized sites within the PDA boundaries projected to accommodate approximately 2,480 units. Several additional downtown sites, not previously identified, could accommodate an additional 420 to 600 units. The City and the Successor Agency to The Redevelopment Agency owns four key sites shown in Figure 2.12 including: 1) the Oak Street Site; 2) the Masonic Temple Site; 3) the Concord Ave. Site; and 4) the Pine Street Site. These sites have potential to be developed with a wide range of housing types and employment center projects and would provide the critical mass necessary through increased densities to attract residents and employers alike.

Development of surface parking lots at BART, in the non-commute direction, with housing or employment uses may be another option and would provide significant growth consistent with the goals of the Specific Plan, but would require relocating at least a portion of the parking elsewhere. Such infill would bolster BART ridership through compact development, transit-oriented designs, pedestrian friendly amenities, and reduced parking demand, while providing local-serving retail to promote a bustling downtown area.

2.7 ONGOING PROJECTS

According to City Staff, Phases 2 and 3 of the Wisteria development (16 units) are under construction, Renaissance phases 2/3 (180 units) was purchased and permits are being reviewed.

The Enclave project (26 units) is currently going through building permit review. Refer to Figure 2.12 for the location of these projects.

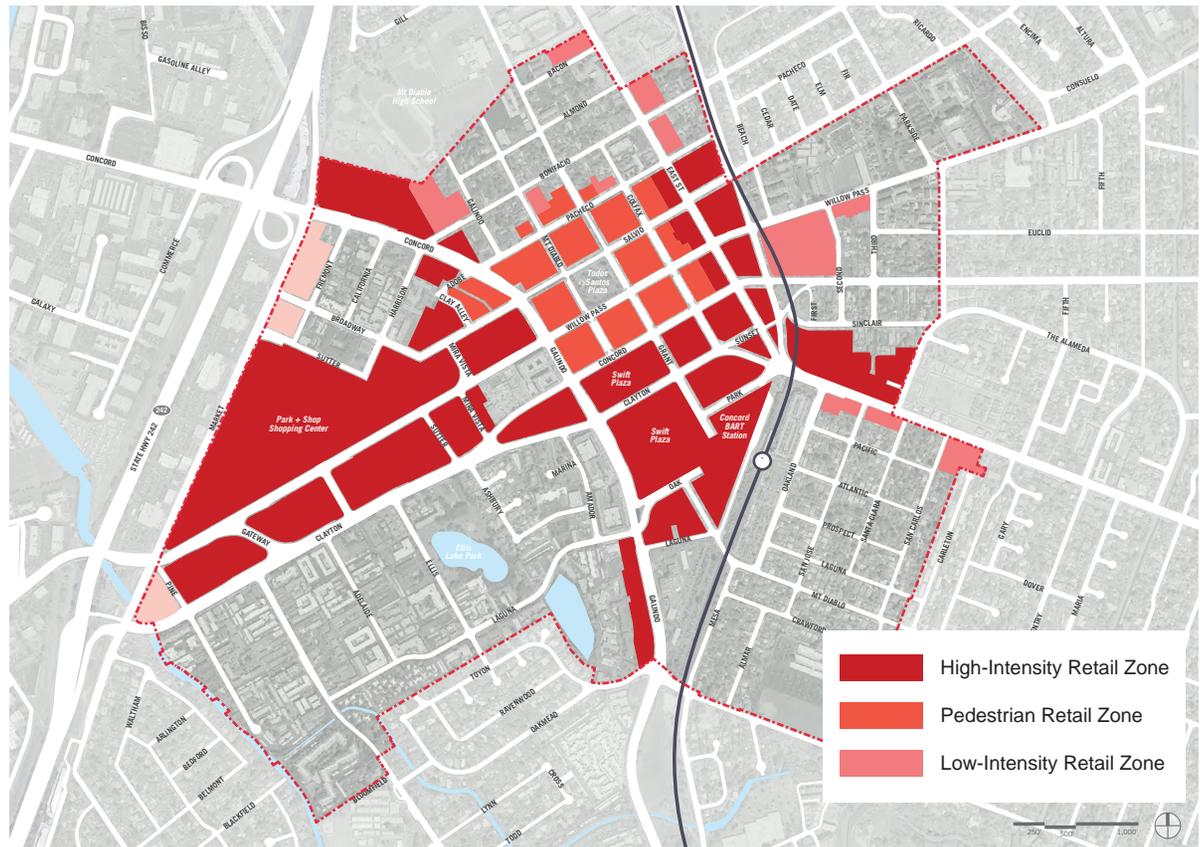


Figure 2.13 Maximum allowable retail intensity as per Concord Development Code

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2.8 CLIMACTIC CONDITIONS

The local climate was analyzed to identify opportunities and challenges for designing a community that is both energy-efficient and comfortable for its inhabitants. The monthly diurnal averages chart shows the range of monthly average temperatures in red and the adaptive comfort zone in green, which is the ideal outdoor air temperature range for thermal comfort. This chart also identifies key heating and cooling periods (red or blue bands) and the solar radiation levels. Clear skies lead to higher levels of direct solar radiation which may result in heat gain that causes increased energy loads if not mitigated in the warmer seasons. The solar radiation diagrams specifically illustrate the amount of solar radiation falling on each building façade throughout the day and year, and can act as a design guide to minimize thermal gains to buildings. The wind rose (Fig. 2.18) shows the speed (increasing as it radiates from the center of the circle), direction, and the frequency (by color) of the local winds throughout the year. This chart is useful for determining natural ventilation potential and identifying potential wind hazards. Monthly rainfall numbers are useful for determining rainwater collection potential and stormwater mitigation requirements.

City Climate Action Plan

The City of Concord is in the process of preparing a Climate Action Plan. A draft plan was issued in January 2013. This Concord Citywide Climate Action Plan (CAP) has been prepared in response to mandates from the State of California intended to reduce the emission of greenhouse gases statewide, because of their contribution to global climate change. The City has identified the ways it

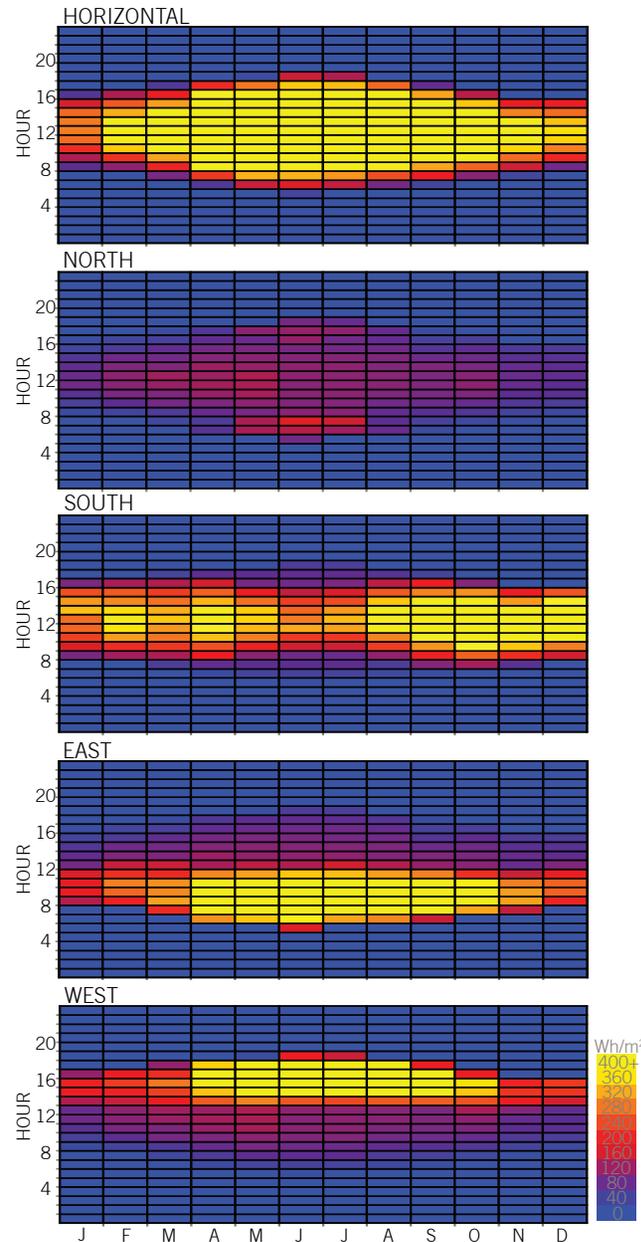


Fig 2.14 Solar Access

CLIMACTIC CONDITIONS

Wind

Winds come mostly from the west in summer. Lighter winds come from the west and south in winter. Breezes should be minimized in park areas.

Solar

Direct solar radiation is prominent midday and falls on the east in mornings, the west during afternoons. The ideal orientation to minimize solar heat gain is -2.5°.

Rainfall

Concord receives an average of 18.38" per year. Bioswales will help with stormwater management. Rainwater collection can help, but not fully supplement potable water.

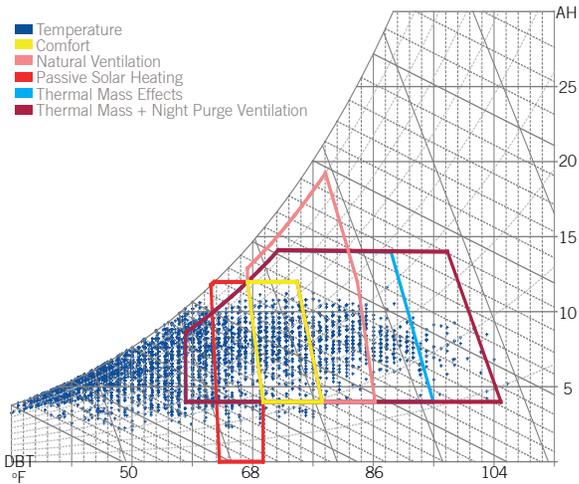


Fig 2.15 Psychrometric Chart

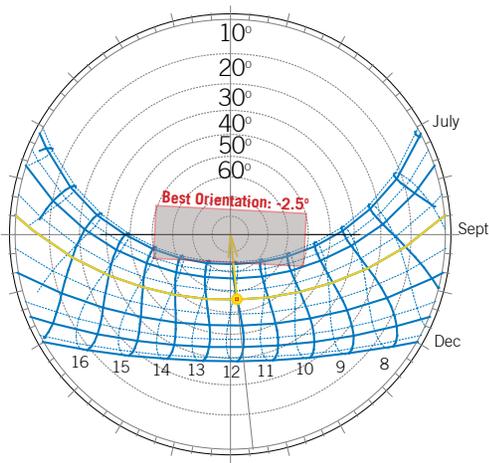


Fig 2.16 Sun Path

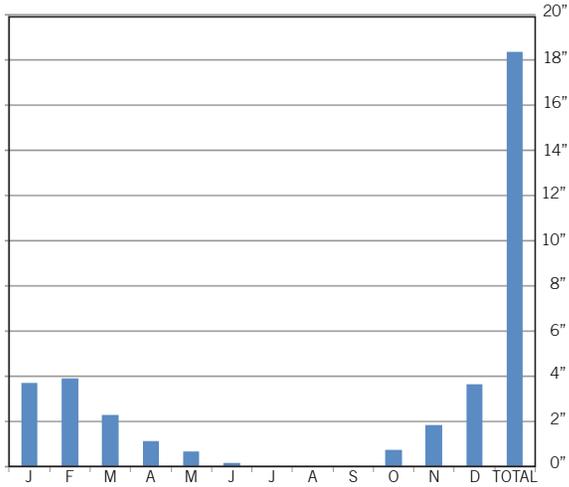


Fig 2.17 Concord Monthly Rainfall

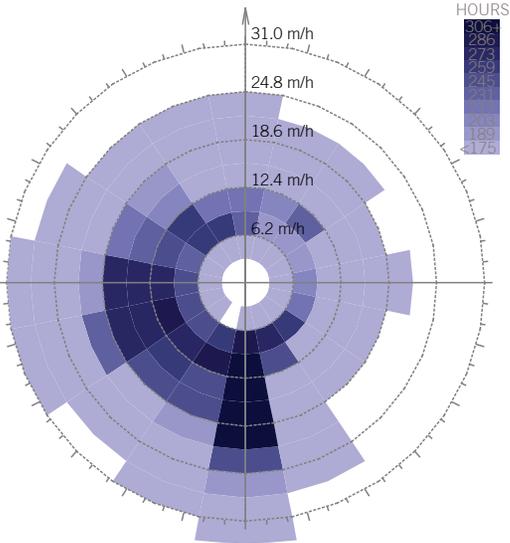


Fig 2.18 Concord Wind Rose

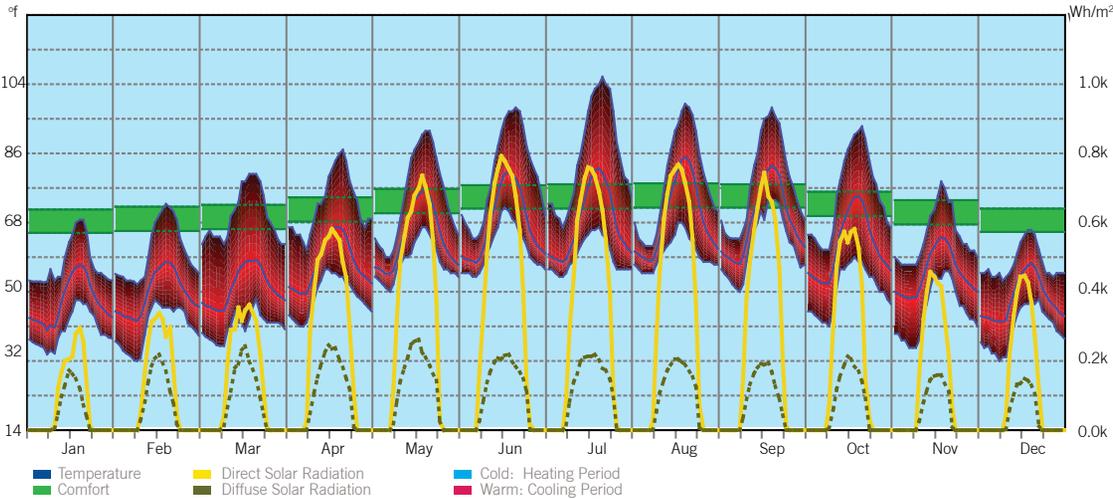


Fig 2.19 Monthly Diurnal Averages

DOWNTOWN CONCORD SPECIFIC PLAN

will take action to support the State’s goals while supporting the local economy and quality of life. The strategies included in this plan work in several ways:

Building Performance strategies save energy, water, and waste disposal costs through practical approaches for new, upgraded, and existing buildings. These strategies fill information gaps for local building owners and 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 to make motor vehicle infrastructure more energy-efficient.

Adaptation strategies coordinate infrastructure plans and emergency response programs, support habitat adaptation, and outreach to building owners to adapt to energy supply shortages during peak periods.

Participation strategies applaud and engage local climate action leaders, and clearly identify the benefits of climate-friendly choices that community members can make, such as home retrofits, purchases large and small, energy choices, recycling, and water conservation.

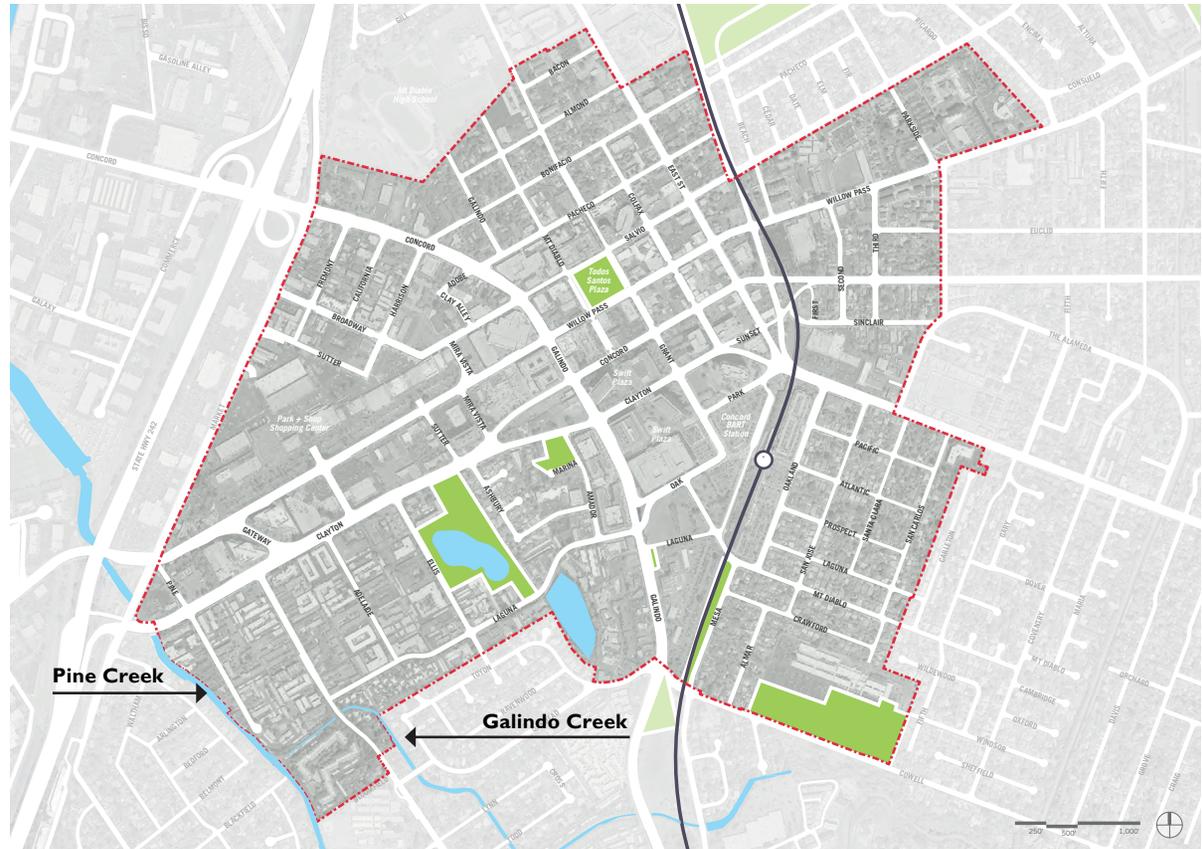


Fig 2.20 Creek Locations

2.9 ENVIRONMENTAL CONDITIONS

Biological Resources

Based on the City’s 2030 General Plan, the Downtown planning area is classified as urban habitat. Wildlife species within the Downtown planning area include those that are typical of urban areas and have adapted to such conditions. In urban areas, planted trees and shrubs can provide

wildlife habitat for birds, including those protected by the Migratory Bird Treaty Act (primarily birds of prey). It is anticipated that these species use the nearby creek and park environments for foraging and nesting.

As mentioned above, trees can serve as a wildlife habitat, specifically for birds of prey. There are a number of mature trees throughout the Downtown planning area, particularly in the park and open

space areas. The types of trees in the area include California black walnut, coast redwood, honey locust, cypress, and eucalyptus. The City of Concord’s Municipal Code, Chapter 114, requires the protection of trees based on trunk size, location, and historical significance. The tree protection ordinance outlines permit requirements, including protective measures for construction activities in the vicinity of trees, removal of trees and tree replacement requirements.

Pine Creek and Galindo Creek traverse the southwestern section of the Downtown planning area and may provide wildlife migration corridors for some animal species (see Fig 2.20). The California tiger salamander, a special-status wildlife species, has the potential to occur in or within the vicinity of these creeks. The creeks may serve as rainy season migration routes for the salamanders. Additionally Contra Costa goldfields, a special-status plant species, have the potential to occur in moist grasslands within the Downtown planning area. Contra Costa goldfields are protected under the Federal Endangered Species Act and are listed by the California Native Plant Society as a Species of Concern. The California tiger salamander is protected under the Federal and California Endangered Species Act.

Creeks and waterways are protected under the federal agencies such as the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers, and state agencies including the California Department of Fish and Wildlife. Additionally, the City of Concord's Municipal Code has established development setback requirements to protect creek habitats.

The Concord 2030 General Plan identifies several policies to minimize potential impacts to biological resources in the Downtown planning area such as:

- Policy POS-3.1.3: Require adequate building setbacks for development adjacent to creek banks and major drainage ways to protect neighboring properties from erosion and flooding.
 - Policy POS-3.4.2: Protect rare, threatened, or endangered species and their habitats through the use of the environmental review process and in accordance with State and Federal law.
- Project-level environmental review will assess the potential impact of proposed development on special-status species and sensitive natural communities and could require adequate mitigation measures and monitoring to ensure protection of sensitive biological resources.
 - Policy POS-3.4.3: Retain significant vegetation, including native vegetation and heritage trees, where feasible, and require replacement plantings as appropriate for mitigation.
 - Policy POS-3.4.6: Avoid construction-related activities during breeding and nesting seasons for special status species.
 - Construction-related activities within sensitive habitat of special status species will generally not be allowed during the breeding season or season of greatest effect on their survival. If project activities cannot avoid these seasons, the project applicant will have to arrange for surveys of any special status species in accordance with state and federal standards and follow applicable trustee agency protocol for species protection.



Ellis Lake Park

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**Table 2.1
City of Concord
Designated Historic Sites and Structures**

1	Francisco Galindo House ¹	1721 Amador Street
2	Contra Costa Canal ²	Pacheco Street
3	Rosal Apartment House	2178 Pacheco Street
4	Alves House ³	2190 Grant Street
5	Barnett House	2080 East Street
6	Beebe House	1921 Concord Avenue
7	Bibber House ³	2108 East Street
8	Bolla House	2289 Bonifacio Street
9	Concord Elementary School	2701 Willow Pass Road
10	Concord Fire Hall	1982 Concord Avenue
11	Concord Fire House	2210 Willow Pass Road
12	Eddy House	1800 Clayton Road
13	Elworthy House	2118 East Street
14	Elworthy-Keller House	2156 Pacheco Street
15	Foskett & Elworth Building	2001 Salvio Street
16	Gieselhard House	2885 Concord Boulevard
17	Ginocchio-Accinelli House	2459 Pacheco Street
18	Ivey House	1849 Clayton Road
19	Keller House ³	1760 Clayton Road
20	Kelly House ³	1987 Bonifacio Street
21	Maltby Mansion	3033 Bonifacio Street
22	Masonic Temple ²	1753 Galindo Street
23	Mount Diablo High School	2455 Grant Street
24	Neustaedter House ³	2156 Grant Street
25	Nunez House ³	2334 Almond Avenue
26	Perry House ³	1990 Concord Avenue
27	Todos Santos Plaza	2175 Willow Pass Road
28	Webb-Soto House ³	2243 Mount Diablo Street
29	North Todos Santos District	Between Pacheco Street, East Street Bacon Street, Galindo Street

¹National Register Site

²Eligible for listing on the National Register of Historic Places and California Register of Historic Resources.

³Within the North Todos Santos District

Cultural Resources

Based on the City's General Plan, a review of the City of Concord completed by the Northwest Information Center found 12 recorded Native American (prehistoric) archaeological sites listed with the State Historical Resources Information System. These sites range from lithic scatters to ethnographic village sites. The potential for unknown prehistoric sites to be present in the Downtown planning area is moderate to high along creek areas, including Pine Creek and Galindo Creek.

There are 29 historic sites and structures within the Downtown planning area (Table 2.1). One structure, the Francisco Galindo House, is listed in the National Register of Historic Places. The Contra Costa Canal and the Masonic Temple are eligible for listing in both the National Register of Historic Places (federal status) and California Register of Historic Resources. Other architectural resources may also be located within the planning area.

Any potential impacts to the Galindo House, Contra Costa Canal, or Masonic Temple would result in significant environmental impacts as defined by CEQA. In 1985, the City adopted the North Todos Santos Specific Plan to protect the historic character of the neighborhood. This neighborhood has not been evaluated for eligibility for listing on either the National or California Registers as a historic district.

Due to the past residential and commercial uses in the area, there is a high potential for the occurrence of buried historic resources (e.g., trash pits, privies, foundations, and well). The potential deposits may be linked to former and current buildings and structures listed in Table 1, above. It is likely however, that prior disturbance from grading, excavation, filling, and other construction and/or development activities over the past 100 or more

years may have impacted the integrity of these deposits.

It is possible that the discovery of buried cultural resources could occur during development-related earthmoving activities in the Downtown planning area. In the event that these resources are identified, activities would immediately be suspended while a qualified cultural resources specialist assesses the area and arrangements are made to protect or preserve those resources. If there are accidental discoveries or recognition of any human remains during ground disturbance activities, work would stop immediately and the County Coroner would be notified to determine its origin. Procedures prescribed under CEQA Guidelines, CCR section 15064.5(e) and H&SC section 7050.5 would be implemented to ensure compliance with the appropriate California laws and regulations in protecting cultural resources.

At a local level, cultural resources would be protected under the Concord General 2030 General Plan policies. The Concord 2030 General Plan identifies several policies to minimize potential impacts to cultural resources in the planning area such as:

- Policy POS-4.1.1: Preserve all City, state, and federally designated historic sites and structures to the maximum extent feasible.
- Policy POS-4.1.2: Consult with the State Office of Historic Preservation with respect to managing impacts of development and land use on historic and archaeological resources.
- Policy POS-4.1.3: Preserve important historic and archaeological sites during new development, reuse, and intensification.
- Policy POS-4.1.4: In identified sensitive areas, require archaeological studies as part of the development review process.

Type of Development	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Low density single family, duplex, and mobile homes	50-60	60-70	70-75	Greater than 75
Residential and multi-family	50-65	65-70	70-75	Greater than 75
High density residential, mixed use	50-65	65-75	75-80	Greater than 80
Schools, libraries, churches, hospitals, and nursing homes	50-65	65-70	70-80	Greater than 80
Playgrounds and neighborhood parks	50-67	70-75	--	Greater than 75
Office buildings, business commercial, and professional	50-70	67-77	--	Greater than 75
Industrial, manufacturing, utilities, and agriculture	50-70	70-75	Greater than 75	--
Golf courses, riding stables, water recreation, cemeteries	50-70	70-80	Greater than 80	--

1. Normally Acceptable – Specified land use is satisfactory and does not require additional noise insulation, based on the assumption that any building involved is of normal conventional construction, without any specific noise insulation requirements.

2. Conditionally Acceptable – New construction or development shall be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, with closed windows and fresh air supply systems or air conditioning, would normally suffice.

3. Normally Unacceptable - New construction or development is typically discouraged at these levels; if construction or development does proceed, a detailed analysis of noise reduction requirements shall be completed and needed noise insulation features shall be included in the design.

4. Clearly Unacceptable - New construction or development should generally not proceed.

- Policy LU-1.1.10: Ensure that new development in historic neighborhoods is compatible in scale and style to the character of that neighborhood, and encourage retention of historic buildings through flexible reuse provisions.
- Policy LU-4.2.4: Encourage new and redevelopment projects to include amenities for public benefit, such as affordable housing, pedestrian-oriented facilities, and historic preservation.
- Policy LU-4.2.8: Encourage preservation of historic buildings to the maximum extent feasible.

Geology + Soils

Concord and its vicinity are characterized by northwestern trending mountain ranges, ridges, and valleys at the base of Mount Diablo. Elevations

within the Downtown planning area range from approximately 50 to 70 mean sea level (msl). It appears that much of the Downtown planning area is underlain with engineered fill and alluvial deposits consisting of silty clay with some lenses of clayey silt, sandy clay, and silty sand. Expansive soils are located in the Downtown planning area; however, because of the relatively flat terrain, the potential for landslides and erosion is low.

The primary geologic feature of Downtown Concord is the active Concord Fault, which is within an Alquist-Priolo Earthquake Fault Zone (approximately 1,000 to 2,500 feet in width). The fault trends in a northwest to southeast direction through the Downtown planning area, as shown on Figure 2.21. Right lateral creep and pavement distress has been documented along the fault alignment. Subsurface exploration has been conducted in the area for

various projects and the fault has been documented in some locations. Development within Alquist-Priolo Zones is strictly regulated and California state law, under the Alquist-Priolo Earthquake Fault Zoning Act (The Act), does not allow the construction of structures for human occupancy astride an active fault trace. Before structures within the fault zone would be approved in the Downtown planning area, the City would require a geologic investigation and report prepared by a geologist registered in the State of California, to determine if the proposed structures would sit astride the active fault trace. The geologic investigation would also include site specific exploratory trenching to identify the fault location and the potential for surface fault rupture pursuant the California Code of Regulations Title 14, Article 3, Section 3603(d). If the active fault is discovered on a project site, structures for human occupancy cannot be placed over the trace of the

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fault and must be set back from the fault. Typically, all habitable structures are required by the City to be set back 50 feet from the active fault location as documented by the site analyses. The area within 50 feet of an active fault is generally presumed to be underlain by active branches of the fault unless proven otherwise by an appropriate geologic investigation and report. Based on the evaluation of the geologic investigation and report, the registered geologist would provide recommendations to the City regarding development within the fault zone. Other uses such as parking facilities and recreational uses are typically exempt from The Act's requirements.

The Downtown planning area is also affected by other San Francisco Bay Area earthquake faults including the San Andreas, Hayward, and Calaveras Faults, although none of these faults actually traverse the Downtown. Surface rupture could therefore, only occur as a result of a substantial earthquake on the Concord Fault, due to its immediate proximity.

Soil liquefaction can occur during strong earthquake shaking and can cause ground failure that has the potential to damage, roads, underground utilities, and buildings with shallow foundations. Liquefaction potential in the majority of the Downtown planning area is low with the exception of the southwestern portion between Market Street and approximately Clayton Road. While fill materials have been encountered in the Downtown planning area, it is not expected to be susceptible to earthquake-induced settlement.

The Concord 2030 General Plan identifies several policies to minimize potential seismic hazards in the Downtown planning area such as:

- Policy S-3.1.2: Require all new development to design structures and buildings pursuant

to applicable state and local standards and codes.

- Policy S-3.1.3: Require geologic studies to be conducted for all structures, including those not for human occupancy, located above and below ground whenever a project is located within an Earthquake Fault Zone as identified by the California Geologic Survey.
- Policy S-3.1.4: Ensure that the design of roads, pipelines and other public facilities and utilities that cross the Concord Fault accommodate the effects of tectonic creep.

Hazards + Hazardous Materials

The presence of hazardous materials can cause a significant existing or future hazard to human health or the environment when they are not properly handled, disposed of, or stored. Leaks, releases, or disposal of chemicals, such as total petroleum hydrocarbons, on or below the ground surface, can lead to subsurface soil and groundwater contamination. Additionally, contaminated groundwater can spread down gradient and potentially contaminate subsurface areas of surrounding properties. Risks to life and property may also include accidents involving above ground storage tanks and vehicles transporting hazardous materials or hazardous wastes, and improper disposal of materials.

According to the Concord 2030 General Plan, sites with subsurface contamination within the Downtown planning area have historically occurred on Salvio Street, Clayton Road, Concord Boulevard, and Willow Pass Road. This contamination may have resulted from leaking underground storage tanks (USTs) or Spills, Leaks, Investigations, or Cleanups (SLIC).

Phase I Environmental Site Assessments (ESAs) have been completed for various sites within

the Downtown planning area, including the 1851 Galindo Street and Esplanade Residential Development sites in June 2003 and August 2004, respectively. Based on historical records and Phase I ESAs completed for the Downtown planning area, sites within the Downtown planning area that were previously listed on state agency databases as hazardous materials sites included dry cleaners that discharged contaminated wastewater and leaking USTs at gasoline stations. Fill materials, USTs, underground hydraulic hoists, and electric generators may be present on sites within the Downtown planning area. Development proposals on sites in proximity to those identified in the General Plan may be required to prepare Phase I ESAs to assess the potential that hazardous materials may be contained on-site.

In addition to existing underground and surface contamination, it should be assumed that many of the buildings within the plan area contain either lead paint or asbestos-containing materials. Demolition of these structures will require standard measures presented in California Occupational Safety and Health Administration (Cal/OSHA), Title 8 standards, and the U.S. Environmental Protection Agency's National Emission Standards for Hazardous Air Pollutants, to ensure that these contaminants are not released during demolition or construction.

The Concord 2030 General Plan identifies several policies to minimize potential impacts of hazardous materials in the Downtown planning area such as:

- Policy S-5.1.1: Coordinate with the Contra Costa County Department of Environmental Health, the Department of Toxic Substances Control, the Department of Defense, the Environmental Protection Agency, and other appropriate regulatory agencies, on the review of proposals at sites which may have toxic

contamination or include hazardous materials use.

- Policy S-5.1.2: Plans for spill containment should be developed as required to comply with federal and state standards.
- Policy S-5.1.3: Control the transport of hazardous materials to minimize potential hazards to the local population.
- Policy S-7.2.3: Ensure that sufficient access for fire protection services is available in all new development.

Hydrology + Water Quality

The Downtown planning area is located within the Walnut Creek Watershed. The surface water bodies that traverse Downtown are Pine Creek and Galindo Creek (a tributary of Pine Creek). The creeks traverse the southwest section of the Downtown planning area. These creeks originate in upland areas near Mount Diablo and flow downslope toward the Suisun Bay.

Stormwater collection and flooding

The City of Concord's stormwater collection system is comprised of 229 miles of storm drain pipes, 1,140 manholes, and approximately 6,000 catch basins; all are maintained by the City's Public Works Maintenance Services Department. The storm drain pipes typically drain into creeks and drainage channels, including Galindo Creek, Pine Creek, and their tributaries, and/or the Walnut Creek Flood Control Channel, which is administered by the Contra Costa County Flood Control District.

Flood-prone areas are generally located in topographic lows and in proximity to shorelines, streams and creeks. Based on flood zone mapping by the Federal Emergency Management Authority(FEMA), most of the Downtown planning

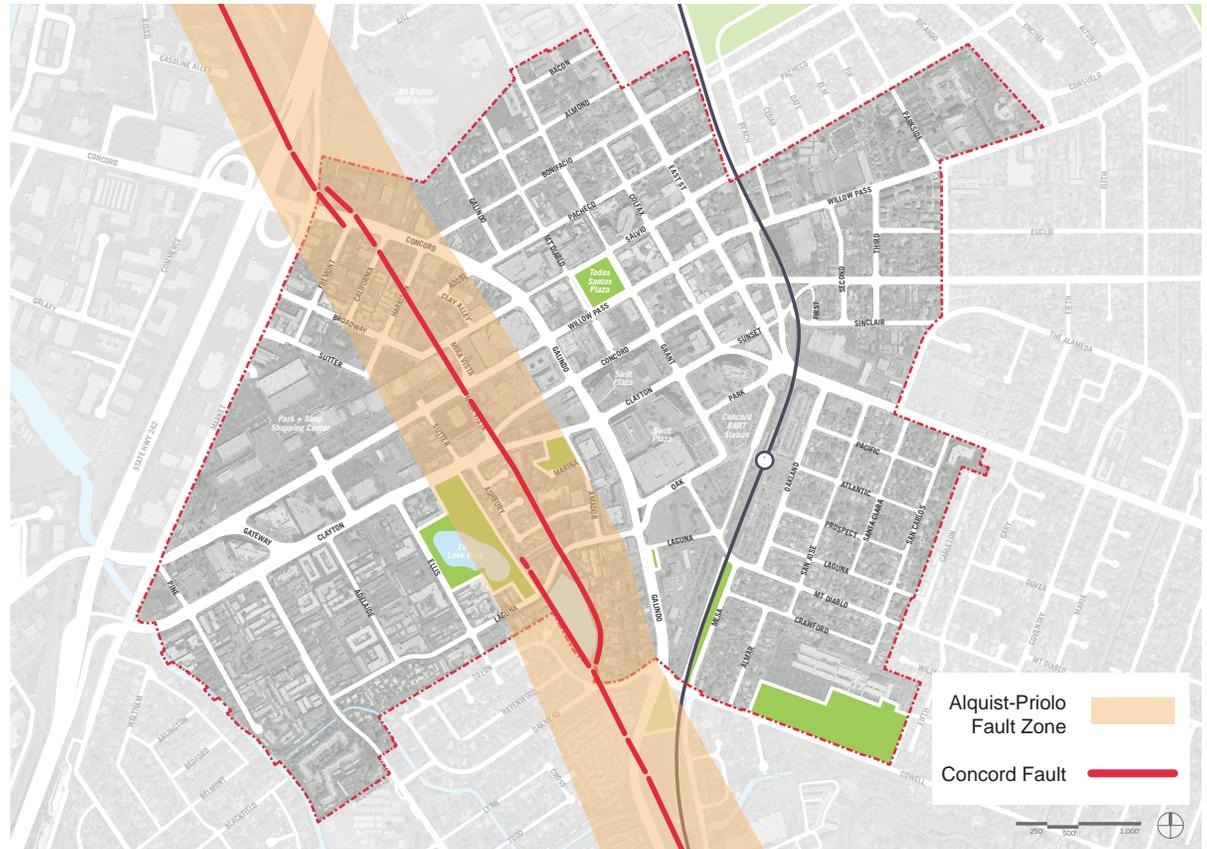


Fig 2.21 Alquist-Priolo Fault Zone

area is outside the 0.2 percent annual chance floodplain and is designated as Zone X. Zone X is defined as an area of minimal flood hazard that is generally above the 500-year flood level. Pine and Galindo Creeks traverse the Downtown planning area as shown on Figure 2.20. Both creeks are designated as Zone A by FEMA and have a one percent chance of an annual 100-year flood occurrence. The creeks, however, are contained channels and would most likely not flood outside of the contained areas.

Groundwater

The Downtown planning area is underlain by two groundwater basins; Clayton Valley and Ygnacio Valley, which are separated by the Concord fault. Both basins are hydraulically connected to Suisun Bay.

From 1958 to 1987, DWR collected groundwater level measurements at a well (Well 02N02W36E001M) located approximately 100 feet east of Market Street and Broadway Street.

DOWNTOWN CONCORD SPECIFIC PLAN

The well is within the Ygnacio Valley Groundwater Basin. Depth to groundwater levels typically ranged from 15 to 20 feet below ground surface (bgs) with the depths being lowest in the spring and highest in the fall months.

Groundwater level measurements were also collected in December 2011 at a DWR monitoring well station approximately 275 feet north of the Salvio Street and Ricardo Drive intersection (Well Number: 02N01W31D001M); depth to groundwater was measured at 32 feet bgs. Groundwater at this station is located in the Clayton Valley Groundwater Basin.

Additionally, groundwater level measurements were collected by ENGEQ, Inc. for a development project located at 1851 Galindo Street in November 2003; the depth to groundwater ranged from 12 to 17 feet bgs. Groundwater at the Galindo Street site is also located in the Clayton Valley Groundwater Basin.

Based on DWR data, groundwater elevations for the Ygnacio Valley and Clayton Valley Groundwater Basins have gradually declined over the past 40 years with some periods of fluctuation.

Water Quality

During periods of wet weather, stormwater runoff picks up sediments and contaminants from land surfaces, and transports these contaminants into surface and groundwater. The Federal Clean Water Act requires the City to operate under a National Pollutant Discharge Elimination System (NPDES) municipal stormwater permit for the discharge to surface waters via the City's storm drain system. The permit specifies actions necessary to reduce the discharge of pollutants in stormwater to the maximum extent practicable. Under the NPDES Stormwater Permit, projects that create 10,000 square feet or more of newly constructed



Ellis Lake Park

contiguous impervious surface are required to implement Low Impact Development (LID) source control, site design, and stormwater treatment measures in accordance with Provision C.3 of the permit.

All projects within the Downtown planning area that involve construction would be regulated by the NPDES General Permit for Storm Water Discharges Associated with Construction Activity, which requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and the filing of a Notice of Intent with the State Water Resources Control Board (SWRCB) for all projects that disturb an area

of one acre or greater. SWPPPs outline how the project will prevent polluted stormwater runoff and sediment from entering the storm drainage system and local creeks. Future projects would be required to obtain coverage under the Construction General Permit Order 2009-0009-DWQ.

Applicable General Plan Policies

The Concord 2030 General Plan identifies several policies to minimize potential impacts to water resources in the Downtown planning area such as:

- Policy LU-9.2.3: Apply site planning techniques that minimize the amount of impervious paving, promote pedestrian safety, and reduce urban runoff in commercial centers.
- All new development in California is required to follow Best Management Practices (BMPs) that reduce erosion, sedimentation, and other urban runoff from parking lots and commercial centers through the use of permeable surfaces, on-site detention, sediment trapping, and filtering and landscaping. Permeable pavements, in particular, have tremendous potential for stormwater management. Pedestrian safety can be achieved through installing better security lighting and signage, creating grade-separated walkways, and marking pedestrian crossings.
- Policy POS-3.1.3: Require adequate building setbacks for development adjacent to creek banks and major drainage ways to protect neighboring properties from erosion and flooding.
- Policy PF-1.3.5: Require new development to provide any needed storm drains that are not part of the City's master storm drain system and to incorporate features into site improvement plans to minimize surface runoff.

Noise

Noise in the Downtown planning area is currently dominated by vehicle traffic, with the highest continuous noise levels generated from State Route (SR) 242 (approximately 250 west of the Downtown planning area). Vehicle noise is also generated

from roads and highways that traverse the Downtown including Willow Pass Road, Concord Avenue, Port Chicago Highway, and Clayton Road. Additional noise sources include overhead aircraft related to the Buchanan Field Airport and rail noise associated with the BART tracks.

Environmental noise is usually measured in A-weighted decibels (dBA), a metric that accounts for the variation in frequency response of the human ear. Typical ambient noise levels generated by automobile traffic near the SR 242 ranges from 50 to 60 dBA, a BART passby from 10 feet ranges from 90 to 95 dBA, and an average single-family residence ranges from 40 to 45 dBA, and commercial offices range from 50 to 60 dBA. Based on an Initial Study completed for 1851 Galindo Street, ambient noise levels were 70 dBA on Willow Pass Road, 73 dBA on Concord Boulevard, and 74 dBA on Galindo Street near the site.

Noise related to the Buchanan Field Airport is regulated by Contra Costa County. County ordinances restrict the older and noisier jet aircrafts from operating at the Buchanan Field Airport. Federal Aviation Administration (FAA) Advisory Circular 36-3 listed aircrafts with a take-off noise level greater than 78 dBA as restricted from operations at the airport. FAA-listed aircraft that have a takeoff noise level over 75 dBA are prohibited from operating at the airport between the hours of 10:00 p.m. and 7:00 a.m. Additionally, helicopter noise from John Muir Hospital's medical emergencies helicopter service is a source of noise that results in temporary increases in ambient noise levels. Helicopter flight paths generally follow Port Chicago Highway and major freeways; Salvio Street and Clayton Road may also be used for approaches from SR 242 from the south direction.

The Concord 2030 General Plan presented

guidelines for community noise environments in the City of Concord. New developments in the Downtown planning area would be required to be located in areas that are consistent with the noise level standards listed in the table below. Mitigation measures would be implemented for development projects that exceed "normally acceptable" noise levels, as defined by the General Plan.

Noise associated with the construction of new developments in the Downtown planning area would result in a temporary increase in ambient noise levels. To reduce the impacts of construction-related noise on adjacent properties, construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, the hours of 8:00 a.m. to 5:00 p.m. on Saturday, and 12:00 p.m. to 4:00 p.m. on Sundays and holidays, or at such other hours as may be authorized or restricted by the permit.

The Concord 2030 General Plan identifies several policies to minimize potential impacts of noise in the Downtown planning area such as:

- Policy S-2.1.2: Require a noise study and mitigation measures for all projects that have noise exposure greater than "normally acceptable" levels.
- Policy S-2.2.1: Provide for mitigation of noise exposure in areas of the City exposed to noise levels in excess of the "normally acceptable" standards to the extent feasible.
- Policy S-2.2.4: Require new noise sources to use best available control technology (BACT) to minimize noise emissions.
- Policy S-2.2.5: Require developers to reduce the noise impacts of new development on adjacent properties through appropriate means.



03 Demographics + Economics

3.1 DEMOGRAPHIC PROFILE AND TRENDS

PEOPLE

Figure 3.1-3.5 and Table 3.1-3.3 provide summaries of key demographic data for residents of the Project Area, with broader geographies shown for comparison. Concord had about 123,200 residents in 2012, up from 121,870 in 2000. The growth in residents in Concord has been similar to nearby cities, though is lower than the growth in the rest of the County. Population growth in three cities in the County – Brentwood, San Ramon, and Antioch – made up almost three-fourths of the total growth in incorporated areas over the period. The population within the Project Area is estimated at about 11,000.

Demographic and socio-economic attributes (from 2011) of Project Area residents have been compared with Concord and Contra Costa County and indicate that residents in the Project Area:

- Are similar to the City in terms of ethnic diversity; Concord has higher proportions of residents who identify as White or Hispanic or Latino and lower proportions identifying as Black or African American and Asian than the County.
- Have attained lower educational levels than the City, which itself has significantly lower educational attainment compared with the County as a whole.
- Have lower household incomes, lower home values, and pay less rent than renters in the City as a whole and renters in the County.

Population Change
(Indexed to 2000)

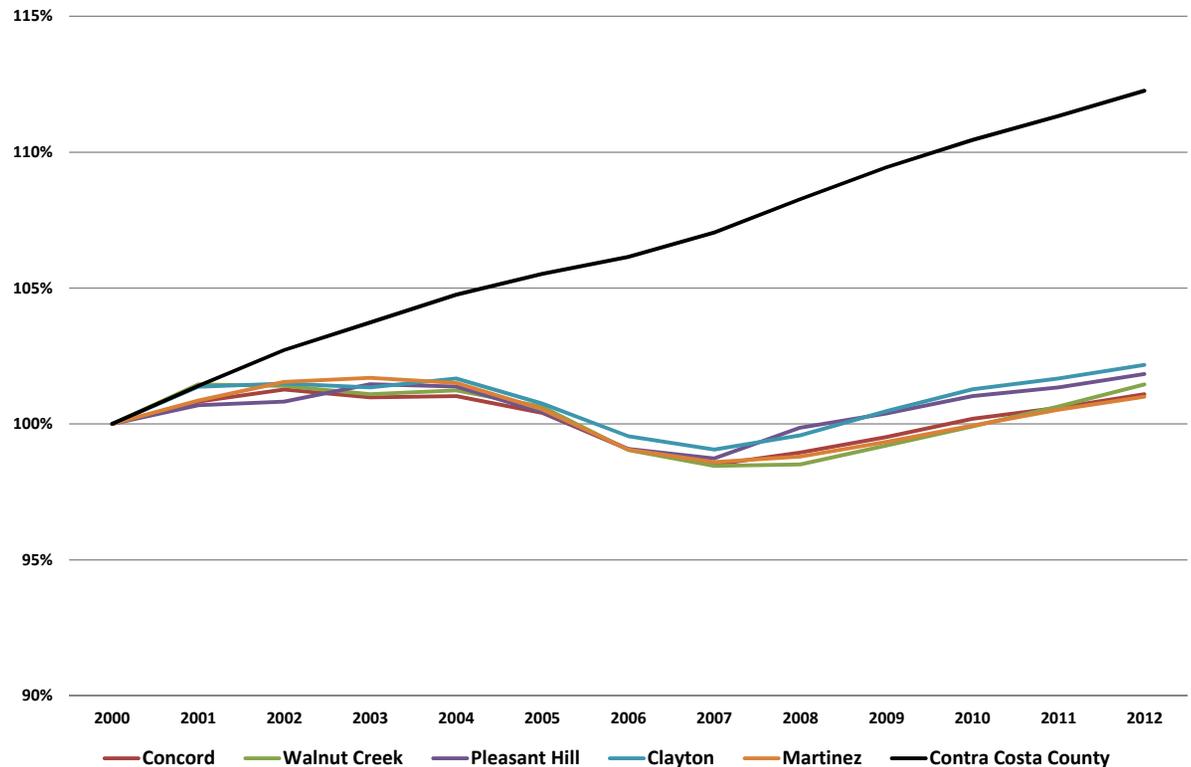


Figure 3.1

- Are predominately renters (72 percent) compared with 37 percent overall in Concord and 32 percent for the County.
- Have smaller household sizes, 2.40/2.50 persons per owner/renter household compared with 2.62/2.78 for the City as a whole and 2.81/2.68 for the County.
- Have significantly higher usage of non-single-occupancy vehicle (SOV) commute methods than both the City and the County with 63 percent of residents commuting to work via SOV compared with 70 percent in both Concord and the County.

DOWNTOWN CONCORD SPECIFIC PLAN

**Table 3.1
Demographic and Socio-Economic Comparisons**

Race/Ethnicity	Concord Project Area (1)	Concord	Contra Costa County
White (2)			
Count	3,150	61,416	500,923
Percent	22.8%	50.3%	47.8%
Hispanic/Latino			
Count	7,206	37,311	255,560
Percent	52.3%	30.6%	24.4%
Black or African American (2)			
Count	845	3,991	93,604
Percent	6.1%	3.3%	8.9%
American Indian & Alaska Native (2)			
Count	47	366	2,984
Percent	0.3%	0.3%	0.3%
Asian (1)			
Count	2,108	13,219	148,881
Percent	15.3%	10.8%	14.2%
Native Hawaiian, Other Pacific and Other (2)			
Count	26	1,069	7,504
Percent	0.2%	0.9%	0.7%
Total			
Count	13,791	122,067	1,049,025
Percent	47.7%	100.0%	100.0%

(1) Data from ACS Census updated in 2011 and includes the PDA geography within Census block groups. Total block groups geography is slightly larger than the Project Area.

(2) 2010 Census form contains two sections for reporting race and ethnicity. The rows with this footnote indicate those respondents who selected "Non-Hispanic" and then one of the six options shown in the table, e.g., "Non-Hispanic, White".

Sources: Census American Community Survey 2007-2011 5-Year Estimates; Economic & Planning Systems, Inc.

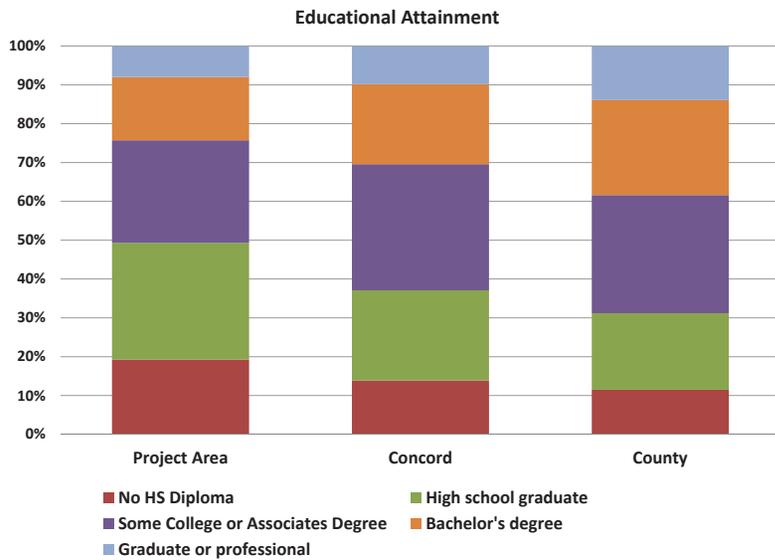


Figure 3.2

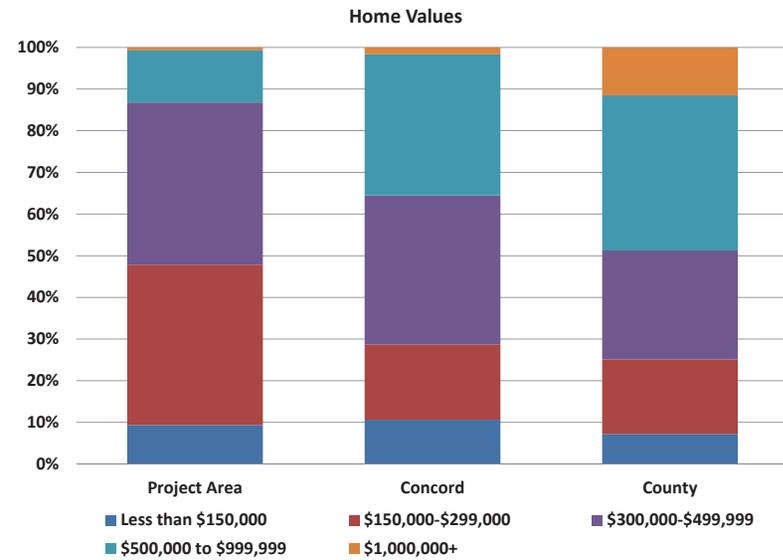


Figure 3.4

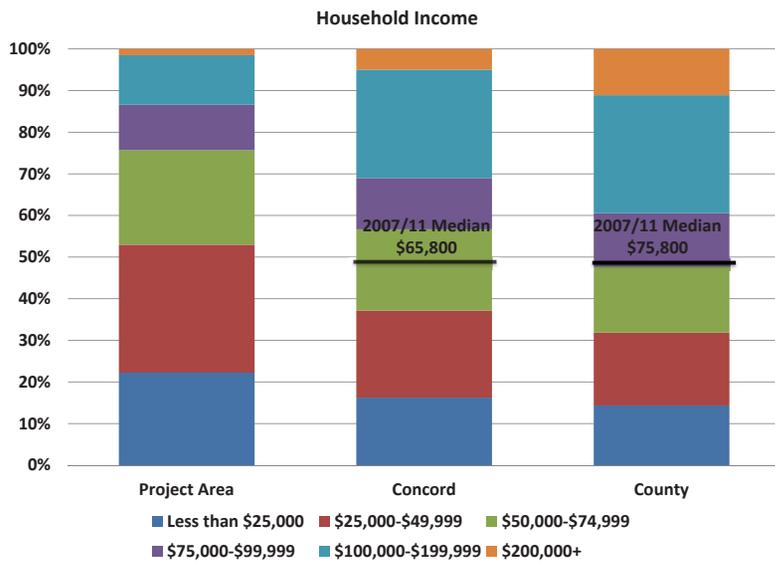


Figure 3.3

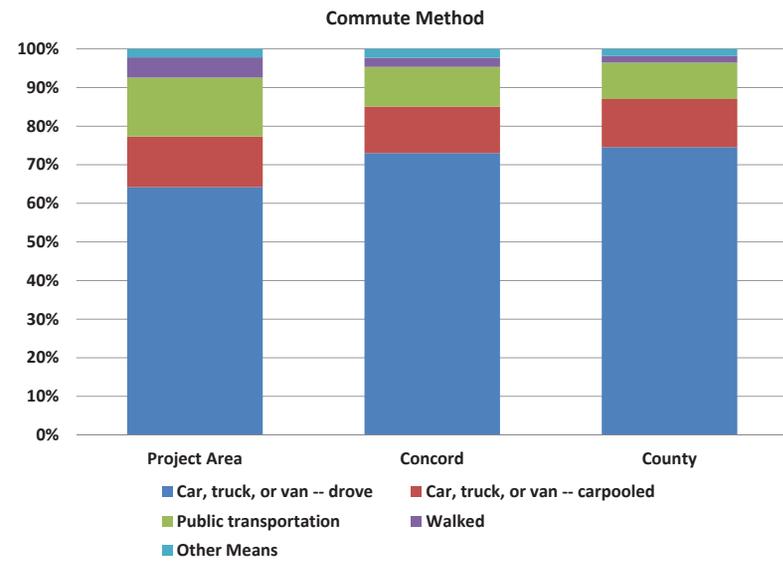


Figure 3.5

DOWNTOWN CONCORD SPECIFIC PLAN

JOBS

Figure 3.6 and Tables 3.4-3.5 provide metrics on jobs in the Project Area, Concord, and comparison geographies. In 2010, about 60,800 jobs were located in Concord. While the economy of the City is relatively diverse, with jobs distributed among several economic sectors, about 55 percent of jobs fell into either the Financial and Professional Service or the Health, Education, and Recreation services industries. In 2002, there were about 12,700 jobs in the Project Area. Between 1990 and 2010, jobs located throughout the County grew by almost 20 percent. Growth was unevenly distributed through, with jobs in Concord growing by about 13 percent, jobs remaining flat in Walnut Creek and Pleasant Hill, and job losses occurring in the Project Area (over a shorter timeframe, between 2002 to 2010).

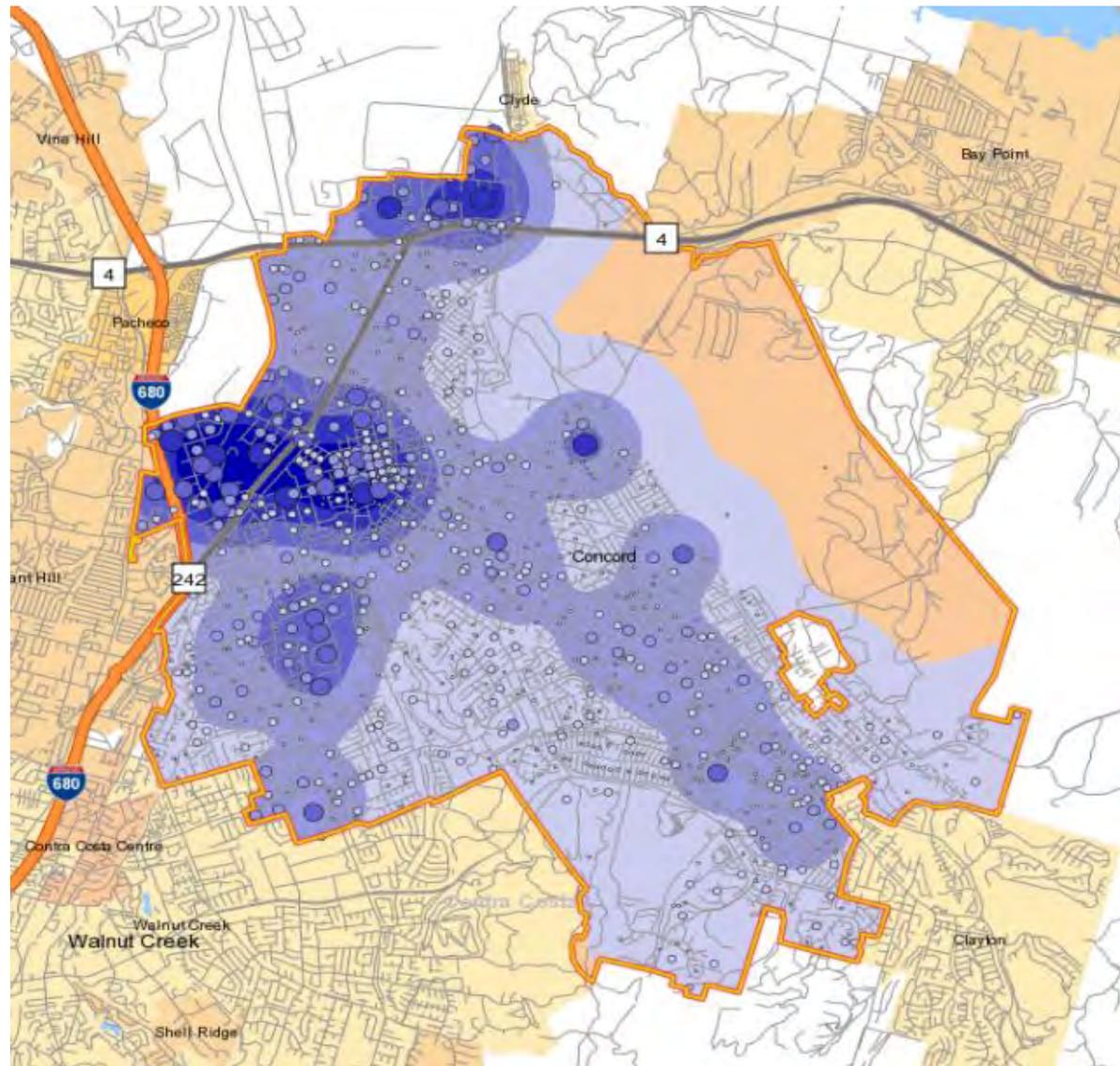


Figure 3.6

Table 3.2
Population 2000-2012, Selected Geographies Contra Costa County

	2000 (2)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Total Growth 2000-2012	% Growth 2000-2012
Concord	121,872	122,874	123,415	123,061	123,119	122,373	120,732	120,049	120,592	121,285	122,109	122,599	123,206	1,334	1.1%
Walnut Creek	64,296	65,231	65,199	65,002	65,092	64,705	63,681	63,302	63,339	63,786	64,240	64,710	65,233	937	1.5%
Pleasant Hill	32,837	33,065	33,108	33,318	33,289	32,982	32,536	32,421	32,793	32,963	33,175	33,280	33,440	603	1.8%
Clayton	10,762	10,909	10,922	10,907	10,942	10,843	10,714	10,661	10,717	10,813	10,899	10,942	10,996	234	2.2%
Martinez	35,866	36,175	36,423	36,475	36,409	36,061	35,529	35,363	35,437	35,630	35,846	36,055	36,225	359	1.0%
Contra Costa County	948,816	962,076	974,657	984,256	993,958	1,001,216	1,007,169	1,015,672	1,027,264	1,038,390	1,047,948	1,056,306	1,065,117	116,301	12.3%

(1) Data from ACS Census updated in 2011 and includes the Project area within Census block groups. Total block groups' geography is slightly larger than the Project area.

(2) Data reflecting 2000 and 2010 corresponds to April 1 and every other year corresponds to January 1 of that year.

Table 3.3
Contra Costa County Income Indicator

	Median Household Income	Income per Capita	Median House Price
Concord PDA	\$48,572	\$24,615	\$210,611
Concord	65,769	31,338	418,500
Walnut Creek	84,722	52,727	614,000
Pleasant Hill	78,765	42,497	577,400
Clayton	131,991	51,854	648,700
Martinez	79,705	38,311	464,500
Contra Costa County	79,135	38,141	490,200

Sources: American Community Survey DP04 Selected Housing for each city and county; Economic & Planning Systems, Inc.

DOWNTOWN CONCORD SPECIFIC PLAN

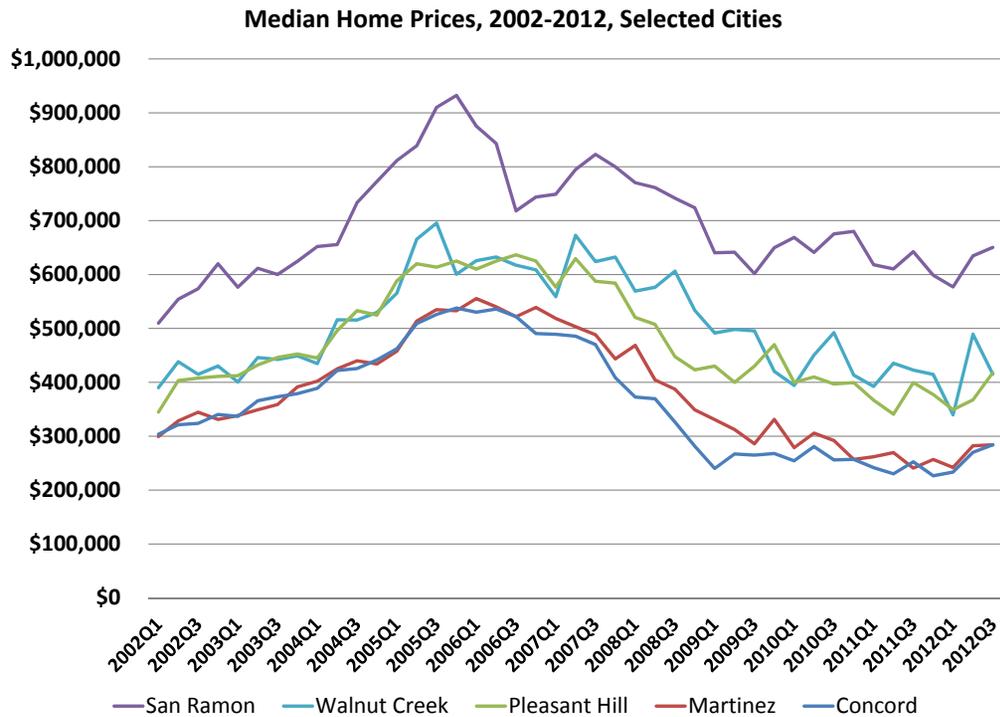


Figure 3.8

HOUSING

Figure 3.7-3.8 and Tables 3.6-3.12 provide an overview of housing in the Project Area and Concord. Concord had about 47,125 housing units in the City in 2010 with a total vacancy rate of about 6 percent with that rate split with 5 percent from rental unit vacancies and 1 percent

for owner-occupied housing unit vacancies. The number of housing units in the County grew by 26 percent between 1990 and 2010 while Concord's housing stock increased by almost 8 percent, slightly less than Walnut Creek (9 percent) and more than Pleasant Hill (5 percent). The Project Area grew slightly more slowly than the City, at a rate of about 5 percent. However, these publicly

available data sources do not seem to fully capture the development of two new apartment complexes between 2000 and 2010 (Renaissance and Park Central) which added 391 units to the area. Fully incorporating these developments would indicate that the Project Area's rate of growth outpaced the City's. Housing in the Project Area includes a much higher proportion of multi-family units than the City as a whole. While 71 percent of Concord units are single-family detached (SFD), only 57 percent of units in the Project Area are SFD. About 28 percent are in complexes of 5 or more units with the remainder in attached units or duplexes.

For Sale Housing

Figure 3.8 and Tables 3.8-3.9 and provide data on for sale housing in relevant geographies. The median sale price in Concord for all homes is \$284,100 (as of third quarter 2012). This sale price has declined about 6 percent since 2002, 10 years earlier and has dropped more than 45 percent since the market peak in 2006. Similar trends are found in nearby cities, though Concord's median sales price decline from the market peak to 2012 was among the steepest and the recovery has been slower than nearby cities. Focusing in on attached, townhomes and condominium units only, the median sale price in Concord for these types of units is \$115,500. The market for these units has followed the trends seen in for-sale housing in nearby cities, with attached units in Concord dropping in price by two-thirds from the peak of the market to 2012, with a slow recovery which began only in the last twelve months.

Table 3.4: Concord Employed Residents and Jobs by Industry, 2010
 Concord PDA Study; EPS#121118

Jobs	#	%
Ag & Natural Resources	199	0.3%
Manuf, Wholesale & Trans.	9,136	15.0%
Retail	8,178	13.5%
Financial & Prof. Service	15,408	25.3%
Health, Ed. & Rec. Service	18,625	30.6%
Other (1)	9,254	15.2%
Total	60,800	100%

(1) Includes Information, Construction, and Public Administration.
 Source: ABAG Projections 2009; Economic & Planning Systems, Inc.

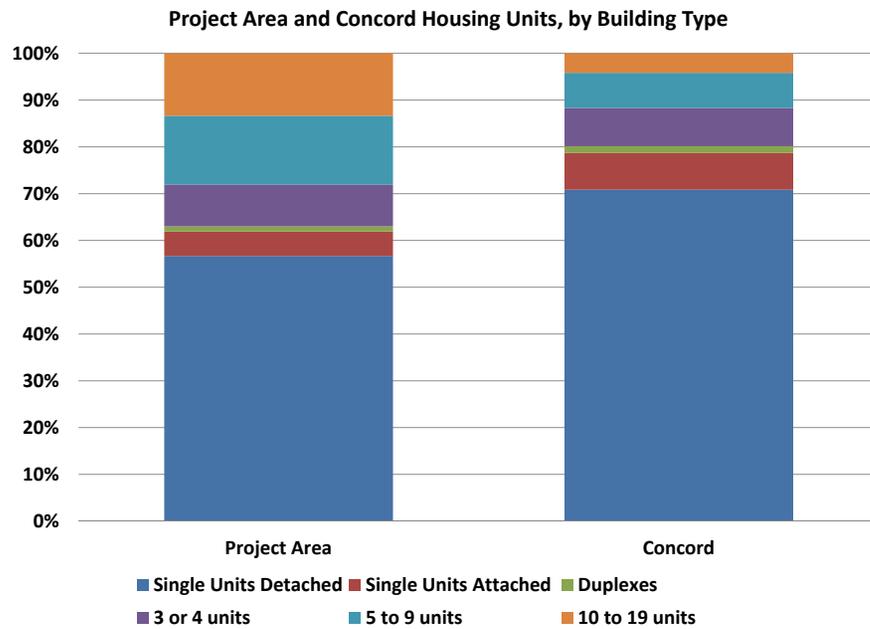


Figure 3.7

DOWNTOWN CONCORD SPECIFIC PLAN

**Table 3.5
Contra Costa Selected Locations Employment Comparison 1990-2040: Number of Jobs**

Year	Project Area	Concord	Pleasant Hill	San Ramon	Walnut Creek	Contra Costa County
1990	(X)	53,610	16,600	32,490	55,080	314,550
1995	(X)	53,020	16,400	30,880	51,520	308,150
2000 (1)	12,736	59,860	16,870	40,030	54,900	371,310
2005	12,388	61,170	17,160	40,000	54,830	379,030
2010	9,278	60,800	17,090	43,880	54,510	376,820
Historic (2)						
# Change (1990 - 2010)	(3,458)	7,190	490	11,390	(570)	62,270
Avg Annual % Change (1990 - 2010)	-3.9%	1.6%	0.4%	3.8%	-0.1%	2.3%
Total % Change	-27.2%	13.4%	3.0%	35.1%	-1.0%	19.8%
(1) Data for Project Area listed in "2000" is actually 2002 data, the oldest year available from the census OntheMap tool.						
(2) Average annual change shown for all geographies from 1990 to 2010 except the project area; change is shown on an average annual basis from 2002 to 2010.						
Source: Census OntheMap; ABAG Projections 2000 and 2009; ABAG Draft Jobs-Housing Connection Scenario Projections; Economic & Planning Systems, Inc.						

**Table 3.7
Housing Units by Type, Concord and Project Area**

Location	Single Units Detached	Single Units Attached	Duplexes	3 or 4 units	5 to 9 units	10 to 19 units	Total Units
Project Area	2,255	207	45	356	584	531	3,978
Percent	56.7%	5.2%	1.1%	8.9%	14.7%	13.3%	100.0%
Concord	27,991	3,107	567	3,227	2,973	1,641	39,506
Percent	70.9%	7.9%	1.4%	8.2%	7.5%	4.2%	100.0%
Sources: Table 2: E-5 City/County Population and Housing Estimates, 1/1/2012; Economic & Planning Systems, Inc.							

Table 3.6
Contra Costa Selected Locations Households Comparison 1990-2010: Number of Households

Year	Project Area	Concord	Pleasant Hill	Walnut Creek	Contra Costa County
1990	(X)	43,691	13,652	29,969	316,170
1995	(X)	44,652	13,665	30,711	336,384
2000	4,000	45,084	14,034	31,425	354,577
2005	4,102	46,340	14,205	32,277	378,624
2010	4,204	47,125	14,321	32,681	400,263
Vacancy Rate	11%	6.0%	4.3%	6.9%	6.2%
Historic Change in Housing Units (1)					
# Change (1990 - 2010) (2), (3)	204	3,434	669	2,712	84,093
Avg Annual % Change (1990 - 2010)	0.6%	0.4%	0.2%	0.4%	1.2%
Total % Change	5.1%	7.9%	4.9%	9.0%	26.6%

(1) Historic change for the Concord PDA is calculated for (2000-2010) because there is not data before 2000 on the PDA level.

(2) Numeric, average annual, and total percentage change is shown for all geographies from 1990 to 2010 except the project area; change is shown on an average annual basis from 2002 to 2010.

(3) Two new apartment projects were constructed in the Project Area between 2000 and 210, adding 394 units to the geography. The estimates shown do not seem to fully capture all of these units. While ABAG and Census blocks from the American Community Survey are some of the reliable sources for small geographies like the Project Area, these estimates include caveats related to the margin of error inherent in these "small geography" analyses. When estimates do not match the "ground truth" we have made note of the discrepancy for consideration in subsequent analyses for the Project Area.

Source: ABAG Projected Employment and Housing Growth by County; Department of Finance E8 City/County/State Population and Housing Estimates 1990-2000 and 2000-2010; Economic & Planning Systems, Inc.

Table 3.8
Median Home Prices, All Sales

City	2002Q1	2003Q1	2004Q1	2005Q1	2006Q1	2007Q1	2008Q1	2009Q1	2010Q1	2011Q1	2012Q1	2012Q3	% Change (2002- 2012)	% Change (2006- 2012)
Concord	\$303,700	\$336,800	\$389,000	\$462,100	\$530,000	\$489,100	\$372,700	\$240,100	\$254,400	\$241,600	\$233,400	\$284,100	-6%	-46%
Martinez	\$299,300	\$338,400	\$402,200	\$457,700	\$555,300	\$518,500	\$468,500	\$330,800	\$278,700	\$261,800	\$242,000	\$284,000	-5%	-49%
Pleasant Hill	\$344,700	\$412,300	\$445,000	\$588,000	\$610,000	\$576,800	\$520,400	\$430,000	\$400,000	\$366,700	\$349,200	\$417,800	21%	-32%
San Ramon	\$509,800	\$576,400	\$651,900	\$811,400	\$875,400	\$748,900	\$770,300	\$640,300	\$668,900	\$618,200	\$576,900	\$650,300	28%	-26%
Walnut Creek	\$390,000	\$400,500	\$434,700	\$565,300	\$625,600	\$558,800	\$569,300	\$491,400	\$394,300	\$392,400	\$339,700	\$415,200	6%	-34%

Sources: Dataquick, EPS

DOWNTOWN CONCORD SPECIFIC PLAN

**Table 3.9
Median Home Prices, All Attached and Condo Units**

City	2002Q1	2003Q1	2004Q1	2005Q1	2006Q1	2007Q1	2008Q1	2009Q1	2010Q1	2011Q1	2012Q1	2012Q3	% Change (2002-2012)	% Change (2006-2012)
Concord	\$175,600	\$209,900	\$238,200	\$294,300	\$337,900	\$310,400	\$209,000	\$110,500	\$113,200	\$97,900	\$91,600	\$115,500	-34%	-66%
Martinez	\$240,000	\$309,700	\$331,300	\$360,000	\$450,000	\$400,000	\$352,500	\$258,400	\$178,000	\$152,500	\$159,500	\$176,500	-26%	-61%
Pleasant Hill	\$274,700	\$374,300	\$385,000	\$438,500	\$431,500	\$481,700	\$362,500	\$321,000	\$310,000	\$205,000	\$210,000	\$275,000	0%	-36%
San Ramon	\$345,700	\$390,200	\$436,600	\$552,800	\$487,300	\$475,500	\$524,900	\$420,300	\$443,700	\$324,900	\$268,500	\$377,200	9%	-23%
Walnut Creek	\$312,800	\$331,000	\$349,500	\$436,300	\$505,500	\$438,100	\$419,100	\$354,600	\$283,300	\$267,600	\$248,100	\$276,000	-12%	-45%

Sources: Dataquick, EPS

**Table 3.11:
Apt Performance 2010-2012, Concord**

Unit Type	4Q2010	4Q2011	4Q2012	2 Yr Chg
All	\$1,138	\$1,223	\$1,288	13.2%
studio	\$859	\$949	\$1,025	19.3%
1bd 1bth	\$969	\$1,025	\$1,095	13.0%
2bd 1bth	\$1,123	\$1,159	\$1,201	6.9%
2bd 2bth	\$1,336	\$1,510	\$1,574	17.8%
2bd TH	\$1,393	\$1,443	\$1,540	10.6%
3bd 2bth	\$1,393	\$1,456	\$1,501	7.8%
3bd TH	\$1,580	\$1,663	\$1,758	11.3%
Occupancy	95.6%	95.7%	96.3%	0.6%

Source: RealFacts; EPS

**Table 3.10: Apt. Rent Ranking,
Cities in Contra Costa County**

1. San Ramon	\$1,727
2. Walnut Creek	\$1,681
3. Pleasant Hill	\$1,539
4. Martinez	\$1,297
5. Concord	\$1,288
6. Richmond	\$1,251
7. San Pablo	\$1,191
8. Pittsburg	\$1,167
9. Antioch	\$1,062

Source: RealFacts; data for fourth quarter 2012; EPS

Apartments

Tables 3.10-3.12 provide data on for sale housing in relevant geographies. Concord has 37 large apartment complexes (defined as 50 units or more) which supply almost 4,400 residential units. Because of the availability of data for these types of rental units, this section examines rent trends and development over time for these larger complexes. The average rent in these complexes is \$1,288 per unit per month. Out of nine cities surveyed in Contra Costa County, this rate ranks fifth, with San Ramon's \$1,727 average the highest and Antioch's \$1,062 the most inexpensive. Rents in Concord have increased 13 percent between 2010 and 2012 and occupancy rates have increased slightly from 95.6 to 96.3 percent. Two new apartment complexes have been developed in the Project Area in the last 10 years, Park Central in 2003 and Renaissance Square in 2008. Unsurprisingly, - given the building age, amenities, and location near BART - both complexes experience high occupancy levels and rent well above the average rate for the City, at between \$1,900 and \$2,235 per unit per month or about \$2.10 per square foot per month. The relatively strong performance of these buildings and the general lack of fully amenitized, multi-family housing in the area suggests strong prospects for new apartment development.



Renaissance Housing development



Wisteria housing development

Table 3.12: Park Central and Renaissance Square Performance		
Item	Park Central	Renaissance Square
Units	259	132
Average sf	905	1,065
Average Rent \$	\$1,890	\$2,235
Average Rent/sf \$	\$2.09	\$2.10
Occupancy Rate %	94%	95%
Source: RealFacts; EPS		

DOWNTOWN CONCORD SPECIFIC PLAN

COMMERCIAL PROPERTY

While Concord has warehouse, industrial and manufacturing space, this section focuses on office and retail uses, which are the mostly likely to be developed within the downtown Concord Project Area.

Retail

Figures 3.9-3.10 and Table 3.13 provide data on retail space. Concord has three main shopping districts including the Sunvalley mall, Willows shopping center, and the downtown retail/restaurant/entertainment district, in addition to numerous community-serving, big box, and neighborhood shopping centers. Lease rates have not recovered to their pre-recession levels,

though retail rates in most cities near and including Concord experienced a small uptick in the average asking lease rate in each of the last two years. Vacancy rates for retail around the City were at about 7 percent at the end of 2011, higher than the 5.3 percent average for the rest of the North I-680 cities (Martinez, Concord, Clayton, Pittsburg, Antioch, Oakley, Brentwood and Byron). Lease rates in Concord averaged about \$19 per square foot per year at the start of 2013, above those rates found in cities to the north on the I-680 or to the east of Concord but lower than those found in cities south on the I-680.

Retail in the Downtown area is distinct from the rest of the City, providing shoppers a historic downtown experience around Todos Santos Plaza.

Activities in the downtown and the resulting lively atmosphere around Todos Santos Plaza have been increasingly positive in recent years, with healthy crowds at eateries and shops during the lunchtime hours. Also, City-sponsored special events – typically scheduled during the warm seasons on the nights and weekends - are well-attended and help to enliven the area. Lunchtime and special event crowds support a range of restaurants, bars, entertainment venues, and variety stores. However, areas around the Plaza have more difficulty attracting shoppers and diners after-work hours on non-special event days.

In addition to the retail around the Plaza, the primary shopping area is located in the Park + Shop Shopping Center a roughly 450,000 square

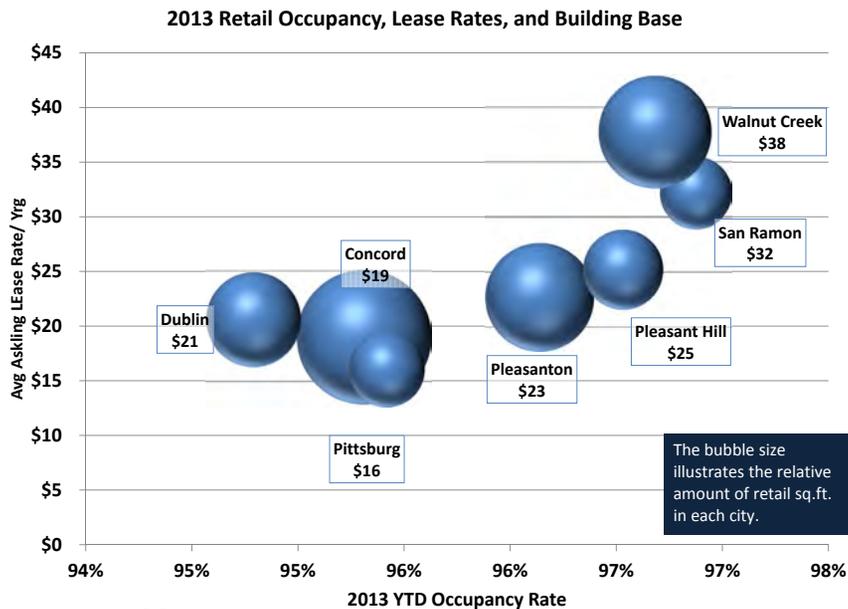


Figure 3.9

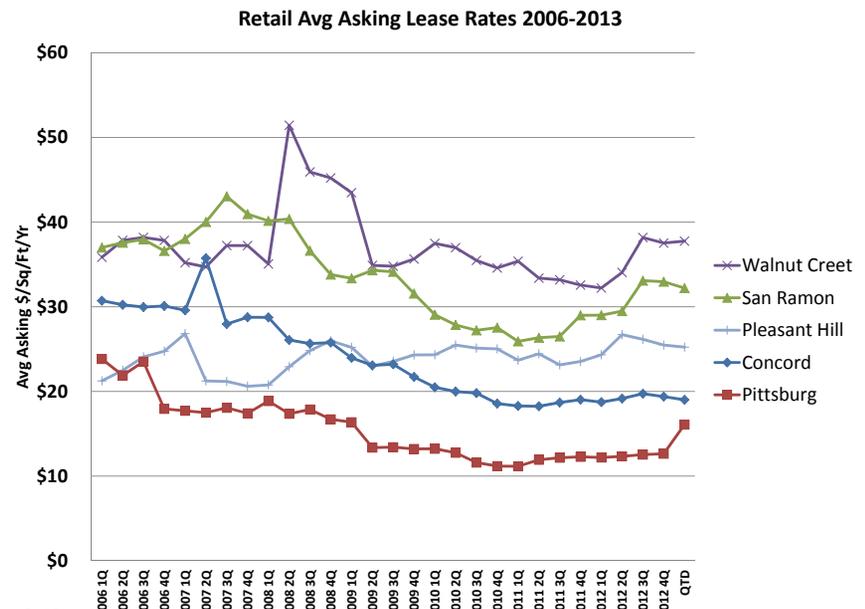


Figure 3.10

**Table 3.13:
Selected Retail Listings/Lease Rate Data**

Address	Location	Avg Actual Rent(NNN) /SF/Year	Gross Leasable Area (sq.ft.)	Total Space Available (SF)	% Leased
1657-1855 Willow Pass Rd.	Park 'N Shop	\$17.52	457,606	35,500	92%
1925 Mt. Diablo St (Corner of Willow Pass and Mt. Diablo)	Shops at Todos Santos Plaza	\$36-\$42	30,096	8,077	58%
1965 Mt. Diablo Street	Shops at Todos Santos Plaza	\$36-\$42	30,096	2,840	58%
1975 Mt. Diablo Street	Shops at Todos Santos Plaza	\$36-\$42	30,096	1,713	58%
2401 Willow Pass Rd.	Willow Pass Road and East Street	\$12.00	3,330	3,330	0%
1741 Clayton Rd	North-West Side of Ellis Lake Park	\$12.00	12,398	9,000	27%

Source: Main Street Properties; CoStar; Economics & Planning Systems

foot shopping center with more than 50 businesses located along Willow Pass Road. Prominent tenants include Fry's Electronics, Burlington Coat Factory, Avenue, and Joann Fabrics along with a variety of restaurants/eateries and general merchandise shops. While average lease rates in the Park + Shop are below the City average (about \$17.50 per square foot per year), a lack of interest on the part of the multiple owners of the Center in intensifying development at the site indicate that the rates are likely sufficient to cover owners' costs to operate and maintain the buildings as they are.



One Concord Center

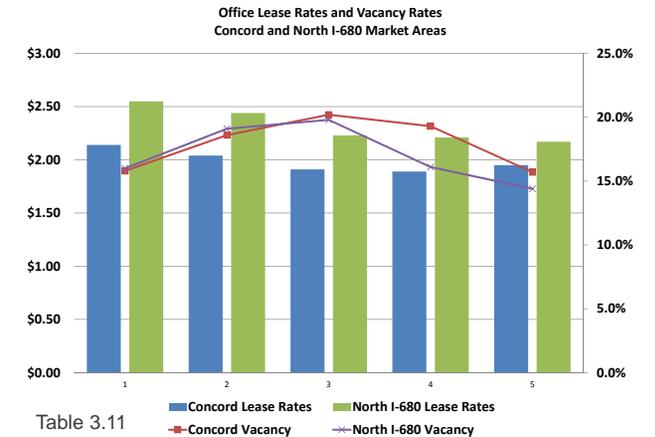


Table 3.11

DOWNTOWN CONCORD SPECIFIC PLAN

3.14 Retail Lease and Vacancy Rates 2008-2012

Market	3Q 2008	4Q 2009	4Q 2010	4Q 2011	4Q 2012*
North 680 Market Area					
Concord					
Total Centers	18	18	18	17	
Total GLA	2,546,187	2,545,858	2,536,993	2,422,007	
Vacancy	11.4%	12.0%	7.0%	7.0%	
Avg. Asking Rate (Shop)	\$24.47	\$21.49	\$20.67	\$21.28	
Market Rent Range	\$15.00-\$38.00	\$15.00-\$38.00	\$15.00-\$36.00	\$15.00-\$36.00	
Martinez					
Total Centers	3	3	3	3	
Total GLA	463,000	463,000	462,980	462,980	
Vacancy	0.9%	1.5%	0.9%	1.3%	
Avg. Asking Rate (Shop)	\$27.07	\$31.81	\$26.15	\$26.77	
Market Rent Range	\$24.00-\$36.00	\$24.00-\$36.00	\$24.00-\$32.40	\$24.00-\$30.00	
North 680 Overall					
Total GLA	8,566,756	8,475,851	8,283,815	8,273,361	8,546,072
Vacancy	8.5%	8.8%	6.4%	5.3%	4.5%
Avg. Asking Rate (Shop)	\$26.63	\$22.43	\$21.31	\$19.59	\$22.66
Walnut Creek					
Total Centers	10	11	11	11	
Total GLA	1,184,469	1,224,113	1,232,161	1,232,161	
Vacancy	5.8%	3.3%	4.1%	5.0%	
Avg. Asking Rate (Shop)	\$34.30	\$35.64	\$35.11	\$34.26	
Market Rent Range	\$24.00-\$47.40	\$24.00-\$40.00	\$15.00-\$40.00	\$27.00-\$36.00	

Office Space

Figure 3.11 and Tables 3.14-3.15 provide data on office space. The office market in Concord and nearby cities has been recovering from significant vacancies beginning in 2010, when Class A office in the North I-680 corridor office market area (Walnut Creek, Concord, Pleasant Hill, Martinez, Shadelands, Lamorinda, and Alamo/Danville) saw vacancies of 20 percent. Concord's direct vacancy rate is similar to the rate observed in the broader north I-680 market area, at 15.7 percent compared with the average of 15.4 in the market area. Also, lease rates for Class A office in Concord

are estimated at \$1.99 per square foot per month compared to \$2.17 for the area. Lease rates and occupancy rates have been increasing in recent quarters, but at a relatively slow pace.

Office in the downtown has been particularly hard hit during the recession, with several large properties foreclosed upon or bought under distressed circumstances including Concord Corporate Centre (347,000 square feet) and the Bank of America campus, now Swift Plaza (1.1 million square feet). These purchases made in distressed financial circumstances mean that the owners can offer low lease rates, driving down

market prices for otherwise financially healthy buildings.

From a marketing standpoint, brokers list the following attributes as either positively or negatively impacting downtown Concord's office position and prospects.

Challenges:

- Significant vacancies in key campuses. Bank of America laid off hundreds of people at its Concord campus early in 2012 and has vacated a large portion of the former B of A campus (now Swift Plaza). While Bank of America will

Table 3.14 (continued)
Retail Lease and Vacancy Rates 2008-2012

Market	3Q 2008	4Q 2009	4Q 2010	4Q 2011	4Q 2012*
Pleasant Hill					
Total Centers	9	9	9	8	
Total GLA	1,400,762	1,351,328	1,351,328	1,291,812	
Vacancy	3.1%	8.0%	9.0%	9.4%	
Avg. Asking Rate (Shop)	\$40.07	\$30.05	\$37.16	\$31.51	
Market Rent Range	\$20.40 - \$42.00	\$15.00-\$42.00	\$15.00-\$42.00	\$18.00-\$40.00	
San Ramon					
Total Centers	7	9	9	9	
Total GLA	890,250	1,139,473	1,137,447	1,137,447	
Vacancy	11.9%	7.6%	7.1%	11.8%	
Avg. Asking Rate (Shop)	\$36.09	\$38.49	\$35.95	\$32.21	
Market Rent Range	\$24.00-\$60.00	\$24.00-\$54.00	\$24.00-\$54.00	\$24.00-\$48.00	

* Data for 2012 was only available at the aggregated North I-680 geography.

Sources: Terranomics Contra Costa County Retail Report Mid-Year 2008, 2009, 2010, and 2011; Terranomics 2012 East Bay Report; Economic & Planning Systems, Inc.

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continue to occupy about half of campus at least through 2018, much of the remaining campus is available. In addition, the Concord Corporate Center has listings for a significant portion of its space.

- Farther from freeway than competitive locations in San Ramon and Pleasant Hill. Office buildings in downtown Concord are generally about a mile from the freeway. While this is relatively close, it is much farther than competitive office markets in San Ramon and Pleasant Hill and elsewhere, where office buildings are located at freeway exits.
- A perception of a lack of safety downtown. Potential Concord office tenants express concern for employees' safety walking to their cars in the winter months, when it gets dark early, and when working late.
- Lack of corporate presence after work hours. According to brokers, workers in downtown Concord tend to leave the area after work. A vibrant, after-work atmosphere available for employees is more attractive for certain types of tenants.

Advantages:

- Lower price points and larger spaces available. Concord is competitive on lease rates. In addition, Concord is one of a handful of locations in the I-680 area which can accommodate large tenants with significant space needs
- Shorter commutes for workers. For companies with workers living in East Contra Costa County, Concord's location has significant advantages over locations like San Ramon which is about

30 minutes farther down the highway.

- Free parking included in leases. Concord office lease terms typically include free parking, compared to competitive locations which often price parking at \$35 to \$65 per space per month.
- Successful City assistance in attracting/retaining businesses. The City recently assisted negotiations with BevMo! to remain and expand

its headquarters in Concord. Engagement on the part of the City at strategic points in lease transactions can help tip the scales in favor of locating (or remaining) in Concord.

**Table 3.15
Office Lease and Vacancy Rates 2008-2012**

Market	2008	2009	2010	2011	2012
Concord					
Annual Asking Rent	\$2.14	\$2.04	\$1.91	\$1.89	\$1.95
Vacancy	15.8%	18.6%	20.2%	19.3%	15.7%
Walnut Creek Downtown					
Annual Asking Rent	\$2.83	\$2.79	\$2.43	\$2.52	\$2.63
Vacancy	12.5%	17.5%	19.6%	13.8%	12.3%
Walnut Creek BART					
Annual Asking Rent	\$2.89	\$2.70	\$2.48	\$2.50	\$2.50
Vacancy	24.6%	25.8%	20.1%	13.9%	15.5%
Pleasant Hill (1)					
Annual Asking Rent	\$2.12	\$2.19	\$2.07	\$2.03	\$1.86
Vacancy	11.4%	10.3%	12.3%	10.0%	7.7%
North I-680 Market Area					
Annual Asking Rent	\$2.55	\$2.44	\$2.23	\$2.21	\$2.17
Vacancy	16.0%	19.1%	19.8%	16.1%	14.4%
San Ramon (Tri-Valley Market Area)					
Annual Asking Rent	\$2.08	\$1.85	\$1.75	\$2.03	\$2.06
Vacancy	8.2%	9.2%	12.6%	9.5%	5.5%

(1) While all other markets show rents and vacancies for Class A buildings, because brokers only track one Class A office in Pleasant Hill, data for Class B properties are shown.

Sources: Colliers International I-680 and Tri-Valley Market Reports 2008-2012; Economic & Planning Systems, Inc.

3.2 HOUSEHOLD GROWTH, EMPLOYMENT GROWTH, AND PROJECTED DEMAND FOR SPACE

HOUSEHOLD PROJECTIONS

Figures 3.12 and 3.13 and Table 3.16 and provide details on residential growth projections. Projections are based on ABAG’s One Bay Area plan. The most recent Plan document is the *Final Jobs-Housing Connection Strategy, May 16, 2012*. It is important to note that the projections are normative in nature, meaning that the scenarios project the locations of new development that, if realized, would facilitate the region’s achievement of a range of desired policy outcomes, including reductions in greenhouse gas emissions. Directing growth to infill and transit- rich nodes (priority development areas) in the Bay Area will require policy changes, public investments, and, ultimately, sufficient market demand for new homes and jobs in these core areas.

Under the preferred Sustainable Communities Strategy scenario, the Project Area is projected to add about 3,300 units in the 30 years between 2010 and 2040, equal to about 110 units per year. If achieved, by 2040 the Project Area would have grown by almost 80 percent. Concord as a whole is projected to add just over 18,000 housing units by 2040, averaging 602 units per year for 30 years. In considering how these projections may be achieved, the reuse of the Concord Naval Weapons Station (CNWS) – the “inland” portion of the CNWS is located about one mile to the north and northeast of the Concord BART station – will be a very significant factor. The preferred plan selected by the City Council in January 2012

for reuse of the CNWS calls for about 12,300 housing units, more than two-thirds of the units projected in the City through 2040. With sufficient demand, the other 5,700 units may be developed elsewhere in the City, through intensification of existing underutilized areas and on vacant property (the City’s General Plan calculates that about 280 acres are vacant and within the City’s Sphere of Influence). While development at the CNWS will offer residents a completely new community, created as development occurs, new housing in the Project Area can serve a

niche market of potential residents attracted to a denser environment situated within a mature urban fabric of varied building ages and uses and walking distance to regional transit, restaurants, and urban public amenities. Serving residents attracted to urban lifestyles will require leveraging assets in the Project Area and connecting them with multimodal access facilities.

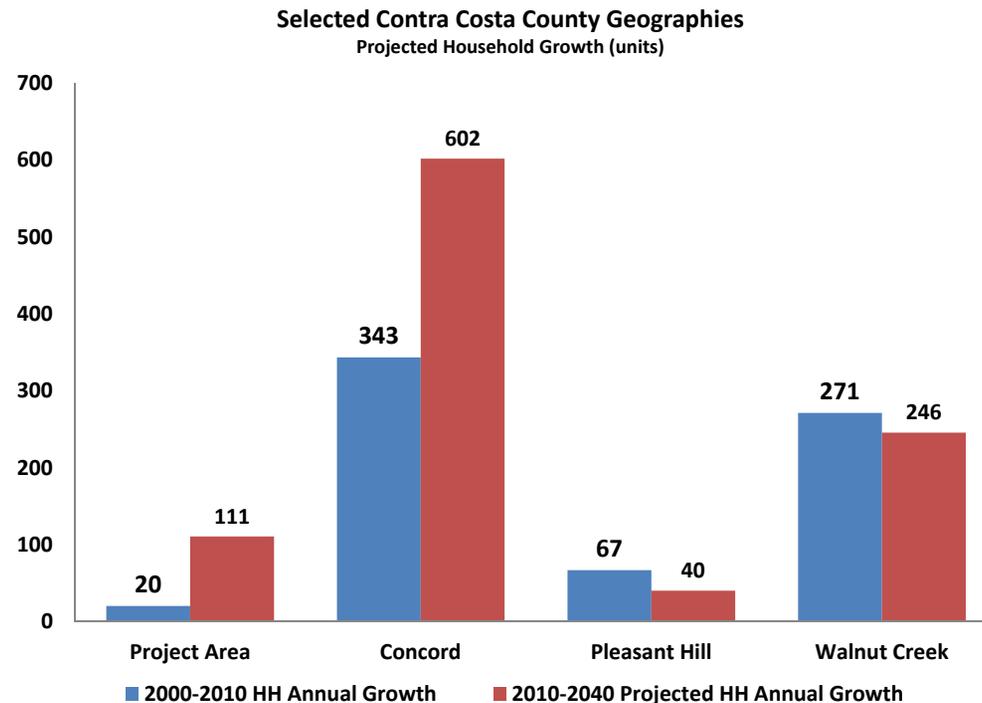


Figure 3.12

DOWNTOWN CONCORD SPECIFIC PLAN

EMPLOYMENT PROJECTIONS

Figures 3.14 to 3.16 and Table 3.17 and provide details on employment projections. Under the preferred Sustainable Communities Strategy scenario, the Project Area is projected to add almost 3,000 jobs in the 30 years between 2010 and 2040, equal to about 100 jobs per year. Concord as a whole is projected to add 8,500 jobs by 2040, averaging 285 jobs per year for 30 years. This represents a significantly *faster* rate of growth for jobs in the Project Area and a *slower* rate of growth for Concord jobs. The CNWS preferred plan calls for about 12,300 housing units, more than two-thirds of the units projected in the City through 2040. Jobs in Contra Costa are also expected to grow at a slower annual rate than they did between 1990 and 2010.

The greatest numeric and percentage growth in jobs in the Project Area is expected in the Professional Services job category (increase of 39% or 1,100 jobs), followed by Health and Education (19%/566 jobs), Financial Services/Real Estate (14%/418 jobs) and Arts, Recreation, and Other Leisure (14%/398 jobs).

Table 3.16
Selected Office Listings/Lease Rate Data

Address	Bldg Name	Avg Actual Rent/ SF/Year	Gross Leasable Area (Sq. Ft)	Total Space Available (Sq.Ft.)	% Leased
1800 Sutter St.	Sutter Square	\$21.60	190,227	14,061	93%
2300 Clayton Rd.	One Concord Center	\$24.16	358, 589	65,609	82%
1850 Gateway Blvd.	Concord Gateway I	\$22.20	316,241	26,989	93%

Source: CoStar; Economics & Planning Systems

Table 3.17
Household Projections, 2010-2040

Year	Project Area	Concord	Pleasant Hill	Walnut Creek	Contra Costa County
2010	4,204	47,125	14,321	32,681	400,263
2040	7,525	65,170	15,530	40,050	480,400
Projected					
# Change (2010-2040)	3,321	18,045	1,209	7,369	80,137
Avg Annual % Change (1990 - 2010)	2.0%	1.1%	0.3%	0.7%	0.6%
Total % Change	79.0%	38.3%	8.4%	22.5%	20.0%

Source: ABAG Projected Employment and Housing Growth by County; Department of Finance E8 City/County/State Population and Housing Estimates 1990-2000 and 2000-2010; Economic & Planning Systems, Inc.

Table 3.18
Job Projections, 2010-2040

Year	Project Area	Concord	Pleasant Hill	San Ramon	Walnut Creek	Contra Costa County
2010	9,278	60,800	17,090	43,880	54,510	376,820
2040	12,207	69,310	22,920	58,240	57,300	467,000
Projected (1)						
# Change (2010-2040)	2,929	8,510	5,830	14,360	2,790	90,180
Avg Annual % Change (1990 - 2010)	3.5%	1.7%	3.7%	3.6%	0.6%	2.7%
Total % Change	31.6%	14.0%	34.1%	32.7%	5.1%	23.9%

(1) Note that all projections are based on ABAG's ongoing OneBayArea scenarios. To estimate the projection for the Project Area which is slightly larger than the Priority Development Area (PDA) in ABAG's scenario, the same growth rate was applied to the jobs estimated in the Project Area. Source: Census OntheMap; ABAG Projections 2000 and 2009; ABAG Draft Jobs-Housing Connection Scenario Projections; Economic & Planning Systems, Inc.

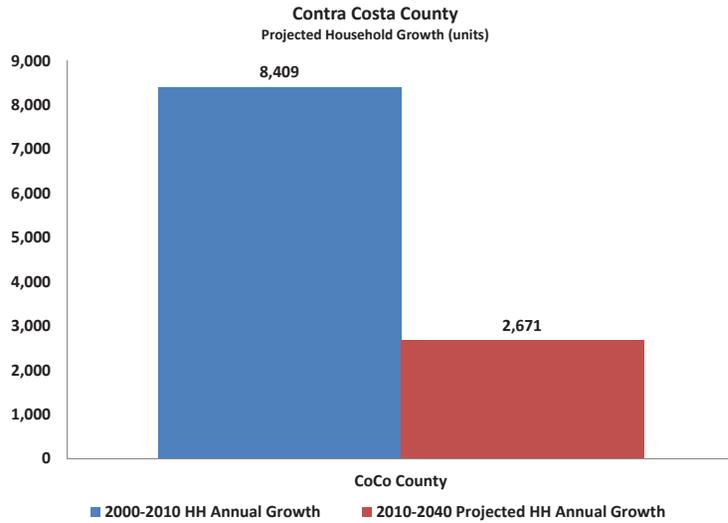


Table 3.13

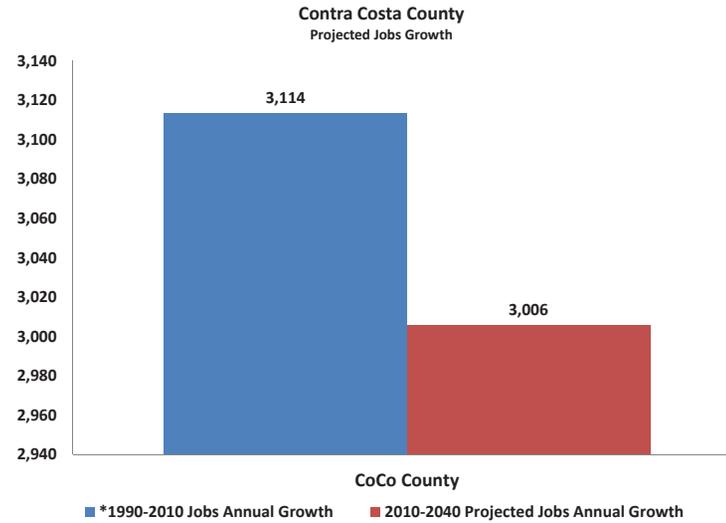


Figure 3.14

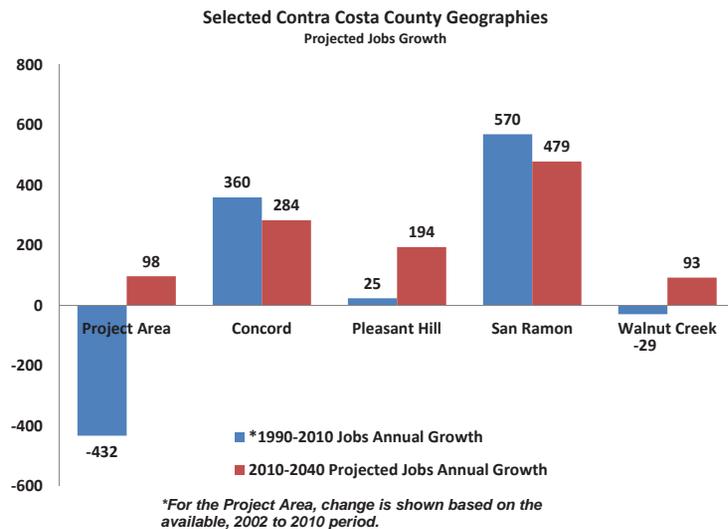


Figure 3.15

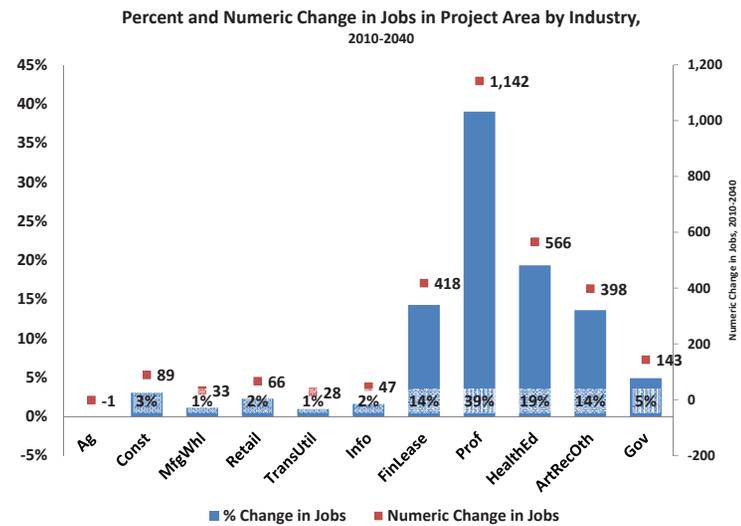


Figure 3.16



04 Transportation + Transit

4.0 TRANSPORTATION AND TRANSIT

This section provides an overview of the existing transportation network and systems serving the study area, including:

- 4.1 Vehicle Network
- 4.2 Transit Network
- 4.3 BART Station
- 4.4 Bicycle Network
- 4.5 Pedestrian Network
- 4.6 Parking

The roadway network includes a variety of roadway types including a compact grid system around the Todos Santos Plaza and wide arterial roadways that accommodate through traffic to the regional roadway network. The following sections describe the transportation network for all modes of travel through the study area.

4.1 VEHICLE NETWORK

Figure 4.1 illustrates the roadway system based on the roadway designations identified in the *Concord 2030 General Plan* (adopted 10/2/07; last amended 7/10/12). Three freeways provide regional access to the study area: Interstate 680 (I-680), State Route 242 (SR 242) and State Route 4. I-680 is approximately 1.5 miles to the west and SR 4 is approximately 2 miles to the north of the study area. SR 242 forms the western boundary of the Plan area. Concord's roadway system connects with Pittsburg to the northeast, Martinez and Pleasant Hill to the west, Walnut Creek to the south, and Clayton to the east.

The *Concord 2030 General Plan* sets its general performance target for vehicle operations at Level of Service¹(LOS) D. In the Central Business District (CBD), the threshold is LOS E, recognizing the more urban, pedestrian-oriented character of this area and the trade-offs between a high level of vehicle mobility and other modes of travel. The CBD is generally defined as the area from the Downtown to I-680 including the area from Concord Avenue to Clayton Road. The LOS E benchmark also applies in the vicinity of Downtown BART Station, and along the City's transit routes, which are generally defined as roads with two or more bus transit lines. Through the Specific Plan Area, these roads include Concord Avenue and Clayton Road. Based on information in the 2030 General Plan, the roadways within the study area were operating within their respective levels of service in 2007.

¹ The operations of roadway facilities are typically described with the term "level of service" (LOS). LOS is a qualitative description of traffic flow from a vehicle driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (best operating conditions) to LOS F (worst operating conditions). Typically, LOS E corresponds to operations "at capacity." When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F.

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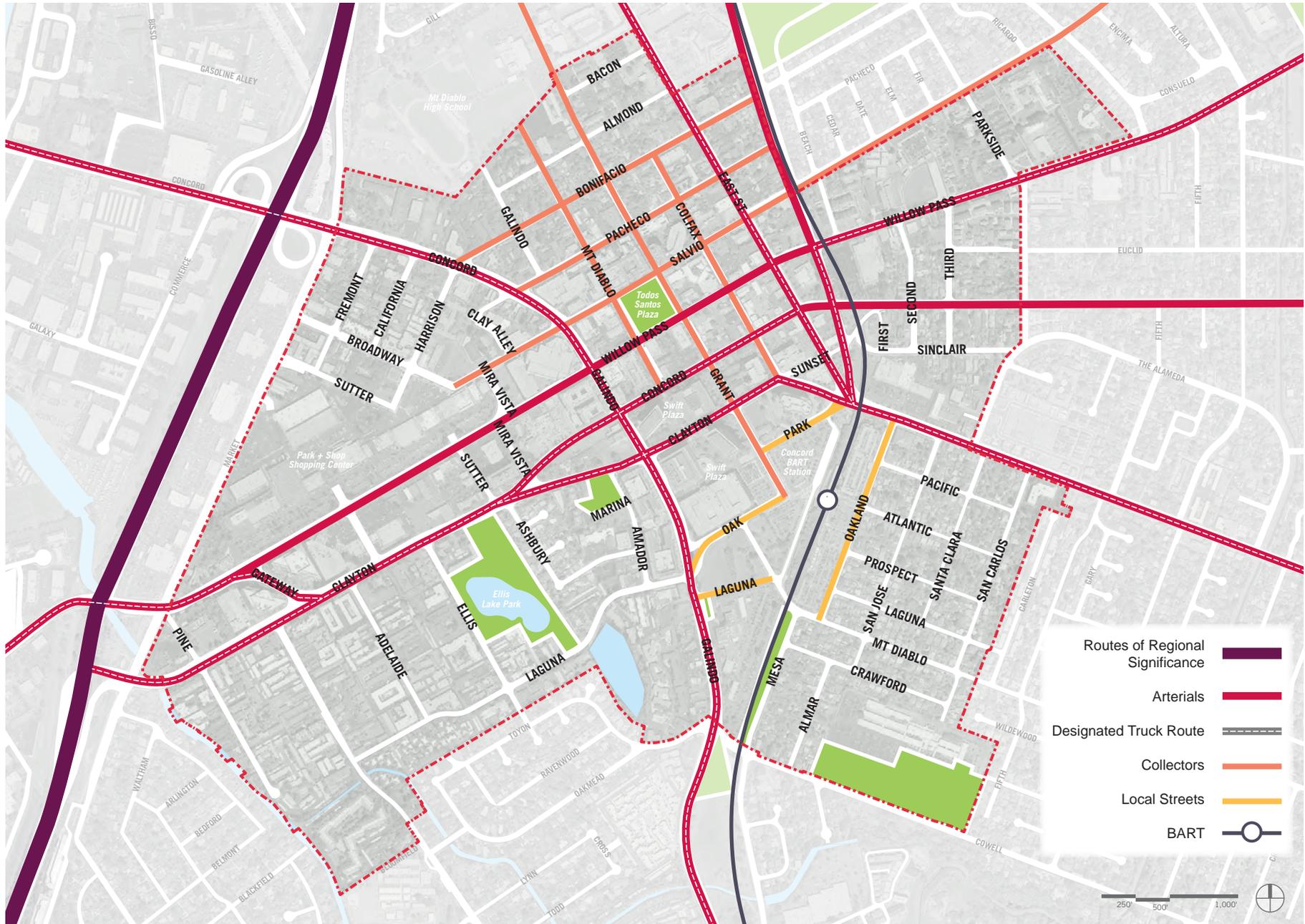


Figure 4.1 Project Area Roadway System

Routes of Regional Significance

Routes of Regional Significance are major roadway and freeway corridors serving regional traffic, as identified in Action Plans adopted by the Contra Costa Transportation Authority (CCTA) as part of the countywide Measure J program. Key routes providing regional access to the Plan Area include I-680, SR 242, SR-4, Ygnacio Valley Road / Kirker Pass Road, Treat Boulevard, and Clayton Road between Treat Boulevard and Kirker Pass Road.

Arterials

Arterials deliver traffic between the freeways, collector streets, and other major streets between Concord and neighboring jurisdictions. These arterials are generally designed to facilitate the through movement of vehicles; adjacent land-uses are generally oriented away from the street, with building entrances opening out onto private off-street parking lots; on-street parking is generally prohibited. These arterials also function as designated truck routes. Key arterials in the study area include:

East Street is a north/south arterial that begins at Clayton Road, adjacent to the Concord BART station, and extends through the study area in a northwesterly direction. Between Clayton Road and Willow Pass Road, East Street provides four southbound travel lanes. Between Willow Pass Road and Pacheco Street, one northbound travel lane is provided with two southbound travel lanes. North of Pacheco Street, two travel lanes in each direction are provided. At High School Street, East Street becomes **Grant Street** with a full access interchange to SR-242. Posted speed limits are 35 mph along the two-way segment, and 25 mph along

the one-way segment. East Street also serves as a designated Class 3A (signed but not striped) bike route, and a designated truck route.

Clayton Road is an east/west arterial that begins at a partial interchange at SR 242 to the west, traversing through the study area, and then extending east beyond the study area to the City of Clayton. It is a six-lane, two-way street between SR 242 and Sutter Street (35 mph), and then becomes a four-lane one-way street serving eastbound travel (in conjunction with **Concord Boulevard**, which serves westbound travel) through the downtown area. East of Colfax Street, Clayton Road veers to the southeast, and becomes a county-designated route of regional significance east of Olivera Road. Through the study area, Clayton Road also serves as a designated truck route.

Concord Boulevard extends east from the downtown, branching off from Clayton Road at Sutter Street. It operates as a four-lane, one-way street (30 mph) serving westbound travel through downtown, and as a two-way street east of Park Street. The arterial is designed to facilitate the through movement of vehicles; land-uses are generally oriented away from the street, and on-street parking is prohibited through the SPA. Concord Boulevard also serves as a designated Class 3A (signed but not striped) bike route. West of Port Chicago Highway, Concord Boulevard is a designated truck route and no on-street parking is permitted in the study area.



Willow Pass Road looking west



Galindo Street looking North

DOWNTOWN CONCORD SPECIFIC PLAN

Port Chicago Highway is a north/south arterial (30-35 mph) that begins at Clayton Road adjacent to the BART station, and extends northeasterly from the study area, connecting to SR 4. It is a four-lane, one-way street through the study area with two-way travel accommodated north of Salvio Street. North of Bonifacio Street, a Class I trail parallels the roadway. There are few adjacent land-uses.

Concord Avenue is a two-way, six-lane arterial (30 mph) that connects the study area to SR 242 and I-680. It continues on through Pleasant Hill as Chilpancingo Parkway. South of Willow Pass Road, Concord Avenue continues as **Galindo Street** and transitions to **Monument Boulevard** south of Cowell Road. Galindo Street is a two-way, 6-lane (35 mph) roadway south of Willow Pass Road, transitioning to a four-lane cross-section south of Cowell Road. Concord Avenue/Galindo Street/Monument Boulevard is a designated truck route.

Willow Pass Road serves east/west travel through the study area, with connections to I-680 and Pleasant Hill to the west, and SR 4 to the east. Two travel lanes per direction (30 mph) are provided through much of Plan Area, except west of Gateway Boulevard where an additional through lane in each direction is provided to I-680. Willow Pass Road is a designated truck route east of East Street.

Collectors

Collectors link arterials to neighborhood or local streets. On these roadways, buildings are generally constructed to the sidewalk areas and on-street parking and landscape strips provide a buffer between pedestrians and moving cars.

Key collectors in the vicinity of the Plan Area are described below:

Grant Street is a north/south collector that connects the BART Station in the south to Mount Diablo High School where the roadway is discontinuous. East Street becomes Grant Street northeast of High School Street. The roadway provides varying cross sections through the study area, with some two-lane, three-lane and four-lane sections. It operates as a two-way street through the length of its route, except through Todos Santos Plaza, where it operates as a one-way couplet with Mt Diablo Street. Angled and parallel on-street parking is provided through the study area.

Mt Diablo Street is a north/south collector between Concord Boulevard in the south and The Queen of All Saints (K-8) School campus located just north of Almond Avenue. South of Concord Boulevard, a mid-block crossing and pedestrian path through the Swift Plaza business park provides pedestrian access to the BART station. South of Salvio Street, Mt Diablo Street operates as a one-lane, one-way street serving southbound traffic, with angled parking. North of Salvio Street, it becomes a two-lane, two-way street. Most intersections through the study area are stop controlled, and the posted speed limit is 25 mph.

Colfax Street connects Clayton Road to Bonifacio Street. Through the downtown area, it generally provides for two-way travel with one travel lane in each direction with diagonal on-street parking and a high density of storefronts, sidewalk seating, planters, textured sidewalks, and other pedestrian amenities. Intersections are primarily

stop-controlled, except for major crossing at Concord Boulevard and Willow Pass Road. Between Concord Boulevard and Clayton Road, one northbound and three southbound travel lanes are provided with no on-street parking. The posted speed limit is 25 mph.

Salvio Street is an east/west collector that begins just west of Concord Avenue and terminates at E. Olivera Road. Through the study area, it provides a single lane of travel in each direction, with angled parking. Most intersections are stop controlled.

Pacheco Street serves east/west travel between Concord Avenue and Port Chicago Highway. It provides a single lane of travel in each direction through most of the downtown area, except west of Mt. Diablo Street, where it serves one-way traffic in the eastbound direction only. On-street parking is permitted on this roadway.

Bonifacio Street serves east/west travel between Concord Avenue and a residential neighborhood approximately one mile east of downtown. It provides a single lane of travel in each direction through the plan area, and allows on-street parking. Most intersections are stop controlled, except at major intersections. The posted speed limit through the study area is 25 mph. Bonifacio Street also serves as a designated Class 3A (signed but not striped) bike route.

Local Streets

Local Streets provide direct access to adjacent properties. Key local streets connecting the BART area to downtown Concord are described below:

Park Street borders the Concord BART station to the north, providing local access to the BART surface parking lots and loading areas from Clayton Road and Grant Street. It provides a single lane of travel in each direction, and on-street parking is allowed.

Oak Street provides local access to BART surface parking lots and loading areas from Galindo Street. It provides a single lane of travel in each direction, and on-street parking is allowed.

Oakland Street borders the Concord BART station to the southeast, providing local access to BART surface parking lots and loading areas from Clayton Road and a grid of smaller local streets serving residential areas to the southeast of the BART station.

Laguna Street provides local access to BART surface parking lots and loading areas from Galindo Street. It provides a single lane of travel in each direction, and on-street parking is prohibited.



Vehicular and pedestrian access below BART tracks



Pacheco Street converts to one way at Mount Diablo Street



Local Street in North Todos Santos



One way Harrison Street looking northeast

4.2 TRANSIT NETWORK

The study area is served by both commuter rail and bus service, as shown in **Figure 4.2**. A shuttle service serving the Monument Corridor neighborhood is also scheduled to begin operations in Fall 2013.

Bay Area Rapid Transit (BART)

The area within a half-mile perimeter (an approximately 10 minute walk) of the BART station is located within a Transit Overlay District. Development standards in this area are intended to provide a concentrated mixture of residential and commercial uses in a pedestrian environment well-served by BART. Specific uses that tend to be auto-dominated are prohibited and off-street parking requirements are less than for similar projects not served by BART. As noted previously, the level of service standard for vehicles in this area is LOS E, which recognizes that providing high-levels of auto mobility can degrade the transportation experience for other roadway users, including pedestrians, bicyclists and transit users.

Service Description

The Concord BART station is located roughly one-third of a mile south of the Todos Santos Plaza, and sits on a triangular parcel formed by Park Street to the north, Oakland Avenue to the south, and Mt. Diablo Street to the west. The station is served by the Pittsburg/Bay Point line, providing direct service to the San Francisco International Airport (SFO) via downtown San Francisco. Timed transfer points exist at MacArthur Station (southbound) and 12th Street/Oakland City Center Station (northbound) for passengers travelling to or from destinations on the Fremont, Richmond, or Dublin/Pleasanton lines.

Trains operate approximately between 4:30 AM and midnight on weekdays. Train frequency varies from 20 minutes on weekends, 15 minutes on off-peak weekdays, to five to eight minutes during the peak commute hours. Current one-way fares—calculated based on distance traveled—are \$3.70 to Oakland City Center Station, \$5.35 to San Francisco, and \$10.40 to SFO. Senior and youth discounts are available. Real-time arrivals and service advisories are displayed at all BART station platforms, and can be also be accessed via the internet, email and SMS, and a variety of third party smartphone applications.

The latest available ridership data, representing conditions in January 2012, indicates about 5,680 weekday boardings and 5,650 weekday alightings at Concord station. Top destinations from Concord Station include downtown San Francisco (2,532 passengers alighting), downtown Oakland (606 alightings), Pittsburg / Baypoint (382 alightings), and Walnut Creek (379 alightings). Origins of trips ending at Concord Station generally align with these proportions. Figure 4.3, 4.4 indicate the home location and non-home location of riders using the Concord BART station and their mode of arrival.

Detailed rider surveys conducted in 2009 indicate that peak direction/peak period weekday trains on the Pittsburg/Bay Point – San Francisco line reach about 120% of capacity at the peak locations, typically between the MacArthur station and the 19th Street station in Oakland.

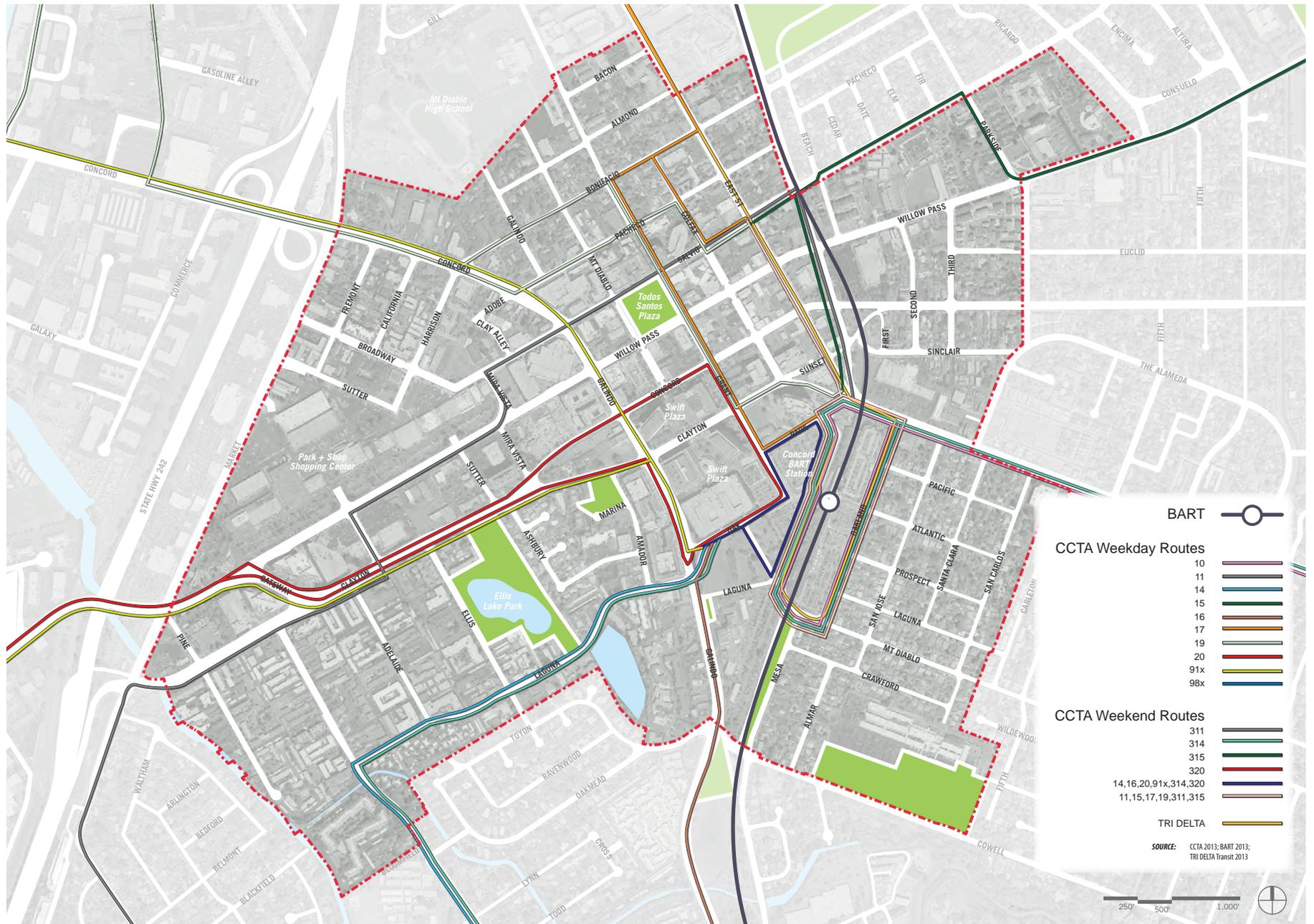


Figure 4.2: Map of Transit Services Through the Specific Plan Area, BART, CCCTA, and TriDelta

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County Connection (CCCTA)

Service Description

The CCCTA (the 'County Connection') provides bus service throughout Central Contra Costa County. Weekday fixed route service includes 24 routes and seven express routes, and ten weekend routes. Paratransit service is also provided with a fleet of 63 paratransit vehicles. Fixed route service is generally provided from 6:00 AM to 9:00 PM on weekdays, and from 9:00 AM to 7:00 PM on weekends. Fares are \$2.00 for regular fixed routes, \$2.25 for express routes, and \$4.00 for paratransit rides. CCCTA began offering real-time bus arrival information in December 2012; anyone with a mobile phone or internet access can track vehicles via a map, or by station. All buses have lifts and ramps, as well as bike racks with space for two bicycles. Bus ID kits are available that display bus route and ID information, useful for riders with visual, hearing, or speech communication disabilities.

Eleven lines serve the City of Concord, ten of which converge on the Concord BART station. These routes provide local service (including school routes), BART feeder service, and regional connectivity linking Concord to Walnut Creek, Martinez, Lafayette, Orinda, Clayton, Alamo, and San Ramon. Through the study area, the routes operate primarily along Galindo Street/Concord Avenue, Grant Street, East Street, and Port Chicago Highway. Buses enter the dedicated terminal area at the BART station via an entrance on Mt. Diablo Street at Laguna Street and exit onto Park Street.

**Table 4.1
Summary of CCCTA Fixed-Route Service to the Plan Area**

Route	Route Description	Hours of Service*	Frequency (minutes)		Weekday Average Ridership
			Peak	Off-Peak	
10	Concord BART, Clayton Rd., Downtown Clayton	5am – 11pm	30	60	970
11	Pleasant Hill BART, Treat Blvd., Oak Grove Rd., Concord BART	6am - 8pm	45	90	293
14	Concord BART, Monument Blvd., Pleasant Hill BART	6am - 10pm	40	40	651
15	Concord BART, Treat Blvd., Pleasant Hill BART, Walnut Creek BART	6am - 9pm	60	60	497
16	Amtrak, Contra Costa Regional Medical Center, Alhambra Ave., Gregory Lane, Monument Blvd., Concord BART	5am - 12pm	40	40	701
17	Concord BART, John Muir Medical Center-Concord, Solano Way, Olivera Rd., North Concord BART	6am – 7pm	45	75	296
19	Amtrak, Pacheco Blvd., Concord BART	6am – 8pm	120	120	129
20	Concord BART, Willow Pass Rd., Sun Valley Mall, DVC	6am – 11pm	30	30	1,189
91X	Concord Commuter Express: Concord BART, Airport Plaza, Galaxy Office Park, Chevron	6am – 6pm	30	---	40
649	Late night DVC to Concord BART shuttle	9pm – 10pm	60	N/A	

*Hours of service describe typical weekday service only. Weekend service hours and frequency may vary.

Source: CCCTA 2013; CCCTA Mini Short Range Transit Plan FY 2010-2011 through FY 2019-2010

Table 4.1 summarizes the current service hours, bus headways, and total route ridership on the routes directly serving the Specific Plan Area.

Few bus stops in the study area provide transit stop amenities such as benches, shelters or real-time bus arrival information. Some example stops are shown in the photos below. At many stops along major arterials like Willow Pass Road and Concord Boulevard, narrow sidewalks, the lack of on-street parking, and limited landscape buffers can place waiting riders in close proximity to fast-moving traffic.

CCCTA participates in the East Bay Value Pass Program, which facilitates transfers between CCCTA and other regional transit agencies. The \$60 dollar a month pass is valid for unlimited rides on all CCCTA-, TriDelta-, Wheels-, and WESTCAT operated fixed-route buses. Clipper—a smart card fare payment system that is accepted by BART and other Bay Area transit agencies—is not currently accepted on CCCTA, although there are plans to expand the program in the future to include the agency. Transfers from BART to bus are \$1.00.



Concord BART station platform signage

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Tri-Delta Transit

The Concord BART Station is also the terminus for Tri-Delta transit Route 201, which connects Pittsburg/Bay Point BART station to the Concord BART station, and operates with 30 minute headways during the morning and evening peak periods. There are only two stops in Concord, one at East Street at Bacon Street, and another at the Concord BART Station.

Monument Corridor Neighborhood Shuttle

The City of Concord applied for Contra Costa Lifeline Transportation Program grant funding to implement a neighborhood shuttle program serving the Monument Corridor neighborhood, one of the 52 lowest income communities in the San Francisco Bay region according to a 2006 report published by the City of Concord, and where close to eighteen percent of households do not have access to a car. The Monument Corridor neighborhood is roughly bordered by I-680 and SR-242 to the west, the elevated BART tracks to the south and east, and Galindo Street to the north.

Scheduled to launch in September 2013, the shuttle will provide direct service between dense residential areas and destinations in and near the Monument Corridor neighborhood, including the downtown Concord BART station, major employment centers, medical facilities, bus stops, and shopping destinations. The free shuttle service is targeted at low-income, elderly and disabled, and off-peak commuters. It will not follow a fixed-route.

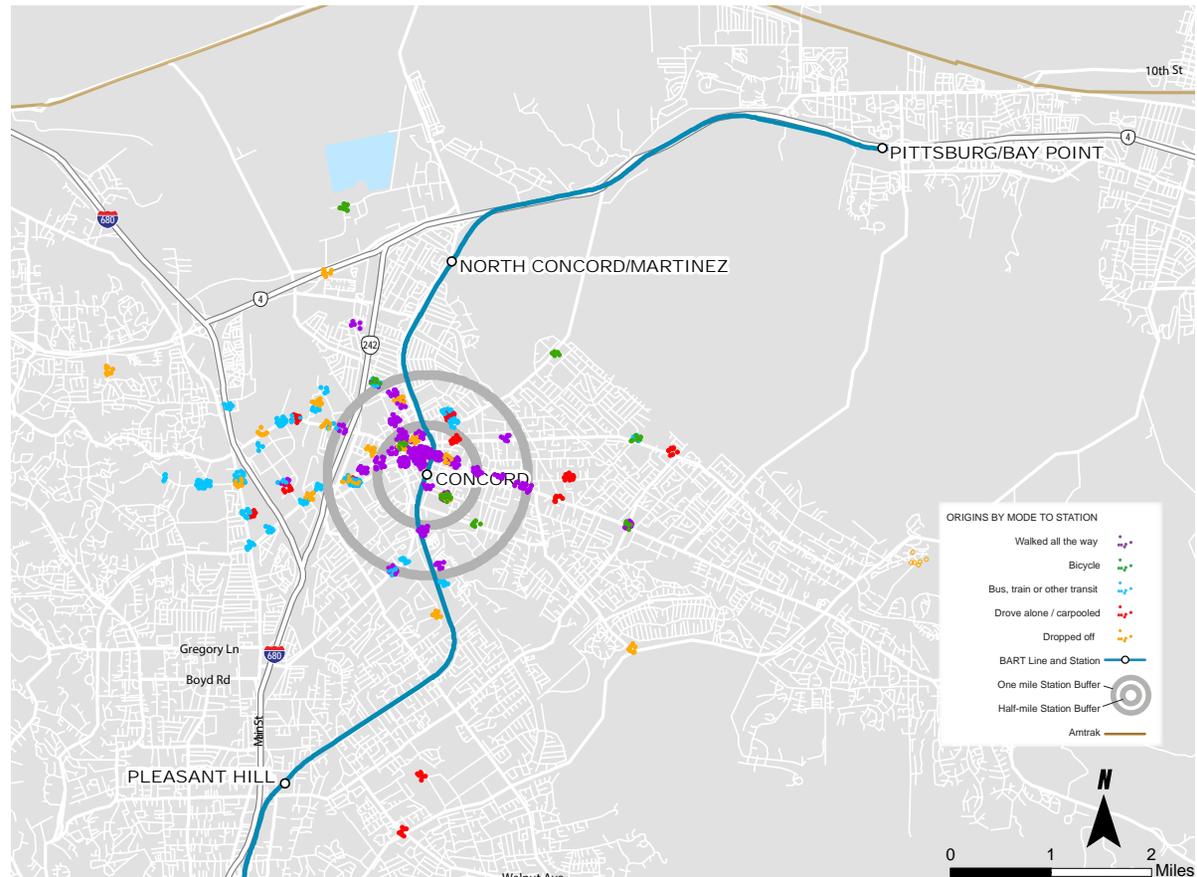


Figure 4.3: Concord Station: Non-Home Locations of BART Riders by Mode. Data Sources: ESRI, 2008 BART Station Profile Study (weekday only; data are weighted from survey sample to represent average weekday ridership)

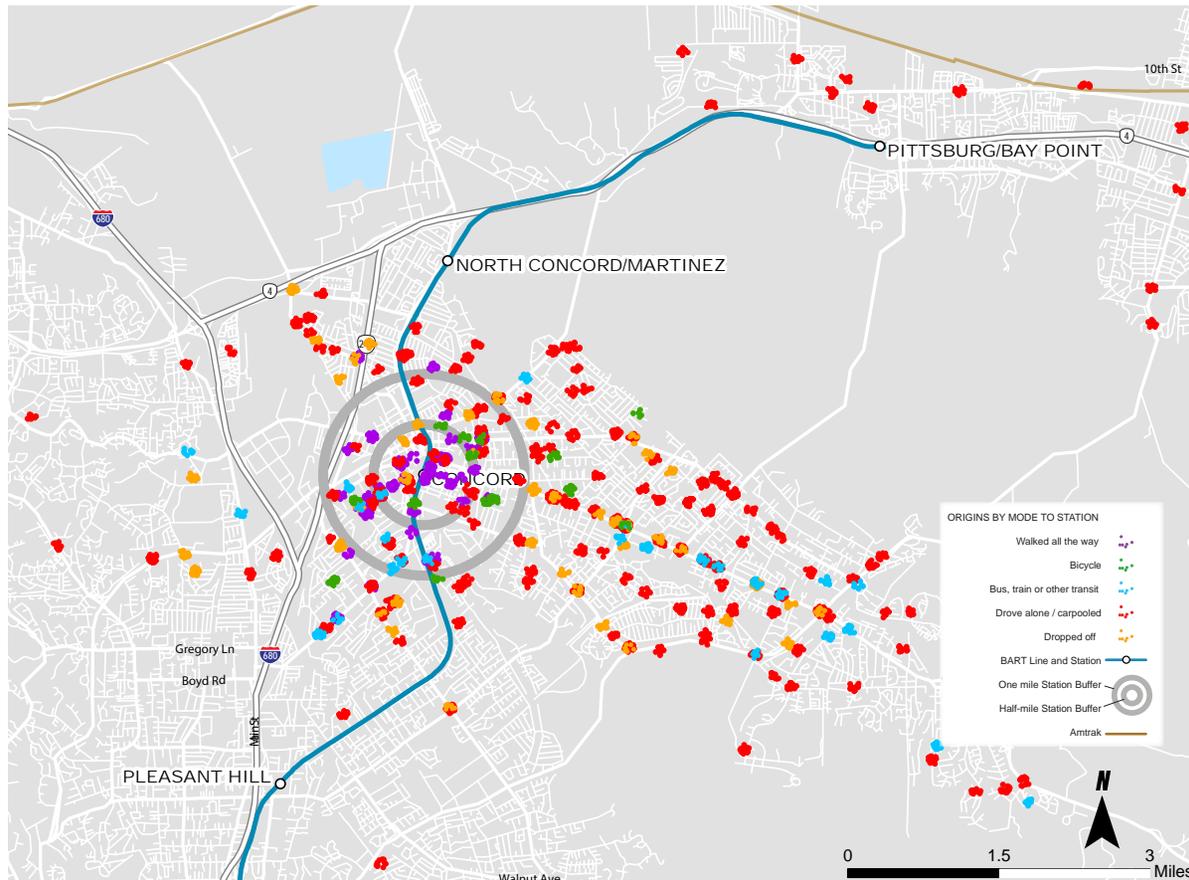


Figure 4.4: Concord Station: Home Locations of BART Riders by Mode Data Sources: ESRI, 2008 BART Station Profile Study (weekday only; data are weighted from survey sample to represent average weekday ridership)

4.3 BART STATION

The Concord BART station is a major transportation hub linking trips from a variety of travel modes. The 2008 BART Station Area Profile study found that roughly three-quarters of boardings at the Concord BART Station are home-based trips (arrived at the station from their home). Of these home-based trips, slightly more than half (56 percent) drove alone to the station, thirteen percent were dropped off, and nine percent carpooled. Roughly fourteen percent walked or biked, and seven percent used transit. One percent arrived by taxi. These results are summarized in **Table 4.2**. **Figures 4.3 and 4.4** show the non-home and home based origins/travel mode to the Concord BART Station spatially. For home-based trips, the majority of walk trips originate within a one-mile radius of the station, while bicycle tend to originate from within a two mile radius. Home-based trips arriving via vehicle originate as far east as Pittsburg. For non-home based trips, the majority are from within SPA and passengers primary mode of travel to the station is walking. The arrival mode for most passengers with trips originating more than a 1-mile from BART station is other transit or drop-off.

The following discusses access to the BART station via the various modes of travel.

DOWNTOWN CONCORD SPECIFIC PLAN

Automobile Access

A 2006 BART study classified Concord Station as an “auto-reliant” station², which describes stations that are well-served by transit, and where parking is provided on a medium size station footprint. As **Figure 4.5** illustrates, much of Concord Station’s footprint is dedicated to parking, including one multi-story parking structure and several surface lots. Altogether, these parking facilities provide spaces for 2,335 automobiles, with options for monthly reserved parking, extended weekend parking, and airport/long term parking. Passenger loading zones are provided on both sides of the station, and select spaces in surface parking lots near the fare gates are reserved for attended vehicles only between the hours of 6-10 AM.

Transit Access

The Concord BART station also serves as a regional transportation hub for County Connection bus routes serving the City of Concord and the surrounding area. County Connection operates 11 bus routes serving Concord, ten of which have a stop at a dedicated terminal outside the BART station fare gates, providing both local connectivity and also feeder service to BART. Tri-Delta operates one route between Pittsburg Bay Point BART and Concord during the morning and evening peak periods which traverses the study area and terminals at the Concord BART station as well. Transfers between BART and CCTA are \$1.00, a discount of \$1.00 off general fare.

County Connection does not actively coordinate with BART to provide timed-transfers, but does adjust its schedules as needed to align with BART arrival and departure times. The last adjustment occurred in June 2011, where weekend trips were shifted ten minutes later.



BART Parking Lot and bus dropoff



A bus shelter on Concord Blvd just west of Grant St; Note the shelter encroaching on the sidewalk area



Typical bus stop through Study area at Grant Street and Salvio Street

² Auto-reliant stations are found in a suburban grid or suburban residential area. A medium-to-large transit terminal is provided on-site, serving regional and local transit; the station is probably designated a regional transit hub. Walk access is generally lower than average.



BART Station Entry and signage

Bicycle/Pedestrian Access

Bicycle racks are provided at the station area with spaces for a total of 147 bicycles, including 56 shared-use electronic locker spaces, 12 individual-use keyed lockers, and general use bike racks. Bikes are normally restricted from many trains during the commute period in the peak direction, and are never allowed on crowded cars (with the exception of folding bikes). BART began a pilot program which allowed bikes on all trains for the five Fridays of August 2012. Lessons from this pilot are pending.

Wayfinding to and from the BART station from the downtown area is provided primarily through City of Concord branded wayfinding terminals scattered across intersections throughout the downtown area, and also at Swift Plaza. Additional signage exists in the vicinity of the BART station, typically along major approaches.

BART trains at Concord Station are located on a raised platform one level above the street. Escalators and stairs are provided, and elevators for those with limited mobility.

Taxis and Car-Sharing

A stretch of curb along the northern entrance to the station has been reserved for taxis. These spaces were fully occupied during the mid-day, with some spillover to nearby on-street spaces. No car-sharing pods were observed in the vicinity of the BART station.

4.4 BICYCLE ACCESS AND CIRCULATION

Given the topography and climate of Concord, bicycling is a viable alternative to the single occupancy vehicle for both recreational and non-recreational trips. The following discusses bicycle access and circulation in the study area.

Existing Bicycle Facilities

The *Concord 2030 General Plan* identifies the following bicycle facility types:

- **Class 1 Bicycle Trails** are similar to Caltrans Class I bike paths, offering paved trails that are separated from roadways except at crossings, and may serve multiple users including bicyclists and pedestrians.
- **Class 3B Bike Routes** consist of signed routes with edge lines along collector and arterial streets. Edge lines demark a variable width from 3 to 4 feet for bicycle travel, which is less than the minimum bicycle lane width of 5 feet required to qualify for a Caltrans Class II bike lane designation.
- **Class 3A Bike Facilities** are similar to Caltrans Class III bike routes, consisting of signed routes on residential streets where motor vehicles are expected to share the road with bicyclists; dedicated lanes are not provided.

DOWNTOWN CONCORD SPECIFIC PLAN

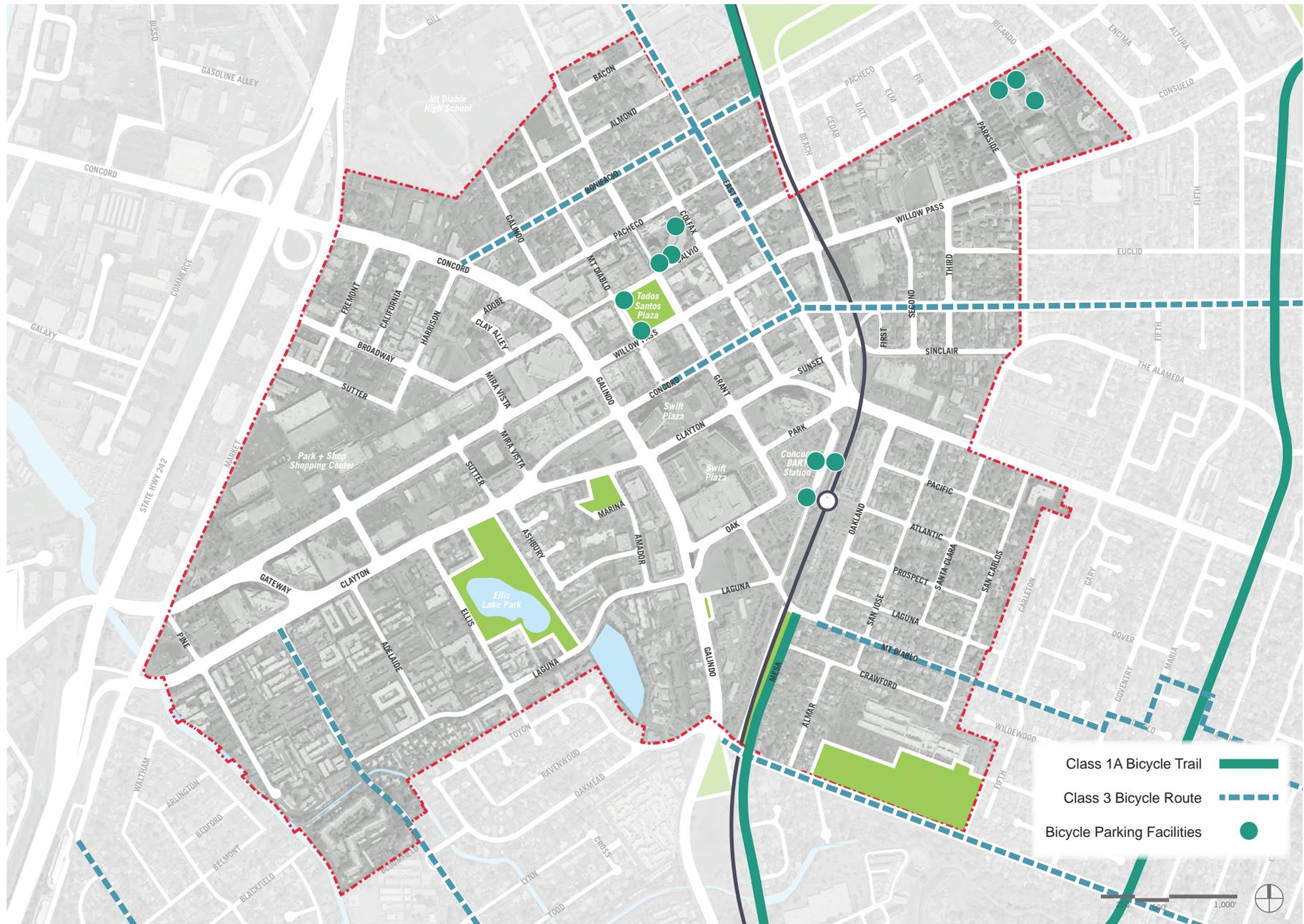


Figure 4-6: Concord Bicycle Network and Facilities

Existing Bicycle Network

Limited on-street bicycle facilities exist through the downtown area, requiring bicyclists to travel circuitous routes to the downtown area from the BART station, use unsigned routes, or ride on the sidewalks or in travel lanes. The primary route between the Concord BART station and the downtown area is a Class 3A facility along East Street, between Gil Drive and Concord Blvd, which connects with another Class 3A facility along Bonifacio Street, two blocks north of Todos Santos Plaza. As East Street serves one-way, southbound traffic south of Willow Pass Road, bicyclists traveling to the downtown area from the station must either travel contraflow to traffic along East Street, or use unsigned routes. **Figure 4.5** illustrates the existing bicycle network and public bicycle parking through the study area.

Bicycle Parking

The BART station offers a variety of bicycle parking amenities which were previously described. In the downtown area, the City of Concord provides bike racks with spaces for 86 bikes on the ground floor of the Salvio Street Garage, and 6 spaces via two inverted-u racks at Todos Santos Plaza, along Mt. Diablo Street.

Table 4.2
BART 2008 STATION PROFILE STUDY – OVERALL MODE SHARE SUMMARY

Access Mode of Arrival to BART	Concord BART 2008 Station Profile Study	
	All Day Results	Concord BART 2008 Station Profile Study
Walk	473	11%
Bicycle	129	3%
Transit	301	7%
Drop Off, Carpool or Taxi	990	23%
Drive Alone	2,410	56%
Total Daily Arrivals	4,304	100%

Source: BART 2008 Station Profile Study



Bicyclist riding on the sidewalk along Salvio Street, just east of Grant Street.



Signage along Concord Boulevard, a Class 3A Bike Route



Landscaped sidewalk beneath BART tracks at Port Chicago Highway

4.5 PEDESTRIAN NETWORK

The following section discusses pedestrian access and circulation along primary routes between the BART Station and downtown Concord and around the downtown area.

Existing Pedestrian Facilities: Primary Routes

The Concord BART Station is a primary pedestrian destination from the Downtown area and surrounding neighborhoods. However, large surface parking lots, multi-lane one-way streets, fast-moving arterial traffic, and discontinuous pedestrian facilities serve as pedestrian barriers. The three primary pedestrian routes connecting the BART station to Todos Santos Plaza and the downtown area are described below:

Grant Street is the most direct pedestrian route between the Concord BART Station and downtown. This roadway provides a variety of pedestrian amenities including textured crosswalk treatments, street trees and landscaping, audible countdown pedestrian signals, pedestrian bulbouts, and wayfinding signage. Additionally, all crosswalks along the route feature diagonal curb ramps, many with high visibility warning strips. North of Concord Boulevard, narrower streets, on-street parking, and a high density of storefronts oriented towards the street, and smaller building setbacks lend a more traditional downtown feel to the pedestrian environment.

Sidewalk widths along Grant Street were observed to vary along the route. For example, sidewalks near the BART Station are roughly 9 feet wide, while approaching downtown some sidewalk widths drop to 5.5 feet or less. One segment of Grant Street, between Concord Boulevard and Willow

Pass Road) had sidewalks as narrow as 4 feet. Wider sidewalks (8+ feet) were observed along Grant Street adjacent to Todos Santos Plaza.

Mt. Diablo Street, located one block west of Grant Street, provides an indirect route between the BART station and the downtown area. Midblock pedestrian paths through the Swift Plaza business park complex and two midblock crossings connect the BART Station to Mount Diablo Street, which begins north of Concord Boulevard. Pedestrian amenities along this route include benches, street trees, plantings, fountains, art, and wayfinding signage. Mid-block crossings are designated with textured pavement and feature audible countdown signals. It is important to note that the path through Swift Plaza is private property; the right to pass is granted by permission and subject to control of the owner.

Mount Diablo Street begins beyond Swift Plaza, north of Concord Boulevard, and features similar landscaping and upgraded sidewalk and pedestrian crossing facilities as Grant Street. This street provides a single travel-lane for one-way traffic and angled on-street parking. This design moderates vehicle speeds and coupled with a high density of storefronts oriented towards the street, and contributes to a more pleasant walking environment. All crosswalks along the route featured diagonal curb ramps with high visibility warning strips.

Colfax Street, one block east of Grant Street, is another potential route between the Concord BART Station and the downtown area, although many pedestrians may be deterred from using Colfax Street because of the narrow sidewalks and the circuitous routing required to access the BART station.



Grant Street at Concord Boulevard, looking south toward the BART station. Notice the absence of on-street parking, and the orientation of the office tower away from the street.



The Swift Plaza mid-block pedestrian pathway at Clayton Road, facing north toward the downtown.



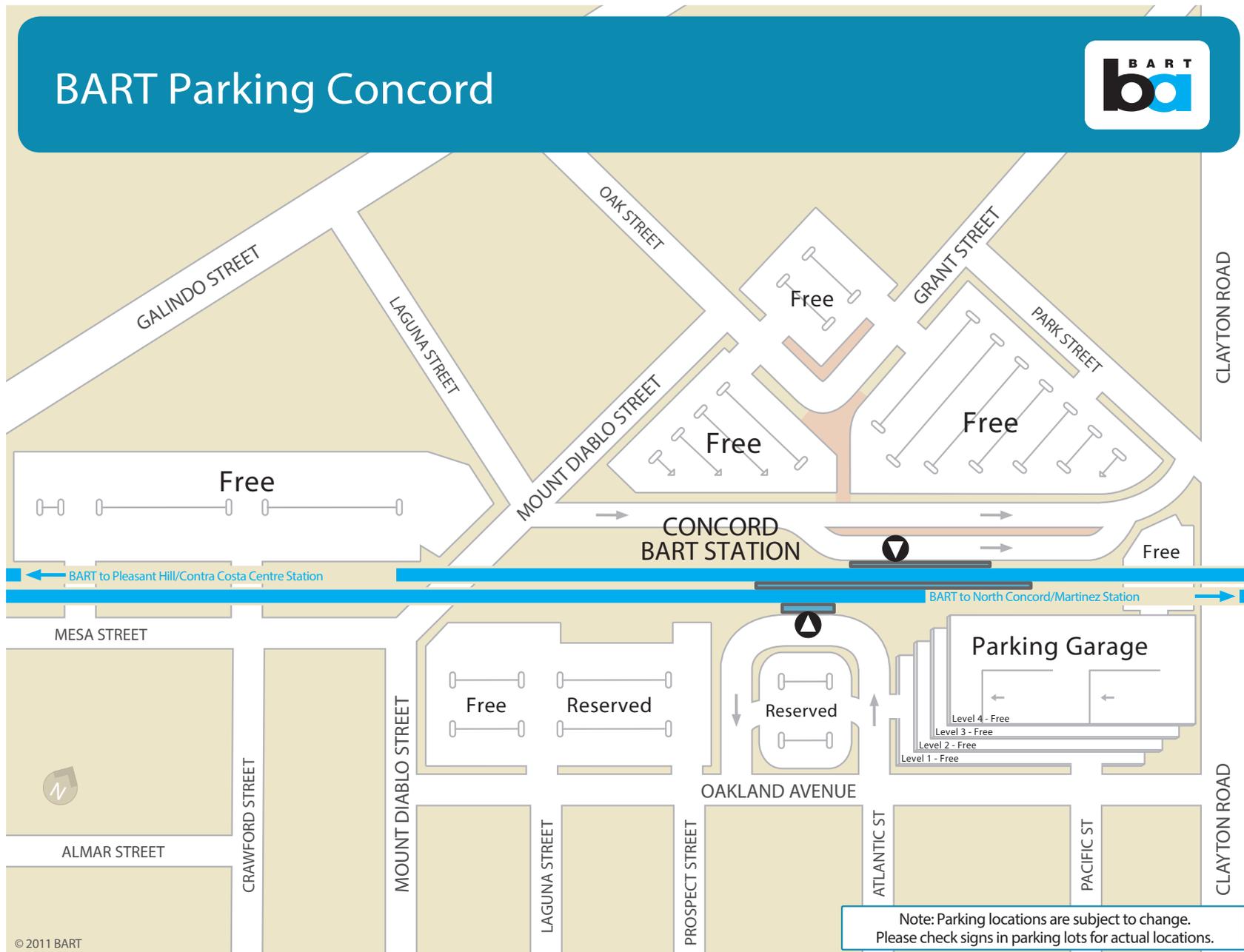
The sidewalk width along this stretch of Clayton Road, just east of Grant Street is 2' 9".



Pedestrians crossing Mt. Diablo Street, at Salvio Street. Note the bulbouts, which not only shorten pedestrian crossing, but also support landscaping; and the crosswalks and sidewalks, which feature textured pavement treatments.



Limited pedestrian crossing across Willow Pass Road



82 Figure 4.5: BART Parking at Concord Station

General Downtown Area

The downtown area north of Concord Boulevard, around Todos Santos Plaza, assumes a more traditional downtown feel. Sidewalks directly adjacent to the plaza are generally wide (5-10 feet). Beyond the plaza, sidewalk widths vary widely, with some sections as narrow as 2'10" and others as wide as 9' 5". Aside from narrow sidewalk widths through some sections of the downtown, the street infrastructure is generally welcoming towards pedestrians: Crosswalks are clearly marked and feature textured pavement treatments; wayfinding signage helps orient pedestrians and highlight areas of interest; angled and parallel on-street parking and narrow travel lanes calm traffic through the area; and the predominance of stop-controlled intersections minimize pedestrian wait times. Bulbouts at many intersections improve pedestrian safety by minimizing crossing distances, and are generally landscaped with planters. Blocks through the downtown area are relatively short (375 feet) and building setbacks small, with many storefronts built right up to the sidewalk.



BART western surface parking lot

DOWNTOWN CONCORD SPECIFIC PLAN

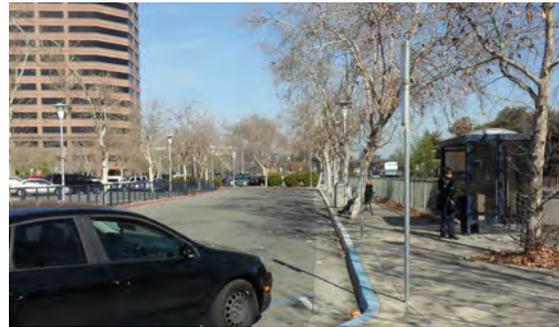
4.6 PARKING

This section discusses on-street and off-street parking in the study area based on the *Todos Santos Plaza Parking Study* prepared for the City of Concord in 2012 and recent data from BART. Generally, there is a parking surplus throughout the downtown area on typical weekdays. On-street parking is generally available within the core downtown area, although occupancies increase with proximity to Todos Santos Plaza. Off-street parking is available in two public garages. There are numerous private parking lots through the study area.

BART Parking

According to a 2008 BART Station Profile study, there are 2,335 parking spaces available at the Downtown Concord Station. These spaces are allocated for the following uses:

- **Monthly Reserved Parking:** a number of parking spaces are reserved for monthly reserved parking permit holders until 10 AM, Monday through Friday; after 10 AM, these spots are made available for general daily parking. Permits are station-specific and cost between \$30 and \$115 per month. There is currently a waitlist for permits at Concord Station.
- **Carpool Parking:** a number of parking spaces are reserved for carpool commuters until 10 AM, Monday through Friday; after 10 AM, these spots are made available for general daily parking. To participate, riders need to register for a free carpool permit. Cars parked in carpool spaces must display at least two of these permits.
- **Airport/Long Term Parking:** patrons wishing to park at the station for extended periods may



General passenger loading zone with shelter and reserved handicap loading area along northern BART station entrance.



A row of parking spaces in this BART surface parking lot are reserved for attended vehicles between the hours of 6-10 AM.

purchase special permits online, for time periods up to 30 days. The cost of this permit is \$5.00 per day at Concord Station.

- **Daily Parking:** any remaining parking spaces not otherwise reserved for Monthly, Carpool, or Airport/Long Term patrons are available, free of charge, to BART riders. Cars may not be left in BART parking lots overnight.
- **Extended Weekend Parking:** during weekends and holidays, patrons are allowed to leave their



Self-serve electronic bike lockers are available at the BART station, with space for 56 bicycles.



General use bicycle racks along the northern and southern entrances to the BART station have capacity for 147 bicycles.

vehicles parked in the lots overnight.

BART parking lots at Concord Station are generally full by 8:00 AM on weekdays.

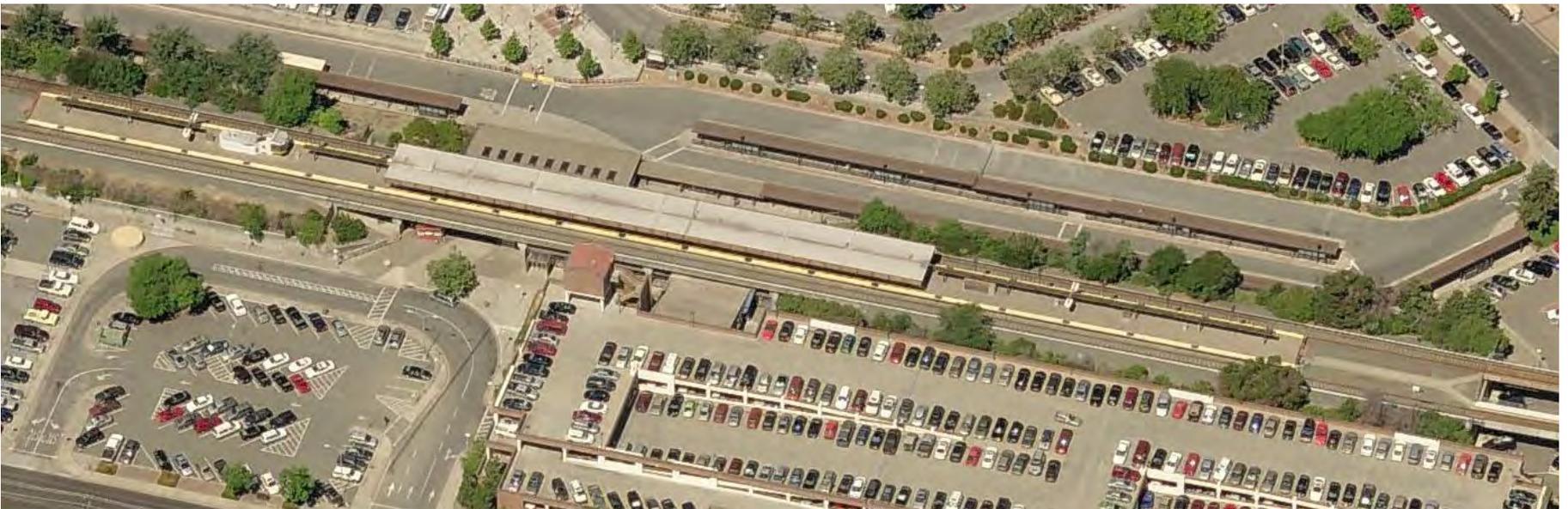
To discourage commuter parking in residential neighborhoods, on-street parking in the residential areas surrounding the BART station is restricted to 4 hours between the hours of 7 AM to 6 PM, Monday through Friday. Vehicles displaying a residential permit are exempt from these restrictions.



BART station parking structure



Private parking structure adjacent to BART



BART station and western parking structure, portion of lot

DOWNTOWN CONCORD SPECIFIC PLAN

Downtown Parking

The 2012 *Todos Santos Plaza Parking Study* found that, within the core area generally bounded by Bonifacio Street, Concord Boulevard, Concord Avenue/Galindo Street and East Street, there are approximately 319 on-street parking spaces, 780 off-street parking spaces in two public garages, and numerous other off-street parking spaces in private surface parking lots reserved for customers/employees of specific businesses. Most of the on-street parking spaces have time limits ranging from 15 minutes to 4 hours, and specific hours of enforcement. The majority are 1-2 hour parking spaces, enforced Monday-Friday between 7 AM and 6 PM. During a typical weekday, the maximum observed occupancy across this core area was 82 percent.

The first of two municipal parking garages include five 30-minute parking spaces (enforced on weekdays between 7 AM and 6 PM), 381 unrestricted parking spaces, nine handicap parking spaces, and two passenger loading parking spaces. The second garage houses 110 four-hour parking spaces, 263 unrestricted, nine handicap parking spaces, and one passenger loading parking spaces. During a typical weekday, the maximum occupancy rate observed in the two public garage facility was 47 percent.

All on-street spaces and municipal parking garage parking spaces are un-metered and available free to the public. The 2012 study concluded that installing meters or charging for parking was not needed based on current conditions as a parking management tool (i.e. to improve parking turnover or reduce illegal overtime parking) because current parking demand is generally met by current on- and off-street supply. During special events at Todos Santos Plaza, such as summer concerts, it can be difficult to find available parking in close proximity to the Plaza, but these periodic difficulties in finding parking demonstrate the popularity of events in Downtown Concord.



Salvio Street Parking Garaage



Salvio Street angled street parking

4.7 OPPORTUNITIES

Mobility within the SPA is primarily occurs by the private automobile as the street network has been designed to accommodate a high level of through traffic to the regional roadway network. Large parking fields separating building entrances from sidewalks on the arterial street network create a barrier to increased pedestrian activity, as are narrow sidewalks and sidewalks without buffers between the pedestrian realm and vehicular traffic. Additionally, there are limited continuous bicycle facilities within the SPA that accommodate bicyclists of varying abilities (commuters, casual riders and novice riders). Long headways on the transit system connecting the BART Station inhibit use of the existing transit connections to the SPA. However, within the SPA, there are opportunities to encourage land use development, enhance personal mobility, minimize the growth of automobile trips, and provide an environment where existing vehicle trips can shift to other travel modes. Opportunities to improve local accessibility and internal connectivity are outlined below and will be further explored during the Specific Plan process:

- **Road Diet:** Reductions to the number of travel lanes have been successful in other communities and have provided opportunities to provide facilities for other travel modes, such as wider sidewalks and bicycle lanes, or increase on-street parking, within the existing right-of-way.
- **Converting one-way to two-way streets:** Converting one-way to two –way streets can reduce circuitous travel for both vehicles and bicyclists.

- **Sidewalk Enhancements:** Widening sidewalks to comfortably accommodate two-way pedestrian travel and provision of buffers between the pedestrian realm and vehicle traffic on arterial roadways would reduce barriers to walking within the SPA. Curb-extensions and other intersection treatments can reduce pedestrian crossing distances.
- **Increased Connections:** There are several areas in the SPA where long blocks and circuitous circulation discourage bicycle and pedestrian travel, and are difficult to efficiently serve by transit. Enhancing the existing grid network in the vicinity of the BART Station and looking for opportunities to provide pedestrian pathways where new roadway connections are not feasible would increase walkability in the SPA.
- **Supplemental Transit Service:** Existing headways on the County Connection routes serving the SPA range from 30 to 60 minutes during peaks periods. Headways of 10 to 15 minutes are needed to attract choice riders. Provision of local circulator shuttles with shorter headways could supplement existing transit service. The proposed Monument Boulevard shuttle is an example of a transit enhancement.
- **Bicycle Facilities:** Limited on-street bicycle facilities within the SPA require bicyclists to travel circuitous routes, ride on the sidewalk, or in vehicle travel lanes. The general lack of bicycle parking facilities close to key destination, especially in the core area, also acts as a barrier. Provision of buffered

bicycle lanes on multi-lane roadways could be evaluated as an opportunity to provide continuous bicycle facilities through the SPA.

- **Parking Management:** Large surface parking lots increase travel distances between commercial and recreational opportunities and degrade the streetscape. There are potentially opportunities to consolidate surface parking lots, reducing curb-cuts along the roadways. As the SPA is developed, strategies such as dynamic pricing could be explored to ensure that parking spaces are always conveniently available for SPA visitors.

Other strategies that could be considered in conjunction with the above include:

- Improved wayfinding and signage
- Real-time transit information
- Car-sharing
- Bike-sharing
- Reduced parking standards

DOWNTOWN CONCORD SPECIFIC PLAN

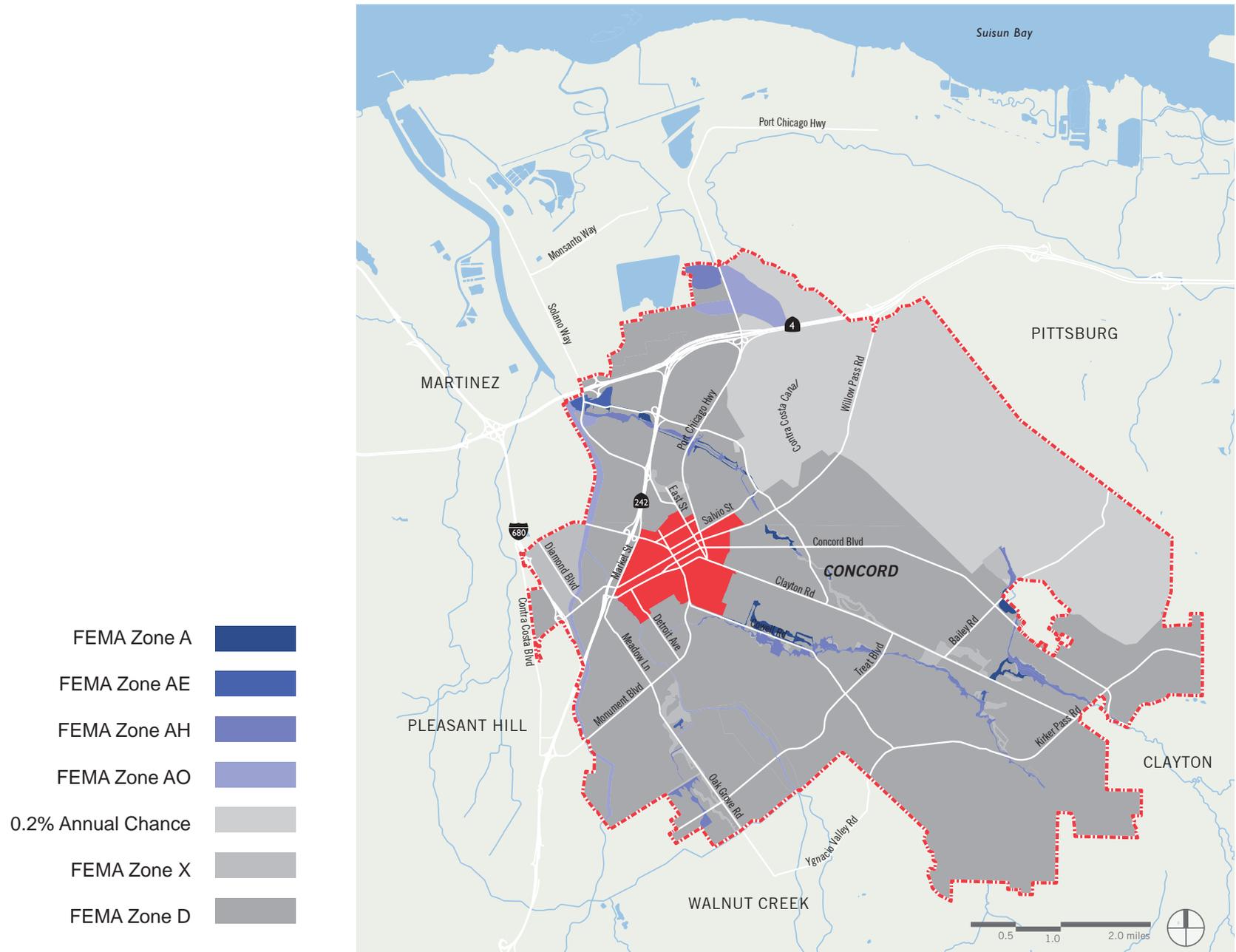


Figure 5.1 Study area location within the City of Concord

05 Infrastructure

5.1 PURPOSE

The purpose of this section is to document the existing characteristics and conditions of the storm drainage, wastewater conveyance, wastewater treatment and water infrastructure that serve the Downtown area of the City of Concord, as designated by the limits of study area for the Concord BART Station Specific Plan.

5.2 MAJOR CONCLUSIONS AND RECOMMENDATIONS

The Downtown Concord BART Station Planning Area is currently served by existing storm drainage and sanitary sewer conveyance systems that are owned, operated and maintained by the City of Concord. Wastewater treatment infrastructure serving the area is owned, operated, and maintained by Central Contra Costa Sanitary District (CCCSD or Central San). Potable water infrastructure in the area is owned, operated and maintained by the Contra Costa Water District (CCWD), with nearly the entire supply coming from the Sacramento-San Joaquin Delta via the Contra Costa Canal.

Storm Drainage

The majority of the existing storm drainage infrastructure within the Study Area is currently operating within its design capacity. No parcels within the Study Area have any portion of their properties designated as FEMA Flood Hazard Zones that may be subject to localized flooding during a significant storm event, and no areas of concern have been highlighted by City staff. Contra

Costa County Flood Control District does not have any planned infrastructure upgrade projects that would benefit the Study Area.

The Study Area includes primarily developed parcels. Redevelopment of existing parcels is likely to decrease storm water run-off with the anticipated reduction in impervious area, additional greening, and compliance with regional and state storm water requirements for water quality and quantity reductions. New development that increases storm water runoff may be subject to Hydrograph Modification requirements if the increased runoff negatively impacts receiving storm water facilities.

Local storm drainage infrastructure that collect and convey runoff to the major storm drain systems will likely be reconfigured to accommodate redevelopment. New development may necessitate that storm drainage infrastructure be extended to serve parcels if existing improvements are not currently available. Design will need to comply with City of Concord design standards and specifications and be coordinated with the City. No significant infrastructure deficiency mitigation is anticipated in order to serve the Study Area.

Sanitary Sewer

Sanitary sewer conveyance facilities in the Study Area are currently operating within their designed capacity with no known flow restrictions. Several of the pipes are older and experiencing structural damage, which are included in ongoing annual City projects focused on mitigating these issues, including Phase 2 of the Downtown Sewer and Streetscape Improvements project currently

underway. The sewage treatment plant serving the Study Area is currently treating approximately 45 Million Gallons per Day (MGD) of sewage in dry weather, and has capacity for up to 54 MGD, and up to 240 MGD in wet weather.

Densification of the Study Area and changes in land use will likely increase sewage generation. The constructed sewer trunk main capacity however takes into consideration this increased density as projected by the General Plan. Although local lines may need to be upsized or extended to serve redeveloped parcels, no significant infrastructure deficiency mitigation is anticipated in order to serve the Study Area.

Water

The existing treatment and conveyance systems for potable water are currently operating within the intended design capacity without any known significant deficiencies. Static water pressures within the Study Area range from approximately 48 psi to 95 psi. The topography of the area is relatively level. Elevations across the pressure subzone containing the Study Area range from 0 to about 110 feet above sea level. Development in the Study Area is not anticipated to require any supplemental booster pumps.

Long term water supply is always a concern; however CCWD's Future Water Supply Study Update (2002) and Urban Water Management Plan (2011) indicate that they are on target with meeting the future demands of their service areas, while accounting for future growth throughout the area. CCWD plans to continue various conservation

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methods while also continuing to expand their supply and use of recycled water. Future water supply for the Study Area does not appear to be a significant constraint at this time.

5.3 METHODOLOGY AND ASSUMPTIONS

In order to document the characteristics and conditions of the existing utility infrastructure in the Study Area, available utility record maps and report documents in and around the Study Area were reviewed and compiled, we also conducted interviews with technical staff at various agencies providing utility service. Recommendations are made with respect to future investigation needed to further verify existing conditions and for additional studies needed to evaluate the impact of specific redevelopment within the Study Area.

This analysis assumes that the existing utility infrastructure will be retained and utilized to support future development to the extent possible. Where existing infrastructure is in conflict with the proposed improvements, is in disrepair, or does not meet the demands of the redevelopment, it should be replaced and upgraded with new infrastructure that is adequately sized and meets current specifications.

5.4 DISCUSSION AND FINDINGS

Storm Drainage

Major Storm Drainage infrastructure within the Study Area is owned and operated by the City of Concord and maintained by the City's Department of Public Works. The City is responsible for maintaining the drainage infrastructure of catch basins, manholes and drain pipes that flow to flood channels and natural creeks. Specifically, the City is responsible for protecting the City citizens from

flooding. Local collection systems consisting of underground pipes, concrete channels, culverts, and swales collect and convey storm drainage to the creeks and, ultimately, to San Francisco Bay.

The Contra Costa County Flood Control and Water Conservation District is responsible for maintaining and operating the channels, creeks and rivers in Contra Costa County. However, the Study Area is not in a "formed" drainage area, meaning that there are no development fees required. The District policy is to ensure that the channels are designed with adequate capacity to accommodate a 25-year event.

The City of Concord's storm drain system is composed of about 229 miles of storm drain pipes, approximately 1,140 manholes and 6,000 catch basins. The City's policy with respect to storm drainage addresses both storm water conveyance and quality. Facilities are typically designed and constructed such that a storm event that would statistically have a 10-percent chance of occurring each year (often referred to as the "ten year storm") would be conveyed in pipes without flooding streets or property.

The area within the Study Limits flows naturally to the west and north. Some lines from the Study Area flow to Pine Creek along the western limits of the study, while some flow directly to Walnut Creek. The Study Area consists primarily of parcels that are fully developed in various capacities, however the five identified opportunity sites are now largely unoccupied, vacant land (see Fig. 2.12). It is assumed that the majority of storm water runoff currently flows from the parcels within the Study Area directly into the public storm drain infrastructure with little to no retention or treatment. This can have negative impacts on downstream capacity as well as water quality in the creeks and Bay. As development occurs, changes in the

amount of impervious surface within each parcel will also impact the runoff characteristics of the region. Both new development and redevelopment projects that increase the amount of storm water runoff may be subject to mitigating these increases if the receiving drainage facilities are negatively impacted.

Storm water quality also needs to be taken into consideration as the Study Area redevelops. New developments that create or replace more than 10,000 square feet of impervious surface must comply with the County Stormwater Pollution Prevention Program via the Stormwater C.3 Guidebook and with the California State Water Board. Both individual project level as well as regional level storm water management programs should be considered to achieve overall storm water quality compliance.

Current maps from FEMA (dated June 16, 2009) identify no portions of the Study Area as potential Flood Hazard Zones and subject to localized flooding. FEMA maps identify land in flood zones if it is subject to inundation by the 1% annual chance flood. The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. Pine Creek adjoins the western boundary of the Study Area; however FEMA maps indicate that the 100-year flood flow is entirely contained within the channel.

Wastewater Facilities

Sewer conveyance facilities within the Study Area are owned and maintained by the City of Concord. Sewage from the City of Concord's pipes (serving Concord and Clayton) flows by gravity to a pump station west of Highway 242 where it is pumped west to Central Contra Costa Sanitary District's (CCCSD) 78" main adjacent to Interstate 680.



Bollman Water Treatment Plant

CCCSD's main then flows to their treatment plant in Martinez.

The complete City of Concord network consists of over 300 miles of pipe ranging in size from 6" to 54", with nearly 40 miles of trunk lines. Sewer trunk lines in Concord are generally considered to be any pipe sized 12" or larger, although the City's Trunk Sewer Flow Capacity Study, dated May

2002, also considered some 8" and 10" sized lines for purposes of completing the hydraulic model. The mains are primarily Vitrified Clay Pipe (VCP), but more than 26% are Reinforced Concrete Pipe (RCP), and a small amount are Asbestos Concrete Pipes (ACP), Cured-in-place Pipe (CIPP) or Polyvinyl Chloride (PVC). In the 2002 study, 26.6% of the pipes are called out as "Unidentified Material" but known to be something other than concrete.

The 2002 Trunk study is the most recent capacity study for the City's trunk lines. The hydraulic analysis completed in this study used the City's 1994 General Plan as the basis for future flows based on land use. Since the original report, the City updated their General Plan in 2007. Some targeted local sewer networks have been studied since then to take the changed land uses into account, although no complete trunk capacity analysis has been updated. An ongoing, funded, sewer Capital Improvement Project (CIP) which will run through 2017 is targeting video review of all sewer mains in Concord and Clayton with the purpose of identifying defects and updating the hydraulic model of the system to evaluate current and future capacity and generate a new target list of projects. Additionally, some lines within the Study Area are planned for upgrades this spring and summer with Phase 2 of the Downtown Sewer and Streetscape Improvements project.

The largest trunk lines through the Study Area are along Clayton Road and Detroit Avenue. Other large mains are along Pine Street, the BART tracks, Cowell Road, Willow Pass Road and Market Street. All lines flow generally to the west, ultimately converging at the Concord Pump Station on Waterworld Parkway before continuing on to CCCSD's 78" main. Several trunk improvement projects were recommended with the 2002 Trunk study, all of which have now been completed. In addition, new upgrades to sewer mains in the northern downtown area are included with the Downtown Sewer and Streetscape Improvements #1 project that is under construction as of January, 2013.

The City's pump station is designed to handle an average flow of 10.6 million gallons per day (mgd) in dry weather, with an additional pump for storm flows to pump up to a peak of 23 mgd. The pump

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station is not known to have capacity deficiencies as it was studied in the 2002 Trunk study. Additionally, a CCCSD project to install a relief interceptor line would allow Concord to gravity flow sewage to the CCCSD line instead of pumping it to the 78" line once the project is complete.

As opportunity sites within the Study Area are developed, project-specific capacity and condition analysis of the applicable sewer facilities adjacent to the project should be performed to identify any impacts to the system. Impacted facilities may require mitigation, which could include slip lining of existing sewer mains or pipe replacement. Since all of the opportunity sites are within the developed downtown area, extensions of the main lines are not anticipated.

The CCCSD wastewater treatment plant treats an average of about 45 million gallons of wastewater a day and serves 450,000 residents and 3,000 businesses in central Contra Costa County. The plant has capacity to treat 54 mgd and up to 240 mgd for wet weather flow. Redevelopment of the Downtown Concord Study Area is not anticipated to significantly impact the capacity of the CCCSD treatment plant.

Water Facilities

Contra Costa Water District (CCWD) owns and operates the existing domestic water facilities within the Downtown Concord BART Station Planning Area. CCWD provides water to about 500,000 people in an area of over 140,000 acres within central and northeastern Contra Costa County through a distribution and transmission piping system of about 800 miles in total pipe length, with the backbone of the 48-mile Contra Costa Canal. The majority of water supplied to the District's service area comes directly from the Sacramento-San Joaquin Delta. A small amount of water also

comes from the San Joaquin River, Mallard Slough, recycled water, and some local well water and water transfers.

The District has two water treatment plants that treat and purify water prior to distribution to customers in the Treated Service Area. Untreated water is also sold to wholesale customers who treat it with their own facilities and distribute to their customers. After purification the water is fluoridated to prevent tooth decay.

CCWD's water storage capacity, treatment capacity, and distribution systems are currently functioning within normal operating ranges. CCWD defines its service in the Downtown Concord area as very good with sufficiently sized pipes, modern construction, and good service pressures. Standard water service extensions and relocation of existing infrastructure may be necessary to support redevelopment. Redevelopment within the study area is not anticipated however to trigger improvements to regional storage capacity or treatment facilities. Current District projections in water demand account for expected growth and redevelopment across their service area "based on County and City General Plans and municipal planning documents." Additionally, the District's projected water supply through 2035 has a 12% to 38% surplus built into estimates as compared to estimates of demand.

CCWD has also collaborated with CCCSD and Delta Diablo Sanitation District (DDSD) and has recycled water available for target customers in Concord, Pleasant Hill, Pittsburg and Antioch. Currently, recycled water provides about 5% to 7% of total water supplied. The District has accounted for recycled water use in future estimates at 4% to 5% of annual water supplied, although they do have contract potential for greater supply if there is the means to distribute and use it. Recycled

water provides a drought-resistant supply of water to supplement portions of the District's service area for non-potable uses. Recycled water is used by more than 30 customers in the Concord and Pleasant Hill area. Redevelopment of parcels within the Study Area would likely require installation of recycled water infrastructure wherever it's not already present.

Long term water supply for most communities within the San Francisco Bay Area region continues to be a concern. Since the late 1990's, the CCWD Board of Directors has investigated a number of options to ensure reliable long term water supply. The most recent update to the District's Future Water Supply Study (FWSS) was completed in 2002. The FWSS Update includes water conservation methods, recycled water expansion and targeted changes in water transfers in order to continue to guarantee a "high quality, reliable supply for the next fifty years." According to data provided in the 2011 UWMP, as of 2010, the District is already meeting the 2020 statewide water conservation target, which requires a reduction in urban water use of 20% by 2020.

DOWNTOWN CONCORD SPECIFIC PLAN

6.1 Tree Inventory within Study Area

- | | |
|---------------------------|----------------------|
| ● Almond | ● Fir |
| ● American Elm | ● Goldenrain Tree |
| ● American Sweetgum | ● Honey Locust |
| ● Ash | ● Hornbeam |
| ● Atlas Cedar | ● Interior Live Oak |
| ● Black Locust | ● Japanese Maple |
| ● Blue Gum | ● London Plane |
| ● Bottlebrush | ● Maple Trident |
| ● Brazilian Pepper | ● Modesto Ash |
| ● Bronze Loquat | ● Mulberry |
| ● California Black Walnut | ● Norway Maple |
| ● California Pepper | ● Ornamental Pear |
| ● Camphor Tree | ● Pecan |
| ● Canary Island Date Palm | ● Poor Planting Site |
| ● Canary Island Pine | ● Privet |
| ● Carob | ● Purple-Leaf Plum |
| ● Carolina Laurel Cherry | ● Red Maple |
| ● Chinese Elm | ● River Birch |
| ● Chinese Pistache | ● Scarlet Oak |
| ● Coast Live Oak | ● Silk Tree |
| ● Coast Redwood | ● Silver Maple |
| ● Columnar English Oak | ● Stump |
| ● Crabapple | ● Tulip Tree |
| ● Crape Myrtle | ● Vacant Site |
| ● Deodar Cedar | ● Valley Oak |
| ● Elm | |

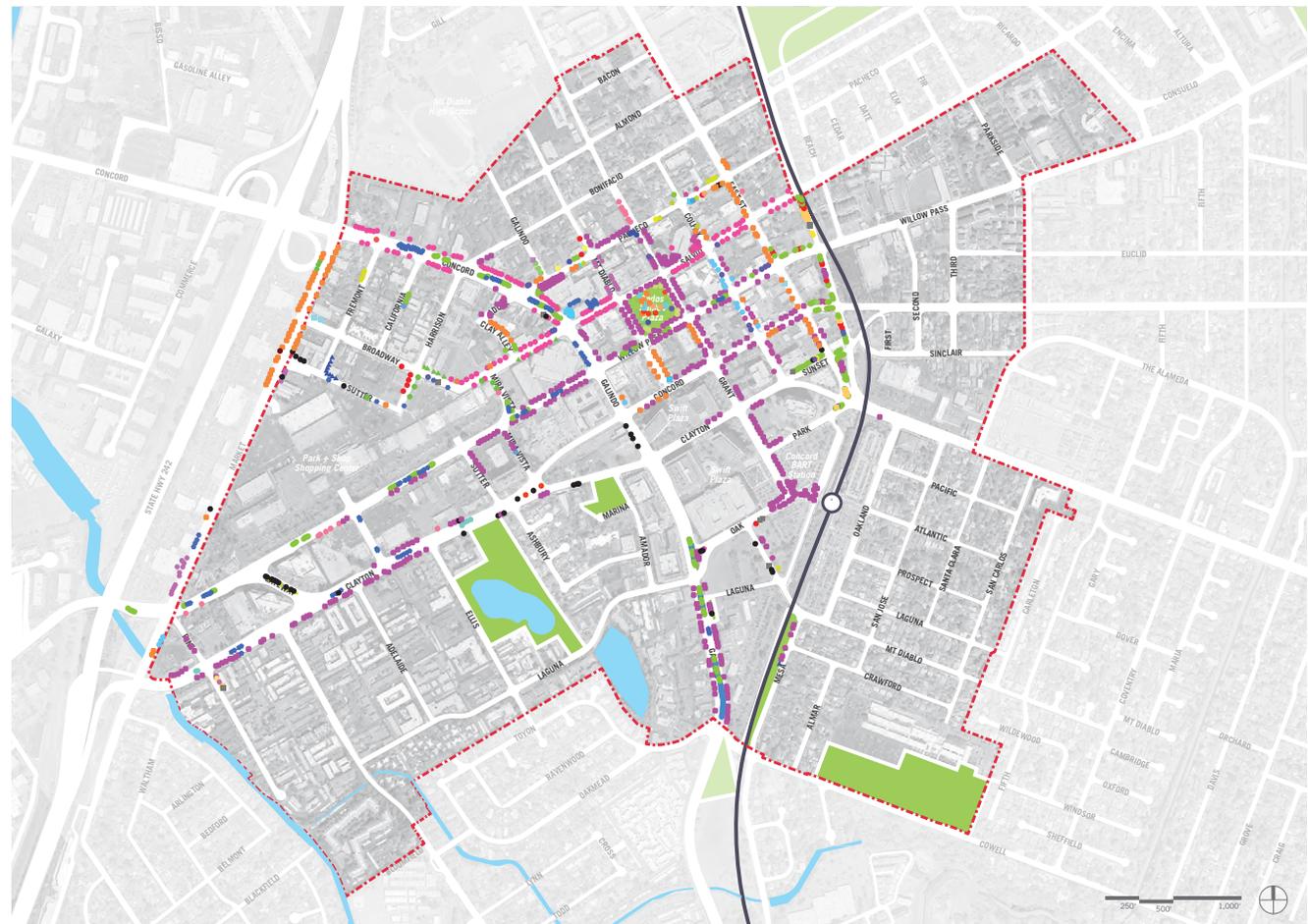


Figure 6.2

6.2 Collision Density + Locations (2001-2010)



Figure 6.1

DOWNTOWN CONCORD SPECIFIC PLAN

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