

NOTICE OF PREPARATION (NOP)  
OF A DRAFT ENVIRONMENTAL IMPACT REPORT  
CONCORD REUSE PROJECT SPECIFIC PLAN



FROM  
CITY OF CONCORD  
Community and Economic Development Department  
1950 Parkside Drive, MS/53  
Concord, CA 94519  
PHONE: (925) 671-3152  
FAX: (925) 671-3381

**PROJECT TITLE:** Concord Reuse Project Specific Plan

**LEAD AGENCY:** City of Concord

The City of Concord (City), as Lead Agency, will prepare an Environmental Impact Report (EIR) for the project described below. The City needs to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the Concord Reuse Project Specific Plan (project). Your agency will need to use the EIR prepared by the City when considering your permit or other approval for the project.

#### PROJECT LOCATION

The Concord Reuse Project Specific Plan Area (Specific Plan Area) is located within the incorporated limits of the city of Concord. At its closest point, the Specific Plan Area is about 1 mile northeast of downtown Concord along Willow Pass Road. Refer to **Figure 1: Project Location and Regional Vicinity Map** and **Figure 2: Draft Framework Regulating Plan in Attachment A** for regional and local location maps of the Specific Plan Area.

The Concord Naval Weapons Station (CNWS) Inland Area, including portions of the Specific Plan Area, is on the "Cortese List" of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

In addition to the Specific Plan Area, the project location includes the following off-site improvements: an Evora Road extension parallel to Highway 4, an extended PG&E transmission line along Avila Road, and water tanks on the adjacent East Bay Regional Park District property to the east. Refer to **Figure 2: Draft Framework Regulating Plan in Attachment A**. The Draft EIR will also analyze an optional location for a new PG&E substation that is north of Highway 4 in addition to analyzing a potential site within the Specific Plan Area, along with a different transmission line route that is north of the route shown on Figure 2.

#### PROJECT DESCRIPTION

See Attachment A for project description and location maps.

**PROBABLE ENVIRONMENTAL EFFECTS:** As described in Attachment A, the following topics are anticipated to be evaluated in detail in the EIR:

Aesthetics  
Agriculture and Forestry Resources

Hydrology and Water Quality  
Land Use and Planning

Air Quality	Mineral Resources
Biological Resources	Noise and Vibration
Cultural, Tribal, and Paleontological Resources	Population and Housing
Energy	Public Services
Geology and Soils	Recreation
Greenhouse Gas Emissions	Transportation and Circulation
Hazards and Hazardous Materials	Utility and Service Systems

The Draft EIR will also examine a reasonable range of alternatives to the project, including the California Environmental Quality Act (CEQA)-mandated No Project Alternative and other potentially feasible alternatives that may be capable of reducing or avoiding potential significant environmental effects.

**NOP Response Deadline:** Written responses to this notice regarding the scope of the DEIR will be accepted until **4:00 PM, Thursday, December 20, 2018**, and should be submitted to the Lead Agency, addressed to:

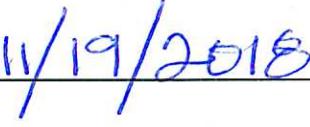
**Joan Ryan, AICP**  
**Community Reuse Area Planner**  
**City of Concord - Community and Economic Development Department**  
**1950 Parkside Drive, MS/53**  
**Concord, CA 94519**  
**joan.ryan@cityofconcord.org**

**Notice of Scoping Meeting:** Pursuant to State CEQA Guidelines Section 15082, the City will conduct a public scoping meeting to solicit written and oral comments regarding the scope and content of the EIR from interested parties, responsible agencies, and any other interested persons, organizations, or agencies. The scoping meeting will be held **Thursday, December 6, 2018, from 6:00 p.m. to 8:00 p.m.** at the following location:

City of Concord  
Council Chamber  
1950 Parkside Drive  
Concord, CA 94519

For additional information, please contact Joan Ryan, Community Reuse Area Planner, at (925) 671-3370 or [joan.ryan@cityofconcord.org](mailto:joan.ryan@cityofconcord.org).

X   
Joan Ryan, Community Reuse Area Planner  
City of Concord  
Community and Economic Development Department

Date 

Attachment A – Project Description and Potential Environmental Issues

# CONCORD REUSE PROJECT SPECIFIC PLAN

## PROJECT DESCRIPTION AND

## POTENTIAL ENVIRONMENTAL ISSUES

### Introduction

The City of Concord (City) will prepare an environmental impact report (EIR) pursuant to the California Environmental Quality Act (CEQA) to evaluate the potential physical environmental effects of development to be defined under a multi-phased Concord Reuse Project Specific Plan (proposed project). Lennar Concord LLC (Lennar) has been selected as the Master Developer for Phase 1 of the Specific Plan Area, and is working with the City to prepare a proposed Specific Plan for the entire Specific Plan Area. The City anticipates that the proposed project would be built out in five phases: Community Reuse Project (CRP) Phases 1, 2 and 3; the BART Station property (BART Phase); and the Coast Guard property (Coast Guard Phase.)

The proposed project would implement, refine, and augment the community vision expressed in the City's 2012 Concord Reuse Project Area Plan, adopted by the City Council in January 2012 as an amendment to the Concord 2030 General Plan. The Specific Plan Area would be developed according to the specific parameters for development established in the Specific Plan as the CRP areas become available for transfer from the U.S. Navy to the City as a Local Reuse Authority, and as the BART Phase and Coast Guard Phase become available for development.

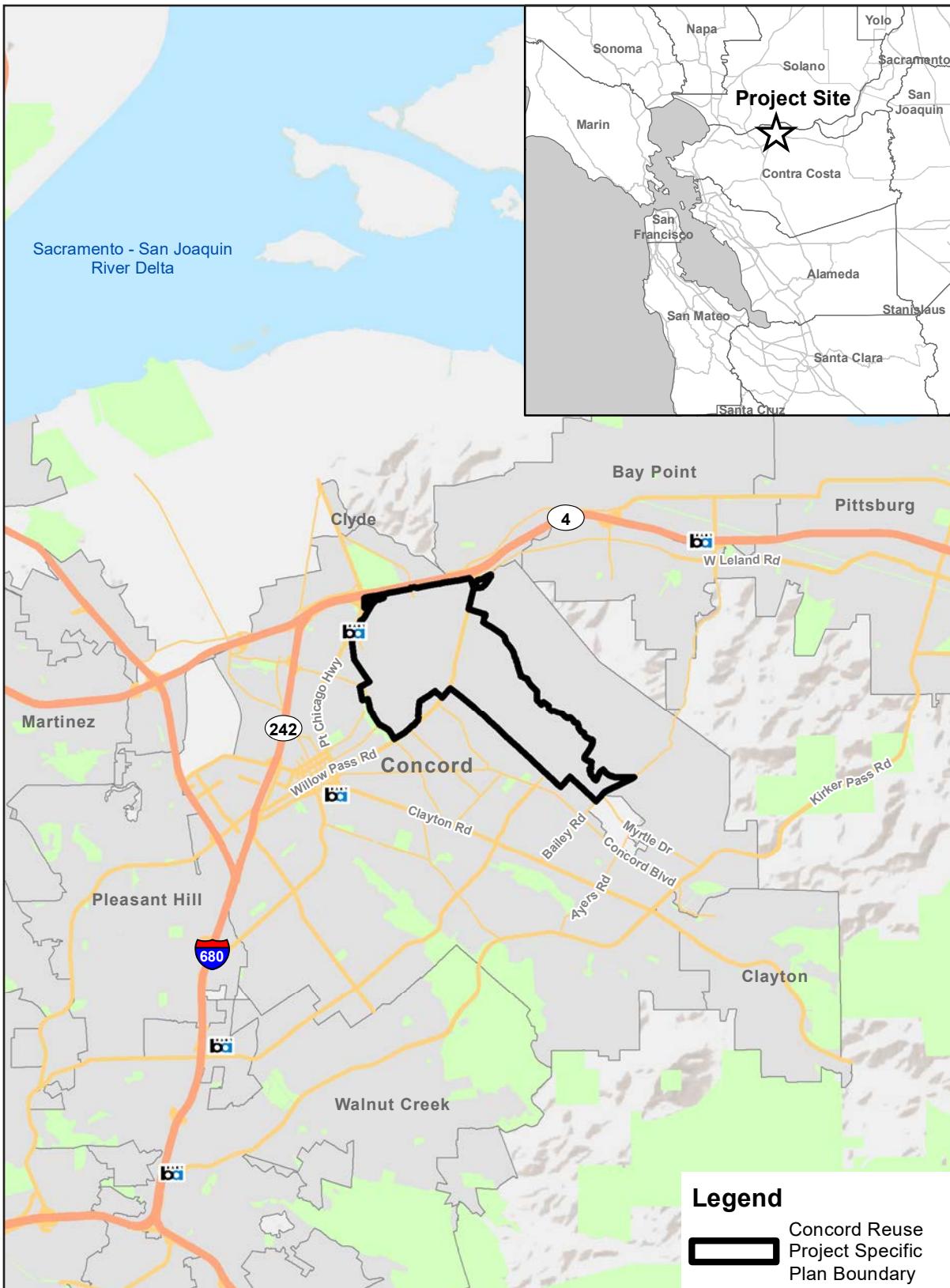
This Notice of Preparation (NOP) provides a summary of the project, identifies environmental topics and issues anticipated to be analyzed in the EIR, and provides the time, date, and location of the public scoping meeting. Pursuant to CEQA Guidelines Section 15060(d), an Initial Study will not be prepared as part of the environmental review process for the proposed project; instead all topics will be addressed in the EIR.

### Project Description

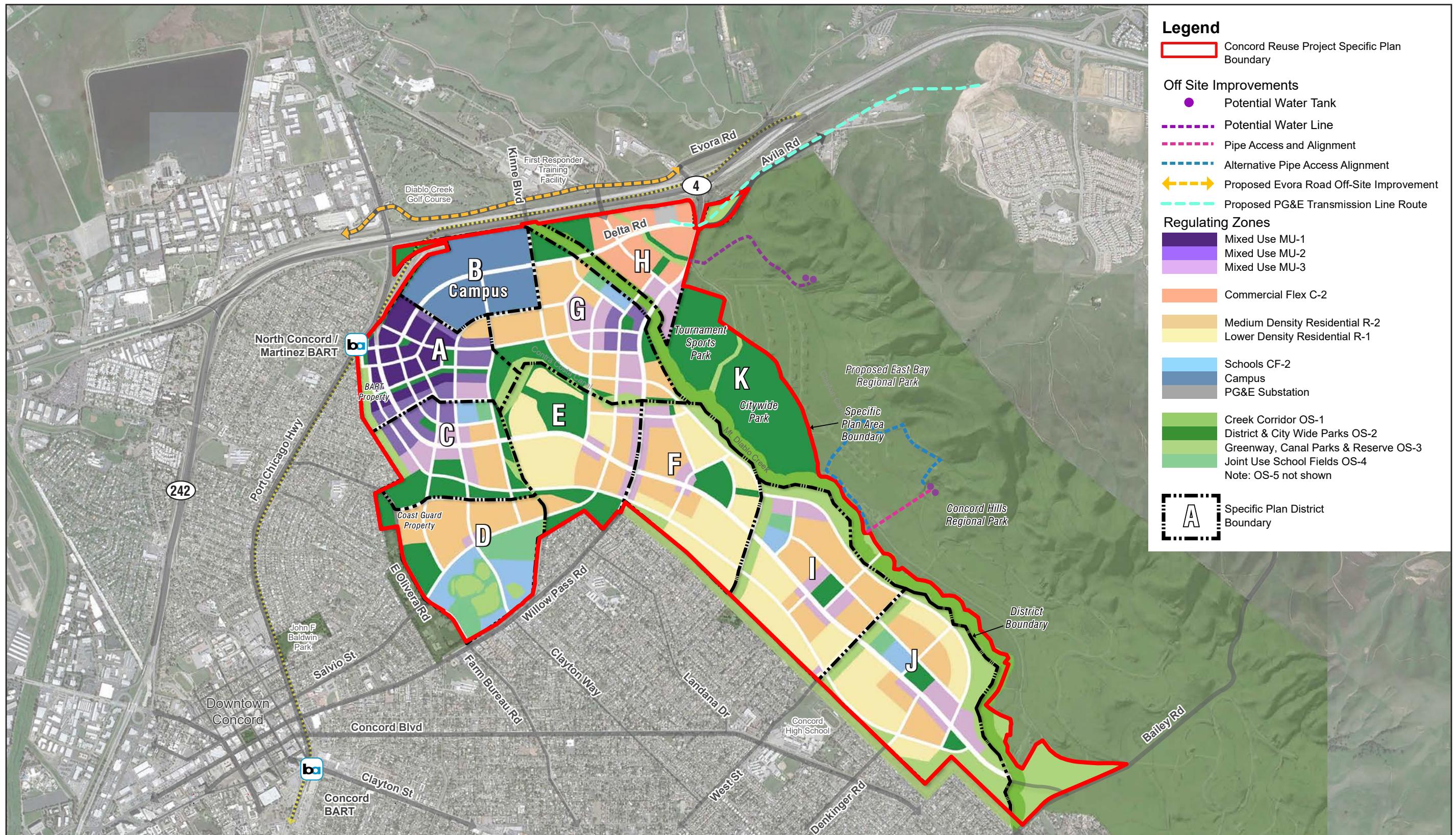
#### *Project Location*

The 2,327-acre Specific Plan Area is located within the incorporated limits of the city of Concord. See **Figure 1: Project Location and Regional Vicinity Map**. At its closest point, the Specific Plan Area is about 1 mile northeast of downtown Concord along Willow Pass Road.

In addition to the Specific Plan Area, the project location includes the following off-site improvements: an Evora Road extension parallel to Highway 4, an extended Pacific Gas and Electric Company (PG&E) transmission line along Avila Road, and water tanks on the adjacent East Bay Regional Park District property. Development under the proposed project could include an optional site for the new PG&E substation that is north of Highway 4 rather than within the Specific Plan Area, along with a different transmission line route to the north of the route along Avila Road shown on **Figure 2: Draft Framework Regulating Plan**, below.



**Figure 1**  
**Project Location and Regional Vicinity Map**



**Figure 2**

## Draft Framework Regulating Plan

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## Project Overview

The Specific Plan Area is comprised of three properties: an approximately 2,248-acre portion of the former Concord Naval Weapons Station (CNWS) Inland Area, the approximately 20-acre North Concord/Martinez BART Station, and the approximately 59-acre Coast Guard Housing Complex. As described above, the City anticipates that the proposed project would be built out in five phases: CRP Phases 1, 2 and 3; the BART Phase; and the Coast Guard Phase. Approximate development program acreages and square footage for these phases are presented in **Table 1: Development Program by Phase**, below:

**Table 1: Development Program by Phase**

Project Phase	Total AC	Target DU <sup>1</sup>	Commercial/ Campus/ Institutional SF <sup>2</sup>	Open Space AC <sup>3</sup>
CRP Phase 1	502.0	4,392	1,691,870	79.1
CRP Phase 2	1,016.4	4,241	5,808,130	359.9
CRP Phase 3	529.5	3,207	100,000	134.6
BART Phase	20.0	360	800,000	7.7
Coast Guard Phase	58.9	800	-	23.8
Other Area <sup>4</sup>	200.0	-	-	200.0
<b>Total Specific Plan Area<sup>5</sup></b>	<b>2,326.7</b>	<b>13,000</b>	<b>8,400,000</b>	<b>805.1</b>

Notes: AC = acres; DU = dwelling units; SF = square feet

1. Dwelling unit count includes residential areas from Mixed Use areas.
2. Commercial square feet include commercial use from Mixed Use areas.
3. School Joint-Use Playfields and In-tract Open Space are not included in open space totals.
4. Other areas include an additional 200 acres associated with Mt. Diablo Creek Corridor and reserve open space area that are not attributed to any specific phase.
5. Due to rounding, acreage subtotals and totals do not always match the sum of individual entries.

Source: Lennar, Hart Howerton, SWCA (2018).

Under the proposed project:

- Up to 13,000 dwelling units and 8,400,000 gross square feet of Commercial/Campus/Institutional uses would be constructed, along with extensive open spaces, bicycle and pedestrian networks, and streets. **Figure 2: Draft Framework Regulating Plan** shows the proposed spatial organization of both Districts and Regulating Zones within the proposed framework of streets and open spaces.
- Each District (A–K) would have a distinct character and function. **Table 2: Draft Framework Program by District** shows the acreage distribution for each District described.
- Regulating Zones would establish permissible uses, development intensities, building heights, and other development standards for each zone: Mixed Use (MU-1, MU-2 and MU-3); Residential (R-1 and R-2); Commercial Flex (C); Campus Commercial (CC); Community Serving Facilities (CF-1 and CF-2); Streets and Utilities (S); and Open Space (OS). **Table 3:**

**Draft Land Use Program by Regulating Zone** shows the acreage distribution and square footage for each Regulating Zone. Land use distribution is focused on the transit-oriented development surrounding the BART Phase, with denser development in the northwest and development intensity decreasing across the project to the southeast. The tallest buildings permitted would be in the MU-1 zone, where certain buildings could reach 195 feet in height, including 165 feet of occupied space and up to 30 feet for non-occupied signature elements such as clock towers.

- Standards and guidelines would govern physical development of landscaping, streets (including construction of off-site roadway improvements), open spaces, building design, lighting, and signage.
- Sustainability and Climate Action standards and guidelines would implement the Concord Reuse Project Area Plan's Climate Action Plan, including standards to promote vehicle trip reduction, energy efficiency, renewable energy generation, waste reduction and diversion, and water efficiency.
- An Affordable Housing Program would require that a minimum of 25 percent of residential units be offered at below market rate.
- Transportation, circulation, and mobility requirements would encourage alternative modes of transportation (transit, walking, and biking), including the following: street design to promote safe travel by users of all ages and abilities regardless of their mode of transportation, and a network of pedestrian and bicycle facilities and transit improvements. Transportation Demand Management strategies would reduce demands on the transportation system through management of parking supply and other strategies to incentivize use of alternative transportation modes.
- Mt. Diablo Creek within the Specific Plan Area would be restored and enhanced.
- New and upgraded infrastructure would be provided, including a new PG&E electrical substation and new transmission line, connections for natural gas and water service, construction of new off-site water tanks, and new wastewater and stormwater facilities to serve the Specific Plan Area. The EIR will also analyze potential environmental impacts of optional additional sustainable infrastructure, such as central utility plants, that could become feasible during project buildout.

**Table 2: Draft Framework Program by District**

District			Mixed Use	Residential			Commercial/Campus		Open Space	Schools		Framework Streets and Utilities	
Key	District Name	Total AC	Net AC	Net AC	Target DU	DU/AC Range	Net AC	SF	AC	AC	Sites	ROW AC	
A	North Concord TOD	165.7	89.2	5.2	1,917	10–150	0.0	2,903,810	30.9	0.0		40.3	
B	Campus	125.6	0.0	0.0	–		111.4	3,100,000	1.9	0.0		12.3	
C	Transit Adjacent South	160.8	44.5	20.6	1,968	10–100	0.0	210,000	51.9	9.0	1	34.9	
D	Olivera	204.3	2.3	64.1	1,162	10–45	0.0	5,000	40.3	77.7	2	20.0	
E	Willow Pass North	206.3	11.3	105.1	1,266	6–45	0.0	5,000	64.7	0.0		25.3	
F	Willow Pass South	208.3	16.7	124.9	1,464	6–45	0.0	5,000	32.8	0.0		34.0	
G	Town Center	222.9	23.3	82.6	2,016	6–100	0.0	371,190	43.7	9.6	1	42.8	
H	Gateway	136.5	13.4	0.0	–	–	63.4	1,700,000	37.3	0.0		22.5	
I	Brubeck	247.6	44.2	131.5	1,660	6–45	0.0	20,000	45.5	10.0	1	37.3	
J	Bailey	277.6	22.4	117.7	1,547	6–45	0.0	80,000	84.9	11.9	1	40.7	
K	City-wide Open Space	171.2	0.0	0.0	–	–	0.0	0	171.2	–	–	–	
	Creek Corridor and Reserve Parcels	200.0	–	–	–	–	–	–	200.0	–	–	–	
<b>Total Specific Plan Area</b>			<b>2,326.7</b>	<b>267.1</b>	<b>651.6</b>	<b>13,000</b>		<b>174.9</b>	<b>8,400,000</b>	<b>805.1</b>	<b>118.2</b>	<b>6</b>	<b>310.0</b>

Notes: AC = acres; DU = dwelling units; DU/AC = no. of dwelling units per acre; SF = square feet; ROW = right-of-way; n/a = not applicable

1. Dwelling unit count includes residential areas from Mixed Use areas. Distribution of dwelling units across Districts is approximate. Residential count includes units in mixed-use areas.
2. Commercial square feet include commercial from Mixed Use areas. Commercial distribution across Districts is approximate.
3. School Joint-Use Playfields and In-tract Open Space are not included in open space totals and instead are included in net acreage for the primary use (e.g., Schools, Residential) to avoid double counting.
4. Due to rounding, acreage totals do not always match the sum of individual entries.
5. In District E and/or District J, a combined maximum of 40 lots with a density of 1 to 6 du/ac is allowable.

Source: Lennar, Hart Howerton, SWCA (2018).

**Table 3: Draft Land Use Program by Regulating Zone**

Regulating Zone			Area		Residential Program					Commercial	
Key	Regulating Zone	Category	Net Acres	Total Net/Net Developable Acres	Net/Net Developable Acres	DU/Net/Net Developable Acres	No. of DU	Avg. Unit Size (GSF)	Total GSF	Net/Net Developable Acres	Total GSF
Mixed Use		MU									
	Mixed Use 1	MU-1	55.8	47.4	14.2	84.4	1,200	1,200	1,440,000	33.2	2,300,000
	Mixed Use 2	MU-2	63.6	50.8	28.0	48.3	1,350	1,600	2,160,000	22.9	1,150,000
	Mixed Use 3	MU-3	147.8	118.3	111.2	26.9	2,990	1,850	5,531,500	7.1	150,000
Subtotal			<b>267.1</b>	<b>216.5</b>	<b>153.3</b>	<b>36.1</b>	<b>5,540</b>	<b>1,648</b>	<b>9,131,500</b>	<b>63.2</b>	<b>3,600,000</b>
Residential		R									
	Medium Density	R-2	363.5	272.7	272.7	20.0	5,460	2,000	10,920,000	–	–
	Low Density	R-1	288.0	216.0	216.0	9.3	2,000	2,400	4,800,000	–	–
Subtotal			<b>651.6</b>	<b>488.7</b>	<b>488.7</b>	<b>15.3</b>	<b>7,460</b>	<b>2,107</b>	<b>15,720,000</b>	<b>–</b>	<b>–</b>
Commercial		C									
	Commercial Flex	C-2	63.4	58.4		–				58.4	1,700,000
Subtotal			<b>63.4</b>	<b>58.4</b>						<b>58.4</b>	<b>1,700,000</b>
Campus		CC									
	Campus Commercial	CC	111.4	89.1		–				89.1	3,100,000
Subtotal			<b>111.4</b>	<b>89.1</b>		–				<b>89.1</b>	<b>3,100,000</b>
Community Facilities		CF									
	Community Facility/ Civic	CF-1	Note 7			–				–	–
	Schools	CF-2	118.2			–				–	–
Subtotal			<b>118.2</b>			–				–	–
Streets/Utilities		S								–	–
	Framework Streets ROW	S-1	304.2			–				–	–
	Utilities	U-1	5.7			–				–	–

(Continued)

Table 3 (Continued)

Regulating Zone			Area		Residential Program					Commercial	
Key	Regulating Zone	Category	Net Acres	Total Net/Net Developable Acres	Net/Net Developable Acres	DU/Net/Net Developable Acres	No. of DU	Avg. Unit Size (GSF)	Total GSF	Net/Net Developable Acres	Total GSF
<b>Subtotal</b>			<b>310.0</b>				—			—	—
Open Space		<b>OS</b>									
	Creek Corridor	OS-1	149.2			—				—	—
	District and Citywide Parks	OS-2	390.1			—				—	—
	Greenway, Canal Parks & Reserve	OS-3	265.8			—				—	—
	Joint-Use School Fields	OS-4	57.7 <sup>4</sup>			—				—	—
Not Shown	In-tract Open Space	n/a	16.3 <sup>4</sup>			—				—	—
<b>Subtotal</b>			<b>805.1</b>								—
<b>Total Specific Plan Area</b>			<b>2,326.7</b>	<b>852.7</b>	<b>642.0</b>	<b>20.2</b>	<b>13,000</b>	<b>1,912</b>	<b>24,851,500</b>	<b>210.7</b>	<b>8,400,000</b>

Notes: AC = acres; DU/AC = no. of dwelling units per acre; SF = square feet; FAR = floor to area ratio; n/a = not applicable

1. Net Acreage for Mixed Use, Residential, and Commercial does not include publicly dedicated backbone roads/utilities, parks, or schools. Campus area acreage does not include backbone roads/utilities.
2. Net/Net Mixed Use, Residential, Commercial, and Campus acreages have further take-out of land for publicly dedicated local streets, paseos, and in-tract open space.
3. Average Unit Size represents gross space.
4. School Joint-Use Playfields and In-tract Open Space are not included in open space totals to avoid double counting.
5. In-tract open space is developer provided local parks and plazas (approximately three percent of net/net acreage).
6. All Community Facility and Civic sites to be located within Mixed Use and/or Campus Regulating Zones. Site locations and area to be determined.
7. All dwelling unit counts within regulating zones are approximate.
8. Due to rounding, acreage subtotals and totals do not always match the sum of individual entries.

Source: Lennar, Hart Howerton, SWCA (2018)

## **Project Construction Timeframe and Duration**

The proposed project's estimated construction timeframe and duration plan is shown on **Figure 3: Draft Concord Reuse Project Specific Plan Construction Timeframes**. For the purposes of the EIR, the City anticipates that CRP Phases 1, 2, and 3 would be constructed in three increments over an approximately 30-year-long buildup horizon, starting from year 2022 to anticipated buildup in 2049. The EIR will also present a conservative analysis by assuming that the BART Phase and the Coast Guard Phase would be developed in the same timeframe as CRP Phase 1. However, the particular timing of future development under each CRP phase would be subject to the progress of ongoing remediation efforts (for CRP Phases 2 and 3) and to future market conditions. The precise sequence of development will likely differ from that described in the EIR.

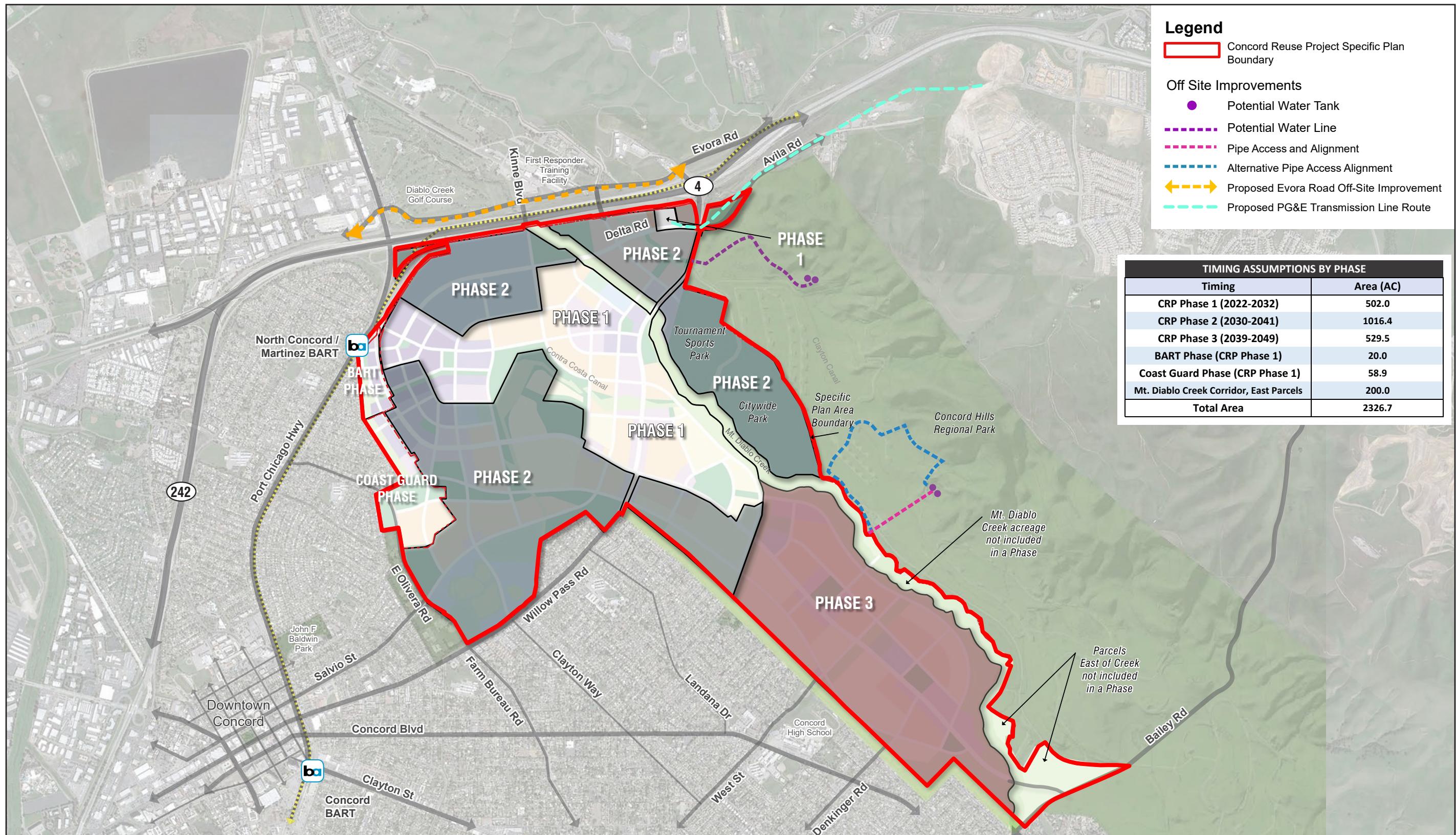
## **Intended Uses of Specific Plan EIR**

The purpose of the EIR is to analyze the environmental effects of potential future development under the proposed project. The following lists local and other agencies expected to use the EIR in their decision-making, and related permits, reviews, consultations, and approvals required to implement the proposed project. The EIR may be relied upon for the following approvals as well as for any other approvals necessary or desirable to implement the proposed project.

### ***Local Reviews / Permits / Approvals***

#### **CITY OF CONCORD**

- Certification of the EIR and adoption of CEQA findings, mitigation monitoring program, and potential statement of overriding considerations.
- Adoption of the Specific Plan, including Framework Infrastructure Plans.
- Actions on General Plan, Area Plan, Municipal Code, and Zoning Map amendments.
- Agreement with Central Contra Costa Sanitary District regarding the provision of wastewater collection services.
- Approval of Disposition and Development Agreements, Development Agreements, and related transactional documents.
- Approval of additional Reimbursement Agreements.
- Approval of tentative and final maps.
- Use permits, demolition permits, design review and similar approvals, and building permits for individual projects within the Specific Plan area.
- Approvals of grading and improvement plans for installation of Backbone Infrastructure on- and off-site, as well as for creek restoration on-site.
- Approval of encroachment permits for work in public rights-of-way.
- Approval of contracts for solid waste collection services.
- Approval of financing districts or other funding mechanisms and fee programs.



Source: City of Concord, Hart Howerton, SWCA (2018)

SWCA  
ENVIRONMENTAL CONSULTANTS

**Figure 3**

Draft Concord Reuse Project Specific Plan Construction Timeframes

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## **Regional, State, and Federal Approvals**

### **BAY AREA RAPID TRANSIT DISTRICT**

- Approval of an agreement disposing of the BART Property (including a ground lease, purchase and sale agreement, disposition and development agreement, or lease disposition and development agreement) and potential approvals under Assembly Bill 2923 (2018).

### **CENTRAL CONTRA COSTA SANITARY DISTRICT**

- Agreement with the City of Concord regarding the provision of wastewater collection services.
- Design review, permitting, and construction or acceptance of wastewater conveyance and treatment infrastructure.

### **CITIES OF PITTSBURG, WALNUT CREEK, AND PLEASANT HILL AND COUNTY OF CONTRA COSTA**

- Potential approvals related to off-site roadway improvements and public transit improvements.

### **CONTRA COSTA COUNTY AIRPORT LAND USE COMMISSION**

- As to the portion of the Specific Plan Area located within the Buchanan Field airport influence area, review of the Specific Plan for consistency with the Airport Land Use Compatibility Plan.

### **CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT**

- Approvals related to compliance with California Fire Code, Title 19 of the California Code of Regulations, the California Health and Safety Code, and the Contra Costa Fire Protection District Ordinance.
- Approval regarding location and construction of a new fire station in coordination with the County of Contra Costa.

### **CONTRA COSTA FLOOD CONTROL AND WATER CONSERVATION DISTRICT**

- Reviews related to flood management improvements.

### **CONTRA COSTA WATER DISTRICT**

- Design review, permitting, and acceptance of potable water and recycled water infrastructure.

### **CONTRA COSTA TRANSPORTATION AUTHORITY**

- Approvals related to funding for regional transit improvements.

### **COUNTY CONNECTION**

- Coordination of bus routes for Phase 1 and incorporation of Phase 1 shuttle route.

### **EAST BAY REGIONAL PARKS DISTRICT**

- Approval of potential property management or joint security agreements concerning park or open space property within the Specific Plan Area.

- Agreements regarding construction, operation, and maintenance of water storage tanks within the regional park.

### **MCE GREEN ENERGY/PG&E**

- Potential approval of power purchase agreement(s) for offtake of renewable energy from solar farm, microgrid, or district-scale renewable energy program.

### **SAN FRANCISCO BAY REGIONAL WATER QUALITY CONTROL BOARD**

- Issuance of Clean Water Act Section 401 water quality certification and waste discharge requirements.

### **BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

- Approval of Bay Area Air Quality Management District permits for stationary sources (such as Authority to Construct and Permit to Operate).

### **CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE**

- Approval of a Lake and Streambed Alteration Agreement.
- Incidental take authorization under the California Endangered Species Act.

### **CALIFORNIA DEPARTMENT OF TRANSPORTATION**

- Encroachment permits if construction occurs in rights-of-way owned by the California Department of Transportation.

### **CALIFORNIA PUBLIC UTILITIES COMMISSION**

- Approvals associated with PG&E's provision of electrical substation and transmission line.
- Potential power purchase agreement approval for renewable energy.

### **DEPARTMENT OF TOXIC SUBSTANCES CONTROL**

- Approval and oversight of hazardous materials remediation.

### **STATE WATER RESOURCES CONTROL BOARD**

- Notice of Intent to be covered under the Statewide General Construction Stormwater Permit.

### **FEDERAL EMERGENCY MANAGEMENT AGENCY**

- Approvals related to flood plain mapping—Conditional Letter of Map Revision.

### **U.S. ARMY CORPS OF ENGINEERS**

- Approval of Clean Water Act Section 404 permit.

### **U.S. COAST GUARD**

- Approval of an agreement disposing of the Coast Guard Property (including a ground lease, purchase and sale agreement, disposition and development agreement, or lease disposition and development agreement).

## U.S. FISH AND WILDLIFE SERVICE

- Consultation under Section 7 of the Endangered Species Act between the U.S. Fish and Wildlife Service (USFWS), U.S. Navy, and U.S. Army Corps of Engineers (USACE). The USFWS issued a Biological Opinion and Incidental Take Statement (BO/ITS) on May 30, 2017, authorizing take of listed species that may occur during implementation of the Area Plan. Future approvals by the USFWS of plans and easements are required under the BO/ITS and other agencies, such as the USACE, San Francisco Bay Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CFDW), will also approve some or all of these documents before issuing their approvals listed above.

## Potential Environmental Issues

### *Introduction*

The City will prepare an EIR under CEQA to evaluate the physical environmental effects of buildout under a multi-phased Concord Reuse Project Specific Plan. For each topic analyzed in detail, the EIR will include a description of project elements of particular relevance to that topic, the regulatory framework, significance criteria, approach to analysis, and an evaluation of potential impacts on both project-specific and cumulative levels. For all significant and potentially significant impacts identified, the EIR will identify potentially feasible mitigation measures, and analyze whether the identified mitigation measures would reduce any significant environmental effects to a less-than-significant level as defined by CEQA.

The evaluation of environmental effects will also include a description of the significance conclusions and mitigation measures identified for each topic in the 2010 Concord Community Reuse Plan EIR and 2012 Addendum (collectively, the “2012 EIR”).

The EIR will identify and evaluate alternatives to the proposed project, including the CEQA-mandated No Project Alternative. Other potentially feasible alternatives will be developed based on the EIR analyses and the potential for the alternatives to avoid or substantially lessen any of the significant impacts of project development that are found to be significant, while meeting most of the basic project objectives.

Because the City has determined that an EIR will clearly be required, an Initial Study will not be prepared as part of the environmental review process for the project. The EIR will address all of the environmental topics contained in the State CEQA Guidelines Appendix G checklist. Each of the topics that will be analyzed in detail is described below.

### **Aesthetics**

Development of the Specific Plan Area would transform its visual character and quality and would alter existing views of the site from surrounding neighborhoods. It could also create nighttime light and glare impacts from viewpoints near the perimeter of the Specific Plan Area. The EIR will describe the existing visual character of the project site with reference photographs from a representative range of existing public viewpoint locations around and within the project site. The EIR will also present “wireframe”

visual simulations of proposed building heights and volumes allowable under the proposed project superimposed within the photos of the existing project site to illustrate the visual impact of development.

## ***Agriculture and Forestry Resources***

The Specific Plan Area does not contain any areas designated as forest land, Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance, and no areas of the site are under a Williamson Act contract. The EIR will determine whether the proposed project would cause impacts associated with the conversion of existing agricultural uses or loss of forestry resources on project sites outside of the Specific Plan.

## ***Air Quality***

The EIR will quantitatively address the air pollutant emissions and associated changes in air quality that would likely occur as a result of future project development, as well as address potential health risks associated with air pollutant emissions. The analysis will include both construction impacts and impacts during operation of Specific Plan Area developments. The analysis will individually address the proposed project's components, including the BART Phase and the Coast Guard Phase, as well as activities outside the Specific Plan Area such as the extension of Evora Road, new PG&E transmission line, and water tanks. A PG&E substation site is reserved in the project area, but could potentially be built off-site.

Air pollutant emissions from construction will be assessed using data from the proposed construction schedule, demolition activities, land use types and development square footage, soil import and export quantities, and equipment anticipated for use. Air pollutant emissions from operations will be assessed using projected vehicle miles traveled (VMT) as well as landscaping and stationary source emissions projections. Where specific information is not available, California Emissions Estimator Model (CalEEMod) defaults will be applied. The results will be compared to significance thresholds contained in the Bay Area Air Quality Management District (BAAQMD) *CEQA Air Quality Guidelines* for project-level impacts.

The EIR will also evaluate whether the proposed project's construction and operational activities could expose sensitive receptors to substantial concentrations of toxic air contaminants. A health risk assessment will be performed to evaluate the potential health impacts of construction activities, increased traffic on Highway 4 and other high-volume roadways, and any new stationary sources of toxic air contaminants. The evaluation will utilize the U.S. Environmental Protection Agency's air dispersion model AERMOD to predict concentrations of relevant chemicals of concern, including diesel particulate matter. Potential odor impacts related to the proposed project will be qualitatively addressed, consistent with the BAAQMD *CEQA Air Quality Guidelines*.

## ***Biological Resources***

The majority of the site is characterized as California annual grassland. The Specific Plan Area has been extensively altered as a result of historical agricultural and military uses, including fencing, pesticide application, grading, and other factors. Implementation of the proposed project would result in land use

changes that could affect special-status plant and wildlife species. The EIR will evaluate whether future development under the proposed project would result in a significant impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the USFWS or CDFW. The EIR will also discuss the project's impacts on the movement of native resident or migratory species, established wildlife corridors or landscape linkages, and native wildlife nursery sites.

The Specific Plan Area also contains some aquatic channels, wetlands, and riparian habitats regulated under federal or state law. The majority of the on-site riparian habitat is incorporated into a riparian buffer. Development is not proposed in this area, but restoration activities could have potential impacts. The EIR will evaluate whether the proposed project would have a significant impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the CDFW or other federal or state agencies. The EIR will also determine whether the project would have a significant impact on federal- or state-protected wetlands.

The EIR will identify any conflict with any local policies or ordinances protecting biological resources. The site is not within the permit area of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan. A number of trees in the Specific Plan Area, particularly oak trees, may meet the definition of the City's Heritage Tree Ordinance; the EIR will address all tree removals.

### ***Cultural, Tribal, and Paleontological Resources***

Development of the Specific Plan Area would require extensive ground disturbance resulting from regrading and excavation. It would also call for demolition of existing structures within the project site. In March 2017, the City entered into a Memorandum of Agreement between the U.S. Navy, the California State Historic Preservation Officer, and the East Bay Regional Park District regarding monitoring and preservation of two National Register of Historic Places-eligible sites located within the former CNWS. The EIR will identify and describe the known cultural resources within the project site (including Native American, paleontological, and built environment resources) based on any new studies to be prepared and existing cultural resources studies prepared for the U.S. Navy for the CNWS Inland Area. The analysis of potential impacts on cultural resources will identify impacts of the implementation of the proposed project within the project site and mitigation measures that would avoid or reduce impacts, consistent with those identified by the City's Concord Reuse Project Area Plan and completed Federal Agency Compliance (the National Historic Preservation Act Section 106 analysis). The EIR will also evaluate the potential for encountering subsurface cultural and paleontological resources within the Specific Plan Area and the off-site areas associated with proposed utility and infrastructure work.

### ***Energy***

Implementation of the project would result in an increased intensity of land uses in the Specific Plan Area and would result in an overall increase in energy use associated with the site. The proposed project includes numerous sustainability standards through implementation of the CRP Climate Action Plan (CAP) that would reduce energy use by: encouraging transportation by walking, bicycling, and transit; complying with City and statewide energy conservation laws and codes; and implementing additional

sustainability elements not required by law. The EIR will estimate the net change in energy use associated with the proposed project and assess whether project construction or operation would result in wasteful, inefficient, or unnecessary consumption of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

## **Geology and Soils**

The San Francisco Bay Area is located within one of the most seismically active regions of the United States. Significant earthquakes have occurred in the Bay Area. The two active faults closest to the site are the Greenville Fault, which bisects the site, and the Concord Fault, which is a major fault of the San Andreas Fault System. The Specific Plan Area has a high risk of being subjected to a moderate to severe earthquake, involving significant ground shaking that could cause foundation and structural damage to buildings and secondary ground failure. Potential seismic-related hazards include liquefaction, earthquake-induced settlement, and lateral spreading.

Future development under the proposed project would involve excavation and contouring of soils for construction of development sites, infrastructure, and roadways. Additional off-site earthwork would also be necessary for infrastructure construction, including trenching for utility pipelines.

The EIR will analyze whether earthwork for future development under the proposed project would potentially result in substantial soil erosion or loss of topsoil and whether it would exacerbate existing seismic or geologic hazards, resulting in significant risk to people or structures on- or off-site.

## **Greenhouse Gas Emissions**

The EIR will quantitatively assess the greenhouse gas (GHG) emissions attributable to development under the proposed project. The analysis will be based on BAAQMD thresholds and consistency with the CRP CAP. The analysis will address increases in GHG emissions from buildout of the proposed project as a whole (including construction outside the Specific Plan Area such as the extension of Evora Road, a new PG&E transmission line, and water tanks), as well as individually address project components, including the BART Phase and Coast Guard Phase. A PG&E substation site is reserved in the project area, but could potentially be built off-site; the EIR will analyze GHG emissions from both options.

The analysis will utilize CalEEMod and other methodologies identified and approved by the BAAQMD. GHG emissions from construction will be assessed using data from the construction schedule, demolition activities, land use types and size, import and export quantities, and equipment anticipated for use. GHG emissions from operations will be assessed using projected VMT, as well as landscaping and stationary source emissions projections and proposed electricity usage. Where specific information is not available, CalEEMod defaults will be applied. Proposed design measures to reduce energy consumption, which in turn would reduce GHG emissions, will be reviewed in the analysis.

## **Hazards and Hazardous Materials**

The Specific Plan Area includes the former CNWS, which supplied ammunition and supported loading and unloading ships, rearming ships, and maintaining and assembling missiles. These activities resulted in areas that have the potential for containing hazardous and contaminated materials in soils and structures. Under conditions of the U.S. Navy's transfer of the land to the City, hazardous materials cleanup of the site will be conducted by the U.S. Navy. Based on information from the U.S. Navy's Final Environmental Impact Statement and supporting documentation, the analysis of hazards and hazardous impacts related to the proposed project will address any non-U.S. Navy remediation activities required for the Specific Plan Area, including the BART Phase and Coast Guard Phase, and any remediation activities required for off-site infrastructure, and describe a site-wide approach to management of hazardous waste if encountered during redevelopment activities. In addition, the EIR will evaluate the potential for impacts resulting from the use and transport of hazardous materials during construction and maintenance activities for development under the proposed project.

## **Hydrology and Water Quality**

The proposed project includes stormwater pollution prevention requirements, a series of detention basins throughout the Specific Plan Area, and low-impact development techniques to capture runoff and to reduce potential impacts related to stormwater quality. In addition, the project includes flood attenuation improvements to Mt. Diablo Creek and the Holbrook Channel, and a detention basin to contain flows from the creek during flood events.

Without proper controls, demolition of existing facilities, grading, and earthmoving for construction of proposed development could result in erosion and excess sediment carried in stormwater runoff. Stormwater runoff from temporary on-site use and storage of vehicles, fuels, wastes, and building materials during construction could also carry pollutants. The proposed project would increase impervious area, which could result in the generation of polluted runoff and a decrease in groundwater infiltration. The proposed project would also alter drainage patterns through the restoration and enhancement of Mt. Diablo Creek and the Holbrook Channel, which if not correctly designed and executed could result in erosion, deposition, flooding, and/or unplanned changes in creek flows.

The EIR will identify the potential changes in stormwater flows and quality, erosion and sedimentation patterns, potential flooding hazards, and changes in groundwater conditions resulting from the proposed project.

## **Land Use and Planning**

The proposed project would transform the land use character of the Specific Plan Area from grasslands and a vacant military facility, a commuter rail transit station and parking lot, and vacant military housing to a mixed-use community. The EIR will summarize the existing land use regulatory framework applicable to the Specific Plan Area and its surroundings, and identify any inconsistencies with these land use regulations and policies presented by the proposed project. As noted earlier, there are no applicable

habitat and conservation plans or natural community conservation plans within the Specific Plan Area. The EIR will also describe existing land uses in the vicinity of the Specific Plan Area.

## **Mineral Resources**

There are no known mineral resources of value to the state, region, or locality within the Specific Plan Area. The EIR will evaluate whether construction of improvements outside the Specific Plan Area would result in loss of a known valuable mineral resource or in the loss of availability of a locally important mineral resource identified in a locally approved land use plan.

## **Noise and Vibration**

Development under the proposed project would result in operational and construction noise and vibration impacts throughout the Specific Plan Area over an approximately 30-year buildout period. The EIR will quantitatively evaluate potential noise and vibration impacts of project development.

The evaluation will include quantified baseline noise and vibration levels at existing sensitive locations in the form of short-term and long-term noise and vibration measurements. The analysis of impacts of the proposed project will be quantified and specifically include noise and vibration from construction, from increased vehicle traffic on the local roadway network including Highway 4, and from new stationary noise and vibration sources such as on-site equipment and PG&E substation noise.

## **Population and Housing**

Implementation of the proposed project would contribute to the growth and concentration of City and regional population. The proposed project would result in development of up to 13,000 dwelling units and up to 8,400,000 gross square feet of Commercial/Campus/Institutional uses in an area that is largely vacant under existing conditions. The EIR will describe existing conditions related to population, housing, and employment, and estimate the changes the project would create. It will compare the growth that would occur under the proposed project to population and employment projections in the Concord General Plan, including the Area Plan and the Housing Element, and regional projections provided by the U.S. Census Bureau, the Association of Bay Area Governments, and the Regional Housing Needs Allocation process. The EIR will also describe the project's compliance with the City's Inclusionary Housing Ordinance.

## **Public Services**

Development under the proposed project would contribute to the demand for public services for residential and commercial development, most of which would be provided within the Specific Plan Area (such as new schools, a fire station, community centers, a library, and other community facilities). The impacts of constructing these facilities will be addressed by the EIR for Specific Plan Area development as a whole.

The EIR will describe the existing public services provided by the City of Concord Police Department, the Mt. Diablo Unified School District, the Contra Costa County Fire Protection District, and other

regional service districts. The EIR will assess the needs of the proposed residents and employees of the Specific Plan Area and analyze whether those needs would be met by the project's proposed on-site facilities. If all of these needs would not be met by the proposed on-site facilities, the EIR will analyze whether construction of new or physically altered governmental facilities would be required off-site to maintain acceptable service ratios, response times, or other performance objectives, and, if so, whether significant environmental impacts could result from such off-site construction.

## ***Recreation***

The proposed project would involve the construction of new open space and related improvements and facilities, active-use parks (including a proposed Tournament Sports Park), trails, and greenways. Implementation of the project would also create demand for open space. The EIR will describe the existing open space and recreation resources managed by the City, the East Bay Regional Park District, and other regional agencies. At full buildout, development under the proposed project would exceed the City's requirement of 6 acres of parkland per 1,000 residents and would meet other City policies related to open space and recreation. The EIR will analyze whether the proposed project ensures that this ratio would be achieved for each individual phase of development and, if not, whether residents and employees of the proposed project land uses would increase the use of existing neighborhood and regional parks and result in substantial physical deterioration such that off-site park construction would be necessary.

## ***Transportation and Circulation***

The proposed project would develop a mixed-use community on a relatively undeveloped area and would result in changes in traffic volumes and patterns, including new automobile, transit, bicycle, and pedestrian trips within, to, and from the Specific Plan Area. In a transportation report for the proposed project, travel demand will be estimated using the Contra Costa County Travel Demand Model as a base, which estimates trips based on the interaction between the proposed land uses of the Specific Plan Area and those of the surrounding community. It will also describe and account for trip reductions related to transportation demand management (TDM) strategies proposed within the Specific Plan Area. The EIR transportation analysis will follow standard procedures for performing a traffic impact analysis within the city of Concord, and the EIR will also include a transportation analysis based on VMT following the recommendations of the California Governor's Office of Planning and Research. The report will address both traffic congestion, through a detailed assessment of the traffic impacts on intersections, freeways, and arterial streets for the AM and PM peak hours, and VMT. These transportation impacts will be assessed for three different analysis years, including the existing year, an interim year, and a future horizon year. The transportation report will also address whether the proposed project complies with existing policies concerning transit, pedestrians, and bicycles. The EIR will summarize the information and conclusions in the transportation report and will identify mitigation measures for any significant impacts.

## ***Utility and Service Systems***

The proposed project includes infrastructure that is being designed to accommodate the potential demands of the proposed development. Accordingly, the proposed project involves the installation of new or

upgraded facilities, such as a new PG&E substation and electrical transmission line, upgrades to PG&E's natural gas metering stations and gas distribution facilities, construction of new potable and recycled water distribution pipelines and water storage reservoirs, new wastewater collection pipelines, and a new stormwater management system. The EIR will analyze the impacts of construction and operation of these new and upgraded facilities as part of its analysis of the proposed project.

## **WASTEWATER INFRASTRUCTURE**

The proposed Specific Plan Area is partly located within the service areas of both the City and the Central Contra Costa Sanitary District (CCCSD); all wastewater is conveyed to the CCCSD treatment plant in Martinez. Although the City and CCCSD may agree to a more efficient arrangement, for the purposes of providing a conservative analysis, the EIR's analysis will likely assume that a combined City/CCCSD collection system, using a southwest route, would be constructed, because that route would result in the most construction impacts.

## **STORMWATER INFRASTRUCTURE**

The proposed project's storm drain system is intended to include an integrated water management system consisting of a conventional storm drain system, detention basins, hydromodification flow control, natural elements, and water quality treatment, with outfalls to the restored Mt. Diablo Creek.

## **POTABLE AND RECYCLED WATER INFRASTRUCTURE**

The proposed project would use recycled water for on-site non-potable uses to the maximum extent feasible, and would include an on-site distribution system consisting of recycled water mains, off-site recycled water storage reservoirs to the east, and off-site recycled water mains connecting to CCCSD's recycled water treatment facilities to the west.

The EIR will also analyze the availability of water supply to serve the proposed project. The EIR will address whether sufficient water supplies would be available to serve the proposed project from existing entitlements and resources, or whether new or expanded entitlements would be needed. The availability of both potable and recycled water supplies will be addressed during normal years, single dry years, and multiple dry years. The EIR analysis will utilize information from an updated Water Supply Assessment being prepared in accordance with Senate Bill 610 and Contra Costa Water District's 2015 Urban Water Management Plan, 2010 Water Management Plan, and 2015 Treated Water Management Plan.

## **ELECTRICITY AND NATURAL GAS INFRASTRUCTURE**

The proposed project would include natural gas system distribution lines and PG&E upgrades, as well as new electrical distribution infrastructure and a new substation and transmission line. The substation would either be located within the Specific Plan Area or off-site, across Highway 4 to the north. The location of the off-site transmission line connecting PG&E's existing transmission line to the new substation would depend on the substation's location; therefore, the EIR will analyze construction and operation of two options for the transmission line as well as the associated substation locations.

## **FIBER INFRASTRUCTURE**

The EIR will evaluate the proposed project's planned joint trench system, which would provide space for the deployment of a backbone fiber network for emerging technologies and future smart cities solutions.

## **SOLID WASTE AND RECYCLING**

The EIR will analyze the availability of solid waste disposal capacity to meet the needs of the project.

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