Final Environmental Impact Report Addendum and Initial Study of Environmental Significance for the Concord Reuse Project Area Plan

City of Concord ▪ January 24, 2012

FINAL
Final Environmental Impact Report Addendum and Initial Study of Environmental Significance for the Concord Reuse Project Area Plan City of Concord, Contra Costa County, California

Prepared for:

City of Concord
Community Reuse Project Office
1950 Parkside Drive, M/S 56
Concord, CA 94519
925.671.3001

Contact: Michael W. Wright, Director, Community Reuse Planning
Concord Naval Weapons Station Reuse Project

Prepared by:

Michael Brandman Associates

Contact: Jason M. Brandman, Project Director
Randy Chafin, Project Manager

January 24, 2012

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SECTION 1: INTRODUCTION

1.1 - Overview

This document has been prepared to assess impact differences between the Reuse Plan and the Area Plan that are based on the Final EIR (January 2010). It is also designed to determine whether and to what extent the Reuse Plan Final EIR is sufficient for addressing impacts and providing mitigations for the Concord Reuse Project Area Plan (CRP-Area Plan), described in a later section of this document. This document is structured as an Addendum to the Final EIR ("Addendum") and is organized into the following sections.

Section 1: Introduction. Describes the purpose and organization of this document. The introduction also includes the citation of applicable statutory sections of the Public Resources Code, brief planning history, and identification of the Reuse Plan EIR Findings and Overriding Considerations.

Section 2: Project Description. Describes the purpose of and need for the proposed project, identifies project objectives, and provides a detailed description of the proposed project. Project characteristics are discussed in the context of features in the Reuse Plan and Area Plan and development program differences, if any. Environmental mitigation measures identified in the Final EIR for the Reuse Plan but implemented as part of the Area Plan are also identified.

Section 3: Initial Study of the Concord Reuse Project Area Plan (Setting and Impacts). Presents an analysis of a range of environmental issues identified in the California Environmental Quality Act (CEQA) Environmental Checklist and determines for each topic whether the circumstances set forth in Public Resources Code Section 21166 and its implementing CEQA Guidelines sections 15162 and 15163 are present with respect to the proposed project or the circumstances surrounding the project.

Section 4: References. Provides references used in preparation of this IS.

Section 5: List of Preparers. Identifies report preparers/reviewers.

1.2 - Statutory Authority

Applicable statutory sections from the Public Resources Code implementing CEQA and CEQA Guidelines that guide the determination of whether the Final EIR is sufficient for addressing impacts and providing mitigation for the proposed CRP-Area Plan are as follows:

- Section 21166 requires that when an EIR has been prepared for a project pursuant to this division, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

(a) Substantial changes are proposed in the project that will require major revisions of the EIR.
(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken that will require major revisions in the EIR.
(c) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

- Section 21068 defines significant effect as follows: "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in the environment.
- Section 15164(a) of the CEQA Guidelines establishes that an addendum to a previously certified EIR is the appropriate documentation when the lead agency has determined that none of the conditions described in Section 15162 (PRC Section 21166) exist. Section 15164(c) of the Guidelines states that an addendum need not be circulated for public review but can be included in or attached to the Final EIR. Subsection (d) requires the decision-making body to consider the addendum with the Final EIR prior to making a decision on the project, and subsection (e) describes the documentation required for the addendum; the checklist provided in a later section in this document is the means for presenting the required documentation.

Further guidance for this determination is provided by case law, particularly as referenced under CEQA Guidelines Section 15162, which refers to *Bowman v. Petaluma* (1986), 185 Cal. App. 3d 1065, which distinguished requirements for a subsequent EIR from the threshold required for initial EIR preparation, stating:

> . . . whereas Sec. 15064 (Sec. 21151 PRC) requires an EIR if the initial project may have a significant effect on the environment, Sec. 15162 (Sec. 21166 PRC) indicates a quite different intent, namely, to restrict the powers of agencies by prohibiting them from requiring a subsequent or supplemental EIR unless 'substantial changes' in the project or its circumstances will require major revisions to the EIR. Section 15162 (Sec. 21166 PRC) comes into play precisely because in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired, and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process.

1.3 - Planning History

In 2006, the City initiated a three-phase, multiyear process to develop a Reuse Plan for the site. During the 6-month period of Phase 1, hundreds of residents and community leaders offered their ideas and thoughts about the issues, opportunities, and priorities to be addressed while planning for reuse of the site. Based on this input, the City developed a Vision Statement for a creative, innovative, world-class community using a balanced approach to meet competing interests, needs,

and requirements. The Vision Statement also called for the Reuse Plan to be economically viable and sustainable, and to maintain and enhance the quality of life in Concord and the region. This vision was articulated through a set of overarching goals that have directed subsequent planning activities. The goals for the Reuse Plan were incorporated into a set of Guiding Principles used in developing both the Reuse Plan and the General Plan amendments that comprise the current project. Those Guiding Principles are available online at www.concordreuseproject.org.

The plan that was the outcome of the Community Planning process ("Clustered Villages") was analyzed as the Preferred Alternative in the environmental review process described below in Section 1.6. Following certification of the associated FEIR and adoption of the Reuse Plan, the City initiated preparation of the CRP-Area Plan. The CRP-Area Plan is an implementing format for amendment of the Concord 2030 General Plan to include the vision of the Reuse Plan. A series of study sessions and formal meetings with the Planning Commission and City Council has provided opportunities for members of the public and City decision makers to comment on the CRP-Area Plan. Draft documents were made available on the City's project website, with copies also available at City Hall and the Concord Public Library. The Planning Commission and City Council each provided direction to City staff to proceed with preparation of this environmental document, based on the CRP-Area Plan as modified to reflect their direction in relation to specific topic areas. Study sessions with the Planning Commission were held on October 20, 2010, November 3, 2010, and December 15, 2010, and a formal meeting was held on March 2, 2011. Study sessions with the City Council were held on March 8, 2011, March 22, 2011, with a formal public hearing on April 5, 2011.

1.4 - Reuse Plan EIR Findings and Overriding Considerations

On February 23, 2010, the Concord City Council, sitting as the Local Reuse Authority (LRA), certified the Final EIR for the Concord Reuse Project Reuse Plan and adopted Findings of Fact, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations. The LRA identified the specific benefits of the project that outweigh the unmitigated significant adverse impacts of the Reuse Plan.

1.4.1 - Significant Environmental Effects

The CEQA Findings adopted by the LRA indicate the Reuse Plan would produce certain significant environmental effects that could not be fully avoided by adoption of the feasible mitigation measures. Most of these effects could be substantially lessened by adopted mitigation measures; nevertheless, they remained significant. The key findings are listed below.

Impact Land Use 1: The Preferred Alternative (the modified Clustered Villages Alternative) could introduce short- or long-term land use compatibility conflicts by placing higher-intensity uses and non-residential uses close to the existing, lower-density residential uses in the Sun Terrace and Holbrook neighborhoods and Coast Guard Housing complex along East Olivera Road.

Impact Transportation 1: The development of the Preferred Alternative would increase traffic volumes and exceed the established performance threshold on six freeway segments.

Impact Transportation 2: The development of the Preferred Alternative would increase traffic volumes and exceed the established performance threshold on 11 freeway ramps.

Impact Transportation 3: The development of the Preferred Alternative would increase traffic volumes and exceed the established performance threshold on two roadway segments.

Impact Transportation 4: The development of the Preferred Alternative would increase traffic volumes and exceed the established performance threshold at 11 intersections.

Impact Transportation 5: The development of the Preferred Alternative would reduce average vehicle occupancies, increase the delay index, and/or reduce average speeds and exceed the established performance threshold on 16 segments of regional routes.

Impact Transportation 10: The development of the Preferred Alternative would increase traffic volumes and contribute to already deficient conditions on one freeway ramp, at the State Route 4 (SR-4)/Port Chicago Highway westbound onramp during the PM peak hour.

Impact Transportation 11: The development of the Preferred Alternative would increase traffic volumes and contribute to already deficient conditions at five intersections.

Impact Transportation 12: The development of the Preferred Alternative would reduce average vehicle occupancies, increase the delay index, and/or reduce average speeds and contribute to already deficient conditions on 29 segments of regional routes.

Impact Visual Resources 1: The Preferred Alternative has the potential to degrade the visual character of the near horizon views of the site from the Sun Terrace Neighborhood and the Coast Guard Housing complex.

Impact Air Quality 1: The Preferred Alternative would result in the total vehicular emissions of ozone precursors exceeding the Bay Area Air Quality Management District (BAAQMD) quantitative thresholds.

Impact Air Quality 2: As a result of implementing the Preferred Alternative, the total population of the City of Concord, including the project, would exceed the maximum population forecast in the General Plan that would be consistent with the current clean air plan.

Impact Air Quality 3: The Preferred Alternative could result in increased population and vehicle miles traveled at rates that would be inconsistent with the most current clean air plan.

Impact Noise and Vibration 1: Development of the Preferred Alternative would contribute to increases in traffic noise levels on West Street and Denkinger Road.

Cumulative Impact Air Quality 1: Emissions from the Preferred Alternative would result in an increase to global greenhouse gas emissions (GHGs). The Preferred Alternative will contribute to an increase in GHGs from mobile sources, stationary sources, and other indirect sources. Based on a CEQA threshold of zero, any increase in GHGs would render the impact significant.

The Concord Reuse Project - Area Plan is a format to implement the vision and program of the Reuse Plan. The type and intensity of development represented by the CRP-Area Plan is within the scope of development that was analyzed in the Final EIR for the adopted Reuse Plan. In addition, the CRP-Area Plan does not present any changes that would alter the degree or type of significant impact that was considered in the overriding considerations for the adoption of the Reuse Plan. For these reasons, the findings and overriding considerations remain applicable to the proposed CRP-Area Plan.

1.5 - Project Title

Concord Reuse Project Area Plan (CRP-Area Plan)

1.6 - Lead Agency and Address

City of Concord
Community Reuse Project Office
1950 Parkside Drive, M/S 56
Concord, CA 94519

1.7 - Contact Person and Phone Number

Michael W. Wright, Director, Community Reuse Planning
Concord Naval Weapons Station Reuse Project
(925) 671-3001

1.8 - Project Location

Concord Naval Weapons Station, CA 94519

SECTION 2: PROJECT DESCRIPTION

2.1 - Overview

The project is the amendment of the City of Concord's 2030 Concord General Plan to establish policies, standards, and diagrams to guide development and conservation of the Inland Area of the former Concord Naval Weapons Station (CNWS). The surplus Inland Area is approximately 5,028 acres in area and is located in central Contra Costa County California, as shown in Exhibit 1. Project boundaries are shown in Exhibit 2. In addition to the CNWS site, the CRP-Area Plan includes the North Concord–Martinez BART station, public street rights-of-way, and a portion of the Diablo Creek Golf Course, bringing the total planning area to approximately 5,200 acres.

The CNWS was established in 1943 and was used to store and transport explosive ordinance until 1997. The Base was sequestered in 1997 and officially put on the Base Realignment and Closure (BRAC) list in 2005. A Reuse Planning process was initiated by the City of Concord in 2006 and public input on future use of the site has been extensive since that time.

The Concord 2030 Urban Area General Plan (2030 General Plan), which was updated in October 2007 while Reuse Planning was underway, designated the site as "Public/Quasi-Public – Concord Naval Weapons Station Inland Area." The 2030 General Plan does not include a policy framework for the future of the site; rather, it acknowledges that subsequent amendment of the 2030 General Plan would be required to incorporate a reuse plan. Likewise, the existing 2030 General Plan maps and diagrams do not reflect the spatial extent and intensity of the uses that are proposed by the Reuse Plan.

The proposed amendments (e.g., the "project") are based on the Reuse Plan, which was adopted by the Concord City Council, sitting as the Local Reuse Authority (LRA), in February 2010. The amendments implement the adopted Reuse Plan by incorporating a full policy framework for the site into the General Plan. The amendments have two principal components:

1. **Concord Reuse Project (CRP) Area Plan.** The Area Plan consists of three books:
   - Book One: Vision and Standards
   - Book Two: Technical Chapters
   - Book Three: Climate Action.

   Each of the three books applies only to the CRP Area (see Exhibit 2).

2. **General Plan Consistency Amendments:** Modifications to the eight chapters of the 2030 Concord General Plan are needed to incorporate the Area Plan into the citywide document. The Consistency Amendments affect the narrative text, the policies, maps, and diagrams in the 2030 General Plan.

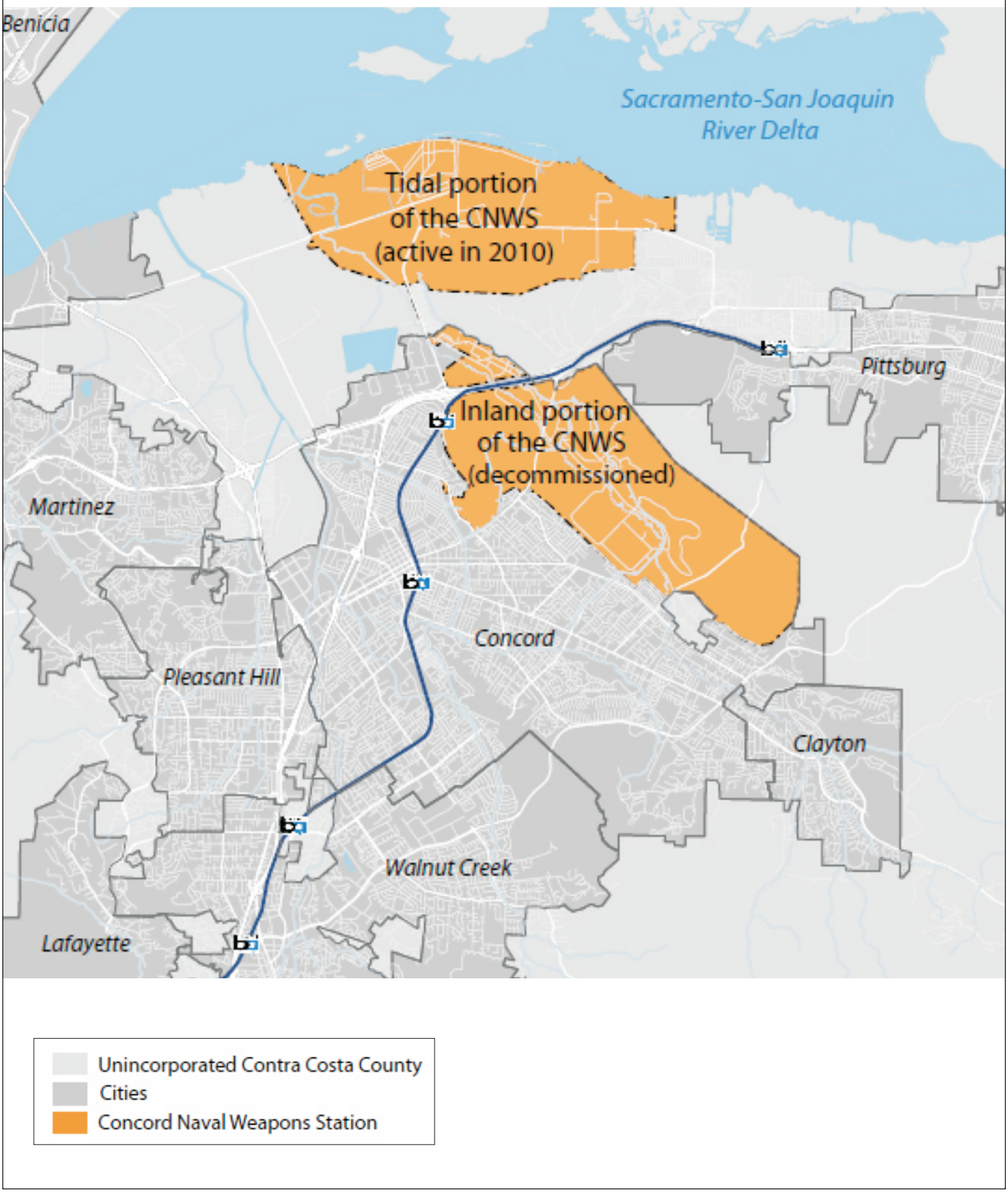
The 2010 Reuse Plan was subject to an extensive environmental review process, consistent with CEQA requirements. As part of the Reuse Plan approval, the Concord City Council certified a programmatic Final EIR (State Clearinghouse No. 2007052094), associated Findings of Significance, and a Mitigation Monitoring Reporting Plan (MMRP). In light of the substantial similarities between the adopted Reuse Plan and the proposed CRP Area Plan and related General Plan Amendments, this Project Description focuses on the potential environmental effects of those project components that differentiate the Area Plan from the Reuse Plan. The Project Description focuses more specifically on those attributes that, based on preliminary consideration, may create new or more substantial impacts than those analyzed in the previously certified environmental document.

2.2 - Project Objectives

The underlying purpose of the Concord Reuse Project Area Plan is to advance the process of reuse planning for the Inland Area of the former Concord Naval Weapons Station, consistent with the adopted Reuse Plan for the site. This process will ultimately result in large-scale conservation and development of the site as described in the planning and environmental documents, consistent with goals and objectives identified in a 4-year community planning process.

Specific project objectives are:

1. Incorporate the Reuse Plan into the 2030 Urban Area General Plan through the amendment of the General Plan to include:
    a. the CRP Area Plan, which uniquely addresses the former CNWS property.
    b. amendments to citywide General Plan elements to reference the contents of the Area Plan and to satisfy all General Plan requirements for comprehensiveness and internal consistency.
2. Establish a basis for more detailed subsequent planning that will reflect the community's vision for the CRP area through the adoption of standards and policies for development and conservation.
3. Identify key initiatives to be undertaken by the City and partner organizations in order to implement the Area Plan.
4. Implement mitigation measures to avoid or reduce adverse environmental impacts identified in the Reuse Plan EIR, as specified in the Mitigation Monitoring Reporting Program (MMRP). These include adoption of Area Plan Book 3: Climate Action.



Source: Arup North America Ltd, 2011.

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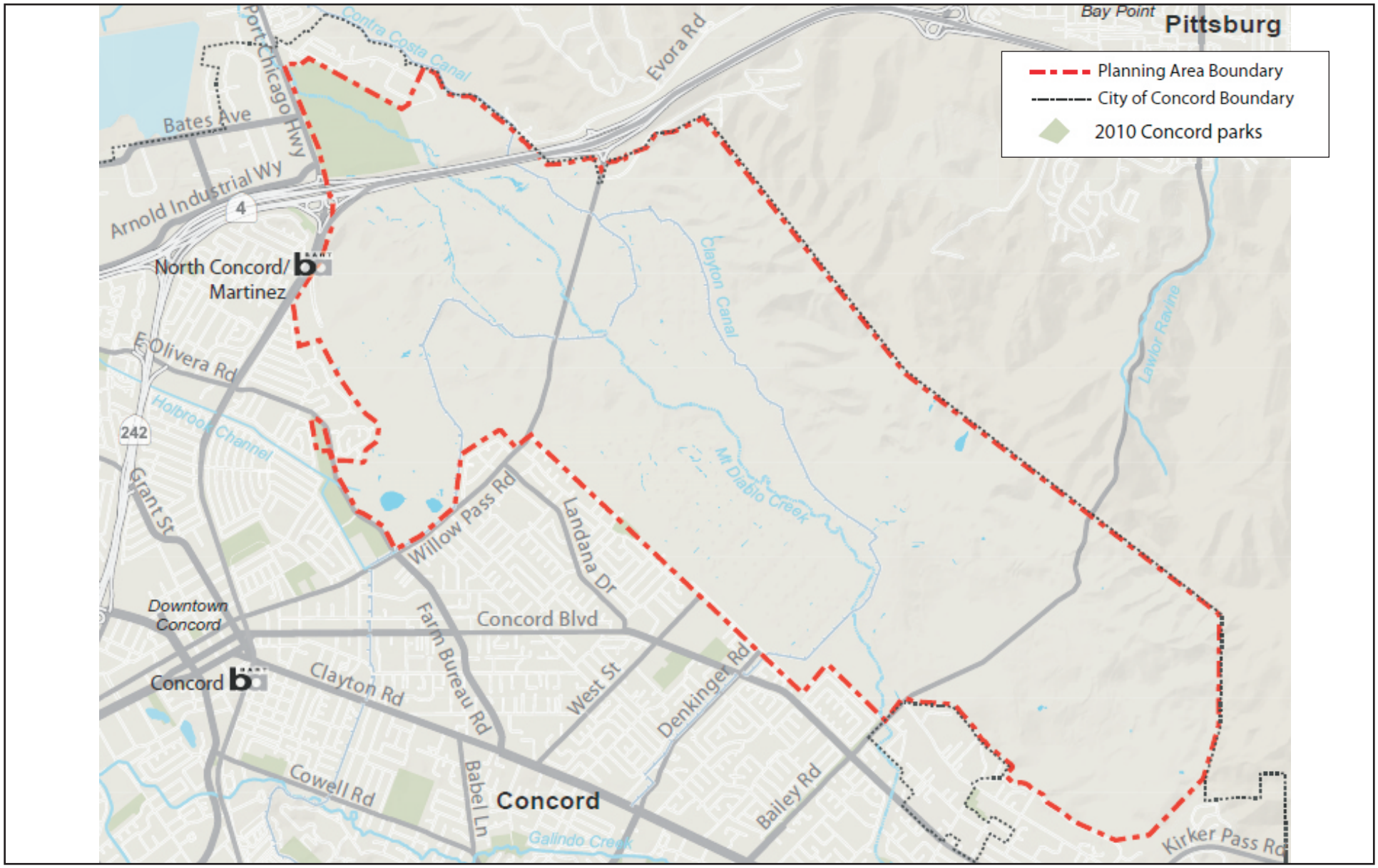
Exhibit 1
Regional Location



Source: Arup North America Ltd, 2011.

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Exhibit 2
Project Boundaries

2.3 - Site Description

The Inland Area of the CNWS (the reuse site) was opened by the Navy in June 1944 and was operationally closed in September 2008. In December 2005, the Secretary of Defense designated the City of Concord as the LRA responsible for developing a Reuse Plan for the reuse site; the Navy designated the 5,028-acre reuse site as surplus in March 2007. The designation action initiated the process to prepare the Reuse Plan for the decommissioned site. The surplus property is under the custody and control of the Navy and is owned by the United States of America.

The site is crossed by State Route 4 (SR-4), east of its interchanges with Interstate 680 and SR-242, as well as the rail line of the Bay Area Rapid Transit (BART) District system connecting eastern Contra Costa County to other parts of the San Francisco Bay Area. In addition, the site is crossed by Willow Pass Road and Bailey Road. The western portion of the site south of Willow Pass Road is relatively flat, and the area west of Bailey Road is traversed by Mt. Diablo Creek. The Los Medanos Hills, rising to over 1,100 feet in elevation and with slopes in excess of 30 percent grade, form the eastern portion of the site. Abandoned military facilities, including earth-covered ammunition bunkers, administrative and warehouse structures, and rail and road systems, can be seen from the perimeter of the site as well as from the roads that cross it. The most apparent current use is livestock grazing, which occurs on approximately 90 percent of the site. The site is not open to the public, is currently surrounded by a security fence, and is patrolled by federal police.

The CRP Area Plan includes some land area that was not explicitly included in the Reuse Plan, totaling approximately 200 acres. These areas, the City-owned portion of the Diablo Creek Golf Course and the North Concord/Martinez BART Station, were addressed in the Reuse Plan EIR and were functionally included in the reuse planning process. The Reuse Plan EIR specifically notes in Chapter 1 (Introduction), that "some analysis in this EIR extends past the site boundary in order to include and identify impacts to resources adjacent to the site; for example, the City-owned portion of land used for the Diablo Creek Golf Course and the North Concord/Martinez BART Station" (Concord Community Reuse Plan Final EIR, January 2010).

2.4 - Project Characteristics

As noted, the CRP Area Plan consists of three books plus a set of amendments to the 2030 Concord General Plan. The Area Plan presents the vision, guiding principles, and development program included in the Reuse Plan in a format intended for adoption as part of the Concord General Plan. The policies and standards will serve to guide new property owners, residents, businesses, and service providers as development and environmental protection occurs in the planning area.

Table 1 below reproduces the amended Table 1-2 from the General Plan, showing the contribution of the Reuse Project Area to the City's future population and job growth.

As noted in the Reuse Plan EIR, development of the project area may yield up to 12,272 housing units and generate over 26,000 jobs. The Area Plan calls for a development program almost identical to the Reuse Plan in terms of mix and level of development; the number of housing units is the same and the non-residential development total is 100,000 square feet smaller. The Area Plan also increases the amount of open space to be preserved relative to the Reuse Plan. Approximately 215 acres designated in the Reuse Plan for development are designated in the Area Plan as conservation open space. The CRP-Area Plan diagram is compared with the Reuse Plan diagram in Exhibit 3.

In some respects, the Area Plan diagram is more generalized than the Reuse Plan diagram, providing greater flexibility for subsequent design. This will allow future site planning to be more sensitive to environmental conditions, consistent with policies in the Area Plan and the other elements of the Concord General Plan. The transition from the Reuse Plan to the Area Plan is graphically illustrated in Section 2.3 of the Area Plan (Book One: Vision and Standards). The two plans are also compared in Table 2 and Table 3.

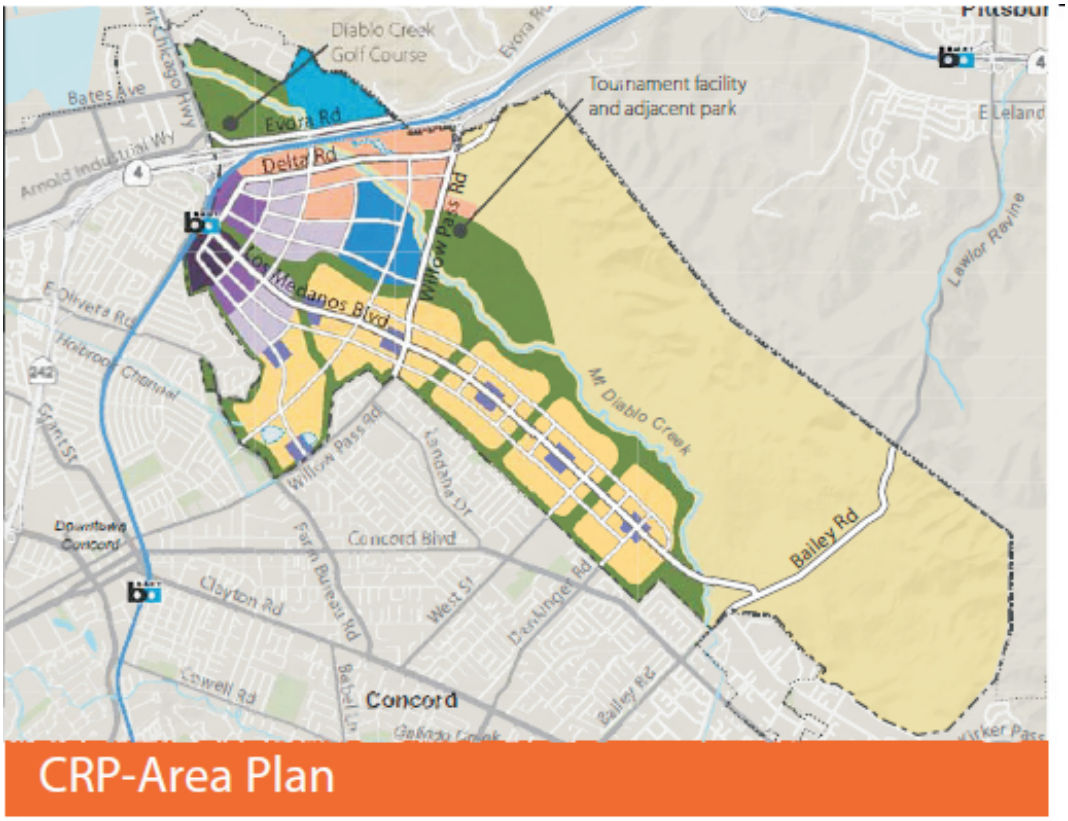
Table 1: Households, Population, and Jobs at Buildout

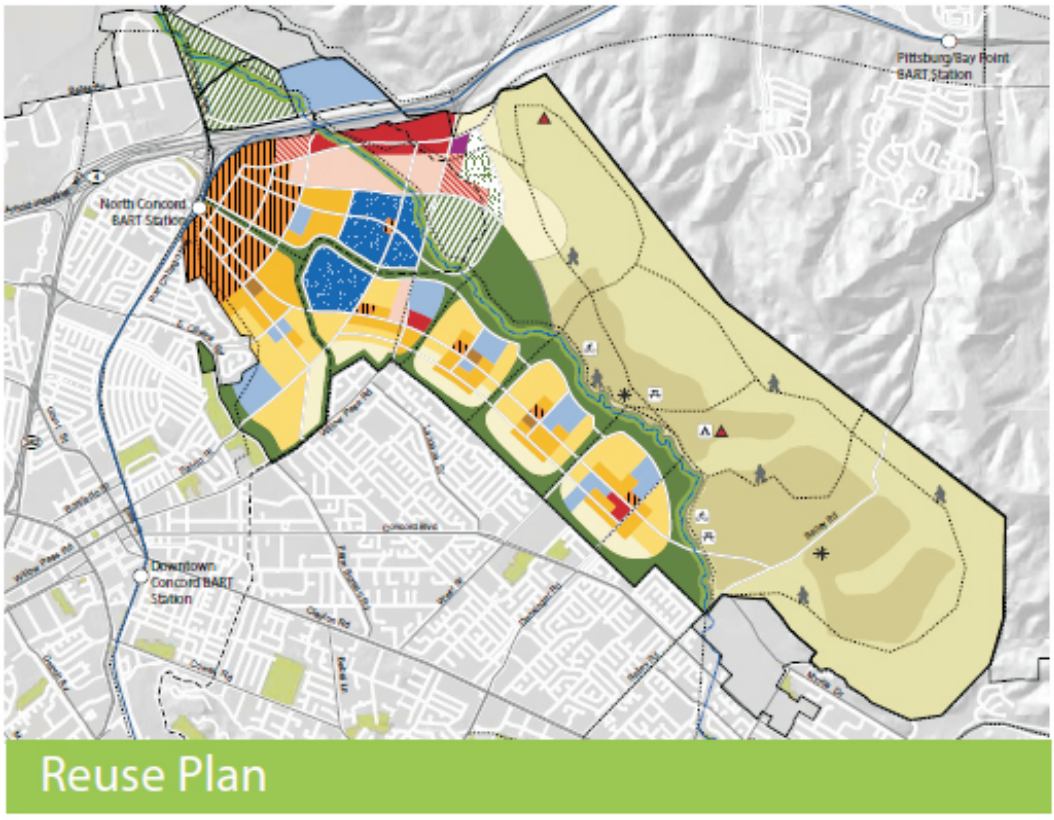
Category	Existing (2006)	Estimated 2030 Buildout without Reuse Project Area	Total	Additional, Within Reuse Project Area	2030 Citywide Buildout
Population	124,440	17,770	142,210	28,800	171,010
Households	43,980	6,580	50,560	11,660	62,220
Housing Units	46,290	6,930	53,220	12,270	65,490
Jobs	60,890	27,910	88,880	26,380	115,180

Note:
Household estimates for future years are based on number of housing units minus 5% vacancy rate.
Source: Department of Finance; ABAG Projections, 2005; Concord Reuse Project Area Plan, 2011

The Area Plan introduces a good deal of new material in its standards, including the introduction of "development districts" that establish land use and design characteristics for planning subareas. For example, the Plan indicates required and appropriate uses in both development and open space districts, as well as standards for complete streets. The Area Plan also introduces "convenience standards," which are intended to encourage walking and create a more complete community. The standards indicate the maximum distances from residences to different community features and uses such as transit stops and grocery stores.

Many of the standards are explicitly intended to reduce environmental impacts, both at a local level and at a broader regional level, consistent with sustainability goals. For example, Area Plan standards require green building methods, provisions for roof-mounted, photo-voltaic systems, the orientation of streets to maximize solar access, and the placement of parking to the rear of commercial buildings (to encourage walking). Sustainability provisions were first introduced as concepts or "guiding principles" during the reuse planning process, and they are now expressed as standards in the Area Plan.





Source: Arup North America Ltd, 2011.

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Exhibit 3
Reuse Plan Diagram and Area Plan Diagram

Similarly, Book Two of the Area Plan is intended to express citywide policies at the local (Area Plan) level and to create a clear link between the Area Plan and the other elements of the 2030 Concord General Plan. Book Two includes policies for transportation and circulation; conservation and open space; safety, noise, and health; utilities; and community facilities and parks. These policies generally align with established policies in the 2030 General Plan, while adding place-based references and other directives that reflect the emphasis of the Reuse Plan on sustainable growth. Many of these policies were not specifically articulated in the 2010 Reuse Plan, but they are implied by earlier Vision documents and in the design of the community itself.

Some of the policies in Book Two were derived from mitigation measures in the 2010 Reuse Plan EIR. The policies are intended to make the Plan "self-mitigating" by establishing standards that reduce the potential for adverse effects. For example, a policy requires pre-construction botanical and wildlife surveys prior to approval of development plans. This policy originated as an EIR mitigation measure; its inclusion in the Area Plan provides another level of assurance that future development will address and mitigate the future potential for biologic impacts.

Book Three of the Area Plan is a Climate Action Plan (CAP). Preparation of the CAP was specifically called for by the Reuse Project FEIR to mitigate the potential impacts of Reuse Plan implementation on greenhouse gas emissions. Thus, Book Three is in itself a mitigation measure intended to reduce the significance of the project's environmental effects. The CAP reiterates standards from Books One and Two that will reduce fossil fuel consumption and vehicle miles traveled, and quantifies the benefits of these standards for greenhouse gas emissions.

As noted earlier, the project also includes amendments to the 2030 Concord General Plan. Key changes include:

- The General Plan Introduction has been edited to reference the reuse planning process and the additional development potential of the City. The addition of the former CNWS Inland Area to the City's developable land supply required edits to tables, as well as to the Plan narrative.
- The Economic Vitality Element has been edited to add a new Goal and a series of policies related to future development on the site, including the relationship of the site to other employment centers in Concord and Policies guiding local hire preferences and use of apprenticeship programs especially for returning veterans.
- The Land Use Element has been edited to add a new Goal and a series of policies related to the neighborhoods, business districts, and open space areas planned for the site. General Plan land use categories have been created uniquely for the project area to reflect the mix of uses called for by the CRP Area Plan, and the General Plan Diagram has been appropriately modified with a set of categories that generally depict the land use pattern shown in the CRP Area Plan Diagram. The Area Plan Diagram is now a figure in the Land Use Element.

- The Growth Management Element has been amended to eliminate level of service standards and instead establishes level of service benchmarks to be used in future planning, operations, and management decisions.
- The Transportation/Circulation Element has been edited to show planned transportation conditions on the site to amend policies as needed to achieve internal consistency with the Area Plan, and to include new policy language relating to Complete Streets.
- The Parks, Open Space, and Conservation Element has been edited to reference the park acreage to be added to the City's inventory and acknowledge the new park and trail opportunities on the site.
- The Safety and Noise Element has been edited to ensure internal consistency; this includes narrative text on greenhouse gas emissions and policies to reduce future greenhouse gas (GHG) emissions consistent with the Area Plan.
- The Public Facilities Element has been updated to reflect the additional population and attendant facility needs of development on the CRP site.

The Housing Element will be updated during its normal cycle. Policies to guide, in particular, affordable housing within the CRP-Area Plan, will be set by resolution and incorporated into the Housing Element at its regular update.

Table 2: Comparison of Features in Reuse Plan and Area Plan

Reuse Plan From Section 2.2 of Reuse Plan EIR	Incorporated into CRP-Area Plan?
Locate higher-intensity uses around the North Concord/Martinez BART Station.	Yes
Support transit-oriented development around the North Concord/Martinez BART Station, transit service in other developed areas of the site, and a broad range of travel choices (including transit, walking, and biking).	Yes
Integrate the site with existing Concord to improve the quality of life for existing Concord residents and avoid creating "two Concords."	No change from Reuse Plan on components that would have this effect
Create balance in housing types and housing choices.	Yes
Provide for community and cultural facilities including a library/performing arts center/community center, adequate schools for K–12 on-site population, and a tournament-level sports facility.	Yes, though specific sites are not identified for facilities other than the sports facility in either the Reuse Plan or the Area Plan. Area Plan policies incorporate relevant provisions of the Reuse Plan.
Preserve a minimum 300-foot-wide riparian corridor along the centerline of Mt. Diablo Creek.	Yes

Table 2 (cont.): Comparison of Features in Reuse Plan and Area Plan

Reuse Plan From Section 2.2 of Reuse Plan EIR	Incorporated into CRP-Area Plan?
Preserve the hills and ridgelines on the eastern side of the CNWS.	Yes
Limit development in areas of 30 percent slope or greater.	Yes. The Area Plan provides guidance as to how this policy will be applied.
Avoid and/or minimize intrusion into wetlands and into breeding areas and habitat for threatened or endangered animal species.	Yes
Avoid development south of Bailey Road.	Yes
Avoid roads and development east of Mt. Diablo Creek and especially in resource areas containing habitat for threatened and endangered species.	Yes. The Area Plan reduces impacts relative to the Reuse Plan because it eliminates a planned, low-density housing area east of the creek in favor of open space.
Maximize open space with facilities and trails that will serve the public.	Open space acreage in Area Plan exceeds Reuse Plan by 215 acres. Facilities and trails continue to be indicated, subject to conditions of resource permits.
Set aside lands and designate them as open space in order to provide on-site mitigation for any unavoidable loss of habitat or wetlands on other portions of the site.	Yes
Balance on-site mitigation activities and habitat protection with the provision of public access and passive recreation activities.	Yes. No change between Reuse Plan and Area Plan, though public access and recreation activities will depend on the conditions of resource permits.

Table 3: Development Program Comparison: Reuse Plan and Area Plan

Topic	Reuse Plan	Area Plan	Comment
Development Footprint	1,742 acres, as expressed on Plan Diagram	1,545 acres, as expressed on Plan Diagram.	Very Low Density Residential area and portion of Residential/Recreation Flex area now designated as open space
Total Dwelling Units	12,272	12,272	The Area Plan allows some flexibility about how units are distributed across the site.
Residential Acres	1,022	Not specified	Acreage not specified because of mixed use designations—general distribution and intensity of residential development is similar.

Table 3 (cont.): Development Program Comparison: Reuse Plan and Area Plan

Topic	Reuse Plan	Area Plan	Comment
Unit Type mix	1,000 units @ 50 DU/AC; 2,130 units @ 30 DU/AC; 4,500 units @ 15 DU/AC; 3,530 units @ 10 DU/AC; 1,112 units @ 4 DU/AC. Figures expressed in gross densities only.	Not specified by density. Roughly 6,200 units are in Village neighborhoods (6-45 DU/net AC); 500 units are in Village Centers (18-50 DU/net AC); 700 units are in TOD Core (60-150 DU/net AC); 2,200 are in TOD Neighborhoods (18-100 DU/net AC); and 2,600 are in Central Neighborhoods (14-50 DU/net AC)	Approximate mix presented in Table 3-3 of Area Plan but not specified by policy
Total Commercial Square Feet	6.2 million	6.1 million	Difference reflects the slightly lower development level assumed for EIR traffic analysis.
Commercial Acres	285	Not specified in the Area Plan	Acreage not specified because of mixed use and flex designations. The Area Plan applies the commercial flex designation to areas designated in the Reuse Plan as commercial office and commercial retail.
Institutional	150-acre CSU campus with 10,000 students	120-acre "campus" district allows a variety of uses including a CSU campus with 10,000 students	Area Plan permits institutional, corporate, health care, or cultural use if there is not a college campus.
Community/Other	285 acres, including 80-acre Sheriff and Fire training facility, schools, etc.	Total acreage not specified except for 80-acre Sheriff and Fire training facility	Community facilities are incorporated into various districts with no total acreage specified; Guidelines included in Area Plan Book 1 Table 3-21. The acreages in EIR Table 2-1 are consistent with the Area Plan.

Table 3 (cont.): Development Program Comparison: Reuse Plan and Area Plan

Topic	Reuse Plan	Area Plan	Comment
Public Benefit Conveyance (PBC)	PBC requests for EBRPD, CSU, Sheriff/Fire, and Habitat for Humanity	All four are included.	Acreage of campus reduced as noted above
Parks	3,286 acres	3,501 acres	Actual amount of open space is likely to be higher, as 3,501 acres does not include neighborhood parks and pocket parks. See Area Plan Tables 3-14 and 3-15.
Trails Network	Described and shown on map	Shown as part of the Conservation Open Space area and addressed in policy	Addressed in policy.

2.5 - History of Environmental Review

As noted above, prior to adoption of the Reuse Plan, the Concord City Council certified a programmatic Final EIR (State Clearinghouse No. 2007052094), associated Findings of Significance, and a Mitigation Monitoring Reporting Plan (MMRP) addressing the environmental impacts of the proposed Reuse Plan project. The Final EIR, which was certified in February 2010, provides a detailed description of the past uses and present condition of the CNWS. There have been no changes in those conditions warranting attention in this document.

The FEIR for the Reuse Plan analyzed the potential for the project to have significant adverse impacts associated with 12 subject areas as shown in Table 4. The table also shows the conclusions of the FEIR with respect to significant impacts identified and the identification of impacts that cannot be mitigated to a level that is less than significant. Readers should consult the FEIR for additional information.

Table 4: Subject Areas Analyzed in Reuse Plan EIR and Conclusions Regarding Significant Impacts

Subject Area	Significant Impacts Identified	Impacts Identified that Cannot be Mitigated to a Level that is Less than Significant
Land Use	2	1
Transportation	17	8
Visual Resources	4	1
Earth Resources	0	0
Hydrology and Water Quality	0	0
Biological Resources	19	0
Cultural Resources	3	0
Hazardous Materials	7	0
Air Quality	5	3
Noise and Vibration	6	1
Population, Housing and Employment	0	0
Public Services	0	0
Recreation	0	0
Utilities	10	0
Source: Concord Community Reuse Project FEIR, 2010		

The certified Final EIR for the Reuse Plan includes a summary of the significant project-specific impacts of the Preferred Alternative and the required mitigation measures. As shown in Table 4, it identifies impacts with respect to land use, transportation, visual resources, air quality, and noise and vibration that are significant and unavoidable, even with application of required mitigation measures. Chapter 17 of the Reuse Project FEIR presents information about other CEQA considerations, including cumulative impacts. As identified, cumulative transportation and air quality impacts are significant and unavoidable. The cumulative significant air quality impacts are the result of increased GHG emissions. Chapter 17 also presents a discussion of the environmentally superior alternative.

The FEIR analysis concluded that:

- Long-term development associated with the Reuse Plan (Preferred Alternative) would result in conversion of existing acreage from a former military site to mixed-use urban development. Part of the irreversible environmental change will include the development of land.
- The Reuse Plan (Preferred Alternative) is consistent with planned regional and local growth, and was developed based on the concept of sustainability, as demonstrated by:

  - A comprehensive public outreach program, which has informed the planning process and provided for the views of the community in terms of jobs and services, as well as open space, to be considered during the development of both alternatives
  - Consideration of ways in which to avoid or minimize environmental impacts for a wide range of environmental impacts, including climate change
  - Consistency with ABAG's Sustainable Communities Strategy: creating neighborhoods that provide both housing and jobs in close proximity and directing urban development to some areas that are considered brownfield sites

- There are potentially significant cumulative transportation impacts that would result from the development of the Reuse Plan (Preferred Alternative) that remain significant after mitigation. These relate to transportation changes and increased greenhouse gas emissions resulting from development of the Reuse site.

Because the Area Plan does not substantively change the development program described in the Reuse Plan Final EIR and makes only minimal changes to the spatial distribution of proposed land uses, and because the environmental setting of the project area has not substantively changed since the Reuse Project FEIR was prepared, these impact conclusions would continue to apply to the project as currently proposed.

Preparation of the CRP Area Plan (including the CAP) and consistency amendments to the General Plan are explicitly called for by the Reuse Project FEIR. The FEIR notes that: "When a Reuse Plan is approved for the site, the General Plan will need to be amended to incorporate the land use designations in the plan, and eventually the Zoning Ordinance and other City ordinances will also need to be amended to reflect the land uses that will be allowed at the site. The amendment of the General Plan and subsequent specific plans will be subject to compliance with CEQA." The current project reflects the intention expressed in the Reuse Project FEIR to amend the General Plan to incorporate the land use designations in the Plan, and to amend other City requirements to reflect the land uses that will be allowed on the site. The establishment of zoning or an alternate form of land development regulations for the site will be accomplished subsequently and is not part of the current project.

2.6 - Comparison of Area Plan to Reuse Plan

The following changes in the project were considered in light of their potential to create new environmental impacts, relative to those identified in the Reuse Project FEIR:

1. CHANGES IN MAP DESIGNATIONS

A. Elimination of Proposed Low Density Residential Hillside Area

The FEIR for the Reuse Plan presumed approximately 150 acres of low-density residential development in the hillside area east of Willow Pass Road and south of SR-4. The Area Plan

redistributes this housing into the villages, creating greater housing variety in the villages and expanding the Los Medanos Hills regional open space. In general, this change will have a positive environmental impact by reducing future development (when compared with the Reuse Plan) on a visually sensitive part of the site. As a result, a slight increase in overall density within the villages could occur relative to the Reuse Plan.

B. Reuse Plan "Flex" Designations

a. Commercial/Retail Flex Space: The Reuse Plan designated a Commercial/Retail Flex area along the south side of SR-4 approximately 0.5 mile northeast of the North Concord BART Station. For EIR analysis purposes, the use was assumed to be retail, but the Plan also allowed development as Commercial *Office* use, depending upon market conditions and impacts on the City's fiscal sustainability. Another Commercial/Retail Flex area was designated on the east side of Willow Pass Road approximately 0.25 mile south of Highway 4. For analytical purposes, it was assumed to be Commercial *Office.* However, the Reuse Plan also permitted development as Commercial *Retail* to support complementary uses to the Tournament Sports Facility, subject to a determination of financial feasibility and acceptance impact on the City's fiscal sustainability. This Commercial/Retail flex site was adjoined on the north by a hotel site. In the Area Plan, all of these areas are simply designated "Commercial Flex" with a wide range of commercial uses allowed depending on market conditions and decisions to be made during future planning phases. All of the uses envisioned by the Reuse Plan are allowed by the Area Plan in this area.

b. Recreation/Residential Low Density Flex Area: The Reuse Plan designated a 35-acre area north of the proposed Tournament Sports Facility site as "Recreation/Residential Low Density Flex." For analysis purposes, the site was presumed to be a Low-Density Residential use. However, the Reuse Plan would also permit the area to support a larger recreation area, subject to a determination of financial feasibility and impact on the City's fiscal sustainability. In the Area Plan, this location (approximately 35 acres) is designated as conservation open space. No development would be permitted here.

C. Reduction in Size of Campus Site

The campus has been reduced from 150 acres to 120 acres. Its general location on the site has not changed, although it has been consolidated to occupy a single superblock site rather than two sites bisected by a greenbelt and canal. The campus district would permit a range of educational, research and development, cultural, and health care uses.

D. Differentiation of Transit Oriented Development (TOD) Area

The Reuse Plan identified a large area around the BART Station as "Transit Oriented Development." The Area Plan differentiates this area into more discrete planning units, including a TOD Core close to the station and a TOD neighborhood beyond the core. The

geographic extent of the TOD Core and the TOD neighborhood is somewhat smaller than the TOD area shown on the Reuse Plan.

E. Designation of Central Neighborhood

The Area Plan identifies a "Central Neighborhood" of mixed land uses on the perimeter of the TOD area. In the Reuse Plan, this area was differentiated into low-, medium-, and high-density housing areas. A portion of what is now proposed to be the Central Neighborhood was designated on the Reuse Plan for Transit Oriented Development, while another portion was designated for Office. The Central Neighborhood is envisioned as having vertically mixed uses, including residential development over retail stores, offices, and similar uses.

F. Generalization of Public Facility Locations

The Reuse Plan identified conceptual sites for major public facilities, including sites in each of the village centers, and an approximately 40-acre site for a high school just east of the Willow Pass Park extension. The Area Plan includes principles for locating new schools but does not identify specific sites for each facility. The Area Plan does not preclude schools from locating on the sites shown in the Reuse Plan.

G. Changes to Circulation System Design

The adopted Reuse Plan indicated a conceptual road network but did not differentiate between major and minor streets. The Area Plan more clearly identifies a major east-west thoroughfare from the BART station to Bailey Road, and a major east-west street running parallel to (and south of) SR-4. The Area Plan removes an irregular perimeter road along the southern edge of the Mount Diablo Creek greenbelt.

H. Extension of the Greenframe

The transition greenbelt along the northeastern edge of the development area, along the Coast Guard Housing Complex and Sun Terrace neighborhood, has been extended.

2. ADDITIONAL STANDARDS

The Area Plan includes development standards that could affect the distribution of uses, the density and intensity of uses, and the design of future development. These standards, which were not included in the Reuse Plan, include:

- Density standards (for residential uses) and floor area ratio standards (for non-residential and mixed uses) for each development district, including net and gross standards. The standards indicate minimum densities/intensities as well as maximums in some cases. Densities and intensities were not explicitly specified in the Reuse Plan, although assumptions were made to generate programmatic data for the Reuse Plan EIR. The Reuse Plan development program was the basis for developing the more definitive density and intensity ranges used in the Area Plan.

- Lists of required uses and appropriate uses that reflect the intent of the Reuse Plan while adding detail to guide subsequent planning and development regulation.
- Convenience standards, including the minimum distances from different land uses to various activities on the site.
- Solar exposure and street orientation standards.

Some of the Area Plan's diagrams and policies are intended as guidelines rather than standards. For example, Figure 3-4 in Book One of the Area Plan indicates the relative mix of housing types across the site, providing direction on future housing densities. The Plan also includes illustrative grids that use photos to indicate the kinds of development appropriate in various geographic areas of the site. These guidelines would not change the overall development vision expressed in the adopted Reuse Plan, and they are fully consistent with the previously certified FEIR for the site. However, they do provide greater guidance on desired outcomes.

3. IMPACTS ON VEHICLE TRIP DISTRIBUTION

By providing flexibility in the distribution of future development on the site and slightly changing the land use plan, the Area Plan could affect the origin and distribution of vehicle trips. While the total number of trips generated by development on the site is not expected to change (since the overall site development program is substantially unchanged), the locations where these trips enter or exit the site could be different from what was presumed in the 2010 Reuse Project FEIR. For example, the elimination of the very low density residential area east of Willow Pass and south of SR-4 would reduce residential trips entering Willow Pass Road in that vicinity. Because the homes originally planned for that area would be built in other parts of the site, travel demand would need to be accommodated elsewhere. Updated traffic analysis is being conducted to evaluate whether these changes might have the potential to create significant impacts.

Because air quality and noise impacts are directly related to the location and scale of traffic impacts, the potential for different air quality and noise conditions also exists. The Area Plan includes policies to reduce the potential for air quality and noise impacts through site design and future planning.

4. INCLUSION OF CAP

As noted earlier, the third book of the Area Plan is a Climate Action Plan. Inclusion of the CAP is intended to mitigate the impacts of development on greenhouse gas emissions and was specifically called for by the Reuse Project FEIR. By definition, the CAP should result in positive environmental impacts and provide benefits relative to the adopted Reuse Plan. Nonetheless, some CAP provisions could have environmental effects that are not capable of being considered at this time because of the programmatic nature of the CAP. Such effects (for example, development of windmills and solar collectors) will be analyzed on a case-by-case basis as specific projects are proposed in the future. At

a programmatic level, the adoption of the CAP does not substantively change the conclusions reached by the FEIR for the Reuse Plan.

2.7 - Environmental Mitigations Implemented and Addressed in the Current Project

The current project satisfies a number of mitigation requirements specified in the Reuse Project FEIR and MMRP. Table 1 of the MMRP identifies these explicitly as measures to be implemented "Prior to Amendment of General Plan," "As Part of the General Plan Amendment," or "At Amendment of the General Plan." These mitigations are shown in Table 5.

Other mitigation measures included in the FEIR and MMRP will be implemented subsequent to the General Plan amendment. Many of these are specified by the Area Plan policies consistent with the language in the MMRP.

Table 5: Mitigation Measures in Adopted Reuse Plan MMRP that are Included in the Area Plan

Topic/Title	Mitigation Measure	Citation
Mitigation Measure Land Use 1	Prepare design standards that incorporate measures to transition and integrate new development with adjacent uses.	Book 1, Table 3-1, CF-6
Mitigation Measure Transportation 1 (Freeway Segments 1 to 6) and Transportation 2 (Freeway Ramps 1 to 11)	The General Plan Amendment to include the Concord Naval Weapons Station Reuse Plan will include specific TDM measures with corresponding estimates of trip reductions [one component of mitigation measure]. *Other measures reference identical requirement.*	Book 2, Policies T-4.1 through T-4.6
Mitigation Measure Transportation 3 and Transportation 4 Intersection Impact Location 1 and 2	Transportation Demand Management (TDM) programs will be adopted through an amendment to the Concord General Plan, including bicycle and pedestrian facilities, transit promotion, carpool promotion, and parking management, that support the use of alternative transportation modes and will reduce the use of automobiles, thus lessening traffic impacts. *Other measures reference identical requirement.*	Book 2, Policies T-4.1 through T-4.6
Mitigation Measure Air Quality 1	The City of Concord shall require that the proposed project includes in the Climate Action Plan of the General Plan Amendment feasible measures for reducing automobile dependence and potential vehicle emissions as part of the basic project design.	Book 3 (CAP), Book 2 Policies T-1.1 through T-1.8

Table 5 (cont.): Mitigation Measures in Adopted Reuse Plan MMRP that are Included in the Area Plan

Topic/Title	Mitigation Measure	Citation
	These measures include providing for a mix of uses, local and regional transit as well as peak-hour shuttle services, bicycle and pedestrian measures such as sidewalks and bike lanes, local serving retail, and 10 percent affordable housing. To further reduce particulate matter emissions, wood-burning fireplaces will be banned within the CNWS or will be required to employ best available control technologies and households with such fireplaces must comply with all applicable Spare the Air Day restrictions.	

2.8 - New Regulatory Guidelines Applicable to the Project

In June 2010, and subsequent to certification of the Reuse Plan Final EIR, new guidelines for air quality analysis were published by the Bay Area Air Quality Management District (BAAQMD). The intent of the guidelines is to provide additional direction on the analysis of fine particulates, toxic air contaminants, greenhouse gases, along with updated thresholds of significance. Because the Guidelines are advisory, there is no requirement to update the environmental documents. The guidelines were taken into account in preparation of the Area Plan Climate Action Plan.

2.9 - Approvals Required

In order for the project to proceed, City Council adoption of the proposed Area Plan and associated General Plan Amendments is required, following a recommendation from the Concord Planning Commission.

Adoption of the Area Plan will establish a Qualified Greenhouse Gas Reduction Strategy for the CRP Area. Area Plan Book Tree, Climate Action Plan, satisfies the requirements of CEQA Guidelines, which specify that a Qualified Greenhouse Gas Reduction Strategy do the following:

- Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area. [Because of the limited activity present on the site at the time of Reuse Plan adoption, existing greenhouse gas emissions are not quantified.]
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable.

- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specify measures or a group of measures, including performance standards that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels.
- Be adopted in a public process following environmental review.

2.10 - Intended Uses of this Document

Pursuant to CEQA Guidelines Section 15367, the City of Concord is the lead agency for the proposed project and has discretionary authority over project approvals. This document, in conjunction with the Reuse Project FEIR, will allow the City of Concord to assess potential differences in environmental impacts that may arise in connection adoption of the CRP Area Plan and amendments to the 2030 General Plan and amendment of the General Plan.

This document in conjunction with the Reuse Project FEIR constitutes a "program" environmental impact report for purposes of Public Resources Code Section 21090(a). Subsequent activities undertaken by the City and project proponents to implement the Area Plan will be reviewed in context of this document to determine the appropriate level of further environmental review required under CEQA. Consistent with CEQA Guidelines Section 15168(c), such review will determine whether:

- A project is exempt from further review;
- The activity is adequately covered by this document in conjunction with the prior Reuse Project FEIR, so that no further CEQA review is needed;
- A Negative Declaration, with or without mitigations, is required; or
- An EIR is required

Among the subsequent implementation activities likely to follow the Area Plan would be:

- Preparation of one or more specific plans covering all or part of the site
- Preparation of design guidelines or other guidelines for development of the site
- Capital improvement projects on the site, such as roads and utility lines
- Improvement of parks and other public facilities

- Approval of tentative subdivision maps and other land use permits and entitlements, consistent with the Area Plan
- Engineering specifications
- Updates to the City's Housing Element

2.11 - Responsible and Trustee Agencies

A number of other agencies in addition to the City of Concord will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Final IS/Addendum will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation.

SECTION 3: INITIAL STUDY OF THE CONCORD REUSE PROJECT AREA PLAN

3.1 - Environmental Conclusion

This Initial Study (IS) has been prepared to evaluate the proposed Redevelopment Plan in order to determine whether and to what extent the Final EIR certified in February 2010 is still sufficient to address potential impacts of implementing the proposed CRP-Area Plan. This IS uses the standard Environmental Checklist categories from Appendix G of the CEQA Guidelines, but provides answer columns for evaluation consistent with the considerations listed under CEQA Guidelines Section 15162 (a).

Based on this study, none of the factors identified in PRC Section 21166 or its implementing CEQA Guidelines Section 15162 is present. The previously certified Final EIR adequately addresses the environmental impacts associated with the Draft Concord Reuse Project Area Plan. A subsequent or supplemental EIR is not required. The CRP-Area Plan will be required to comply with all applicable mitigation measures of the Reuse Plan EIR.

3.2 - Environmental Checklist

This Environmental Checklist compares the CRP-Area Plan to the Concord Reuse Project Reuse Plan Final EIR.

The purpose of the Environmental Checklist is to evaluate the categories in terms of any **changed condition** that may result in a changed environmental result. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures, where applicable, in the Final EIR certified in February 2010. Overriding considerations were adopted with the certification of the Final EIR that concluded the benefits of the Reuse Plan outweighed its significant and unavoidable adverse environmental effects. These environmental categories might be answered with a "no" in the checklist, since the project under review in this document, the CRP-Area Plan, does not introduce changes that would result in a modification to the conclusion of the Final EIR Findings of Fact, and none of its circumstances have changed since the certification of the Final EIR such that the project would have a significant effect not discussed in the Final EIR, or that mitigation measures or alternatives that were not evaluated in the Final EIR or were rejected as infeasible are in fact feasible and would reduce one or more of the Reuse Plan's otherwise significant environmental effects.

3.2.1 - Explanation of Checklist Evaluation Categories

Where was Impact Analyzed in the Final EIR?

This column identifies the pages of the Concord Reuse Project Reuse Plan Final EIR where information and analysis may be found relative to the environmental issue listed for that topic.

Do Proposed Changes Involve New Significant Impacts?

Pursuant to PRC Section 21166 and Section 15162 (a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the CRP-Area Plan will result in new impacts that have not already been considered and mitigated by the Final EIR for the Reuse Plan certified in February 2010 or substantially increase the severity of a previously identified impact. Mitigation measures have already been specified in the Final EIR and adopted in the MMRP for the Reuse Plan. If a "yes" answer is given, additional mitigations will be specified in the discussion section including a statement of impact status after mitigation.

Are There Any New Circumstances Involving New Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (environmental setting) that have occurred subsequent to the certification of the Final EIR in February 2010, which would result in the CRP-Area Plan having significant impacts that were not considered or mitigated by the Final EIR or that substantially increase the severity of a previously identified impact.

Is Any New Information Available?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information is available requiring an update to the analysis of the Final EIR certified in February 2010 to verify that the environmental conclusions and mitigation measures remain valid. This also applies to any new circumstances, including new regulations that might change the nature of analysis or the specifications of a mitigation measure. If additional analysis is conducted as part of this IS and the environmental conclusion remains the same, no new or additional mitigation is necessary. If the analysis indicates that a mitigation requires supplemental specifications, no additional environmental documentation is needed if it is found that the modified mitigation measure achieves a reduction in impact to the same level as originally intended.

Do the Final EIR Mitigation Measures Address Significant Impacts?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the Final EIR certified in February 2010 provides mitigations to address effects in the related impact category. An indication of Not Applicable (N/A) means that no impact has been identified in the Reuse Plan and the CRP-Area Plan for the specific impact category. In such instances, if the Reuse Plan EIR found no impact, and no impact is anticipated as a result of implementation of the CRP-Area Plan, the potential impact is N/A.

3.2.2 - Explanation of Discussion and Mitigation Sections

Discussion

A brief explanation is provided under each environmental category of the Environmental Checklist in support of the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

Final EIR Mitigation Measures

Mitigation measures from the Final EIR certified in February 2010 and adopted in the MMRP that apply to the CRP-Area Plan have been referenced under each environmental category.

New or Special Mitigation Measures

If proposed changes represented by the CRP-Area Plan involve new impacts, special mitigation measures will be listed that will be included as project conditions to address those impacts.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Impacts?
I. AESTHETICS *Would the Project:*					
a) Have a substantial adverse effect on a scenic vista?	Final EIR, Chapter 5 (Visual Resources)	No	No	No	Yes
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Final EIR, Chapter 5 (Visual Resources)	No	No	No	N/A
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Final EIR, Chapter 5 (Visual Resources)	No	No	No	Yes
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Final EIR, Chapter 5 (Visual Resources)	No	No	No	Yes

Discussion: This impact addresses checklist items a), b), c), and d). Several potential impacts related to visual resources within the project site were previously identified in the FEIR. Potential visual impacts of urban development as seen from the Sun Terrace Neighborhood and the United States Coast Guard Housing complex would remain significant and unavoidable. At the time of Reuse Plan approval, a Statement of Overriding Considerations was adopted by the LRA regarding this impact. No circumstances pertaining to views of the site from these neighborhoods have changed since the adoption of the Statement of Overriding Considerations that would increase the severity of these visual impacts. Implementation of the FEIR mitigation measures would protect historic resources from incompatible development. No state scenic highways would be impacted. Further, the CRP-Area Plan would include tree preservation and protection requirements. Finally, the FEIR found that while the potential for increased lighting from active recreation facilities would be present, such impacts would be reduced to a less than significant level with the implementation of a mitigation measure requiring the use of best management practices for site development. Examples of best management practices would include targeted light placement and the use of directional lighting. No new or substantially more severe impacts would occur with implementation of the proposed project. No change in the visual character of the site has occurred since the LRA certified the FEIR.

Final EIR Mitigation Measures: The proposed CRP-Area Plan will comply with Mitigation Measures Visual Resources 1 through 4 as outlined in the MMRP for the Concord Reuse Project Reuse Plan.

New or Special Mitigation Measures: None required.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
II. AGRICULTURAL RESOURCES *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:*					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Final EIR, Chapter 3 (Land Use)	No	No	No	N/A
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Final EIR, Chapter 3 (Land Use)	No	No	No	N/A
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Final EIR, Chapter 3 (Land Use)	No	No	No	N/A
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Final EIR, Chapter 3 (Land Use)	No	No	No	N/A

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Final EIR, Chapter 3 (Land Use)	No	No	No	N/A

Discussion: a) Based upon a review of maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, the project study area does not contain any land designated as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." As such, no impact would occur. No new or substantially more severe impacts would occur with implementation of the proposed project than were identified in the FEIR.

b) The proposed project would not conflict with any existing zoning for agricultural use or a Williamson Act contract within the site. No impact would occur. No new or substantially more severe impacts would occur with implementation of the proposed project than were identified in the FEIR.

c) There is no timberland found within the project study area. This condition precludes the possibility of conflicts with forest land zoning as a result of implementation. Therefore, no impacts would result from the proposed project.

d) As discussed in Impact 2c), there is no timberland found on the proposed project site. This condition precludes the possibility of conflicts with forest land zoning as a result of project implementation. Therefore, no impacts would result from the proposed project.

e) As stated in the Reuse Project FEIR, the majority of the site is currently used for livestock grazing along a section of the site used for agricultural research. The conversion of the site from current uses is not expected to cause an impact on agriculture, as there remains substantial land available for grazing in Contra Costa County and other counties in the State (Concord Community Reuse Plan Final EIR, January 2010). Accordingly, no impacts would occur, and an N/A determination is warranted.

Final EIR Mitigation Measures: None required.

New or Special Mitigation Measures: None required.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
III. AIR QUALITY *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:*					
a) Conflict with or obstruct implementation of the applicable air quality plan?	Final EIR, Chapter 11 (Air Quality)	No	No	No	Yes
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Final EIR, Chapter 11 (Air Quality)	No	No	Yes	Yes
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors)?	Final EIR, Chapter 11 (Air Quality)	No	No	No	Yes
d) Expose sensitive receptors to substantial pollutant concentrations?	Final EIR, Chapter 11 (Air Quality)	No	No	No	Yes
e) Create objectionable odors affecting a substantial number of people?	Final EIR, Chapter 11 (Air Quality)	No	No	No	No

Discussion: : a) The proposed project could result in the total population for the City of Concord exceeding the maximum population forecast in the General Plan that would be consistent with the current clean air plan. The proposed project could also result in increased population and vehicle miles traveled (VMT) at rates that would be inconsistent with the most current clean air plan. Mitigation Measure Air Quality 2 in the Reuse Project FEIR requires the City of Concord to request updated population projections from the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD) and coordinate with these agencies to update the applicable clean air plans so that the projections of Concord's 2030 population are updated (increased) by ABAG to reflect the size and scope of the project prior to approving development. In addition, Mitigation Measure Air Quality 3 in the Reuse Project FEIR requires the City of Concord to ensure that the project includes feasible measures for reducing automobile dependence and potential vehicle emissions as part of the design. However, this impact is no different from that already analyzed in the FEIR, and would remain significant and unavoidable because the total VMT growth for the project is still projected to exceed population growth. In addition, mitigation seeking a change in ABAG projections for Concord requires actions by ABAG and BAAQMD that are not under control of the City of Concord.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?

b) The proposed project would not result in an increase in concentrations of carbon monoxide at congested intersections and along heavily traveled roadways that would violate the state ambient air quality standard for carbon monoxide. Results of carbon monoxide concentration analysis in the Reuse Project FEIR indicate that carbon monoxide concentrations near roadways and at all sensitive receptors would remain well below the carbon monoxide standards. Traffic impact analysis indicates that the proposed project would worsen a Reuse Project cumulative impact at two intersections, and generate a new impact at an intersection for the year 2030 cumulative plus project scenario. Therefore, a carbon monoxide hotspot screening analysis was conducted using CALINE4, modeling assumptions consistent with the Reuse Project FEIR, and turning movements from the project's traffic impact analysis. Specifically, modeling was performed at the Port Chicago Highway and Panoramic Drive intersection for the AM conditions, and the Willow Pass Road and Evora Road intersection for the AM and PM conditions. The results of the screening indicate that carbon monoxide concentrations at the three project-impacted intersections would remain well below the 1-hour and 8-hour state ambient air quality standards. The screening analysis is provided in Appendix A. Therefore, no new or substantially more severe impacts would result from implementation of the proposed project.

c) As discussed in Impact a) above, the project would result in a significant and unavoidable inconsistency with the most current air plan. In addition, the proposed project could result in the total operational emissions of ozone precursors and PM_{10} exceeding the BAAQMD quantitative threshold. Although Mitigation Measure Air Quality 1 in the Reuse Project FEIR requires the City of Concord to ensure that the proposed project include feasible measures for reducing automobile dependence and potential vehicle emissions as part of the basic project design, this impact would remain significant and unavoidable because the total operational emissions greatly exceed the BAAQMD's threshold of significance for ozone precursors and PM_{10}. Mitigation Measure Air Quality 1 includes a description of feasible measures such as including providing for a mix of uses, local and regional transit and peak-hour shuttle services, bicycle and pedestrian measures such as sidewalks and bike lanes, local serving retail, and 10 percent affordable housing. In addition, wood-burning fireplaces are either banned or required to employ best available control technologies. However, no additional reductions are applicable without reducing the size of the development. Therefore, no new or substantially more severe impacts would result from implementation of the proposed project.

d) The proposed project could result in an increased risk of cancer and other negative health effects caused by toxic air contaminants (TACs) and other negative health effects that are due to TACs in the vicinity of SR 4. In addition, the project could result in increased emissions of PM_{10}, diesel particulate matter, and other pollutants during construction. Mitigation Measures Air Quality 4 and 5 would reduce these impacts to less than significant. Mitigation Measure Air Quality 4 requires the City of Concord to establish, by means of zoning, that residential uses, day care centers, medical facilities, and other sensitive receptors be set back at least 500 feet from SR-4, consistent with California Air Resources Board (ARB) and California Air Pollution Control Officers Association (CAPCOA) guidance. Mitigation Measure 5 requires the City of Concord to require that all feasible construction activity control measures be applied at the site prior to approving development. Included in the construction activity control measures are measures that must be implemented at construction sites greater than 4 acres and measures that must be implemented at all construction sites, as well as specific requirements for construction sites located near sensitive receptors or that otherwise warrant additional emissions reductions. No new or additional impacts would result from the proposed project.

e) Although the proposed project could result in objectionable odors affecting a substantial number of people, the impact was determined to be less than significant in the Reuse Project FEIR, because BAAQMD records show that there have been no odor complaints relating to the potential odor source, Tesoro Golden Eagle Refinery, in the 3 years prior to FEIR. The BAAQMD was consulted to determine if odor complaints have been filed for the Tesoro Golden Eagle Refinery in the time between the FEIR and this document. No formal odor complaints have been filed. Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and no new or substantially more severe impacts would result from implementation of the proposed project.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
Final EIR Mitigation Measures: The proposed CRP-Area Plan will comply with Mitigation Measures Air Quality 1 through 5 as outlined in the MMRP for the Concord Reuse Project. **New or Special Mitigation Measures:** None required.					

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
IV. BIOLOGICAL RESOURCES *Would the Project:*					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Final EIR, Chapter 8 (Biological Resources)	No	No	Yes	Yes
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Final EIR, Chapter 8 (Biological Resources)	No	No	Yes	Yes
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Final EIR, Chapter 8 (Biological Resources)	No	No	Yes	Yes
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Final EIR, Chapter 8 (Biological Resources)	No	No	No	Yes
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Final EIR, Chapter 8 (Biological Resources)	No	No	No	Yes

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Final EIR, Chapter 8 (Biological Resources)	No	No	No	Yes

Discussion: a) As addressed in the FEIR, development proposed under the CRP-Area Plan would be subject to compliance with mitigation measures 1 through 19 regarding biological resources. These mitigation measures include protective measures for wetlands, creeks, riparian habitat, and oak trees. Further, policies consistent with these biological resource mitigation measures are identified within Book 2 of the CRP-Area Plan. Implementation of the proposed Book 2 Area Plan policies and mitigation measures would reduce any potential impacts to less than significant levels. In addition, a survey to determine the potential for California Tiger Salamander (CTS) to occur on the project site was conducted in August 2011. The survey report stated that CTS larvae were not detected on the site, and that the water features on the site provide low-quality CTS breeding habitat (California Tiger Salamander Larval Survey Report, August 2011). Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant.

This impact address checklist items b) and c). As stated above, potential impacts to riparian habitat or other sensitive natural resources as well as federally protected wetlands were fully analyzed within the Reuse FEIR and were found to be less than significant with implementation of the related mitigation measures. Additionally, the CRP-Area Plan includes resource management and restoration provisions regarding wetland and riparian habitat protection that would further reduce any potentially significant impacts. In addition, subsequent to certification of the final EIR for the Reuse Plan, the U.S. Army Corps of Engineers verified (i.e., certified as accurate) the May 2009 wetlands delineation (November 2011). (The certified wetlands delineation map is on file at Concord City Hall.)

The Reuse Plan EIR identified a pair of golden eagles that had been nesting in a grove of eucalyptus trees on the eastern edge of the project site. Mitigation Measures Biological Resources 9 and Biological Resources 32 reduced potentially significant impacts to this protected species to a level of less than significant. While there has been no change in the location of the observed eagles, and the project description has not changed in a way that would increase the impact, there is a potential change in U.S. Fish and Wildlife Service permitting for impacts to golden eagles that could affect the project. This issue—and a discussion of potential approaches to the permitting—are described in a memorandum from H.T. Harvey & Associates to the City (October 28, 2011).

Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant.

d) Development proposed in the Area Plan would not be anticipated to interfere with any resident or migratory fish or wildlife movement. Habitat value and function of the site is currently impaired by grazing, internal and perimeter fencing, pesticide application, and previous industrial uses (concrete bunkers, rail and roadway network, ground disturbance, and other factors) that limit the overall habitat use by wildlife. (Concord Community Reuse Plan Final EIR, January 2010). This impact would be less than significant. No new or substantially more severe impacts would result from implementation of the proposed project.

e) The Reuse Project FEIR includes mitigation measures requiring project proponents to comply with the City of Concord's Heritage Tree Ordinance as well as preparing an Oak Protection Plan to include a Tree Replacement and Planting Plan. Further, Policy C-6.1 in Area Plan Book 2 requires that future developments in the Plan Area be sited in a way that avoids the loss of oak woodlands and large specimen oak trees. This impact would be less than significant. No new or substantially more severe impact would occur with implementation of the proposed project.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
f) The proposed project would not conflict with the provisions of an adopted habitat conservation plan or other approved conservation plan, because the site is outside of the area covered by the Eastern Contra Costa County Habitat Conservation Plan. No impact would occur. No new or substantially more severe impact would occur with implementation of the proposed project. Since certification of the FEIR by the LRA in February 2010, no significant information concerning biological resources within the project area has become available. Further, no additional species that are potentially present at the site have been listed as threatened or endangered. **Final EIR Mitigation Measures:** The proposed CRP-Area Plan will comply with Mitigation Measures Biological Resources 1 through 19 as outlined in the MMRP for the Concord Reuse Project Reuse Plan. **New or Special Mitigation Measures:** None required.					

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
V. CULTURAL RESOURCES *Would the Project:*					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Final EIR, Chapter 9 (Cultural Resources)	No	No	No	Yes
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Final EIR, Chapter 9 (Cultural Resources)	No	No	No	Yes
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Final EIR, Chapter 9 (Cultural Resources)	No	No	No	Yes
d) Disturb any human remains, including those interred outside of formal cemeteries?	Final EIR, Chapter 9 (Cultural Resources)	No	No	No	Yes

Discussion: a) As discussed in the Reuse Project FEIR, impacts to historical resources would be less than significant with the implementation of Mitigation Measure Cultural Resources 1, which would require the implementation of protection measures prior to earth-disturbing activities that would impact any of the six sites in the areas where development is proposed. Additionally, Policy C-9.1 and Policy C-9.2 in Book 2 of the CRP-Area Plan would provide further protection of historic resources located at the subject site. Impacts would be similar to those identified in the Reuse Project EIR and would be less than significant.

b) As analyzed in the Reuse Project FEIR, the primary impact that could occur would be disturbance of cultural resources during development of property, subsequent to adoption of the CRP-Area Plan. Mitigation Measure Cultural Resources 2 would require the implementation of cultural resources protection measures to control public access to the five resources located within Open Space and Parks and Recreation areas. Additionally, Policy C-9.1 and Policy C-9.2 in Book 2 of the CRP-Area Plan would provide further protection of cultural resources located at the subject site. Impacts of the proposed project would be similar to those identified in the Reuse Project EIR and would be less than significant.

c) Although more than 2,400 fossil localities occur in Contra Costa County, none are located within the Inland Area of the Concord Naval Weapons Station and none are referenced in the Naval Weapons Station Seal Beach Detachment Concord Integrated Cultural Resources Management Plan (Concord Community Reuse Plan Final EIR, January 2010). Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant.

d) As determined in the Reuse Project FEIR, compliance with Mitigation Measure Cultural Resources 3 as well as Policy C-9.3 in the CRP-Area Plan would reduce any potential impacts related to the disturbance of human remains to less than significant levels. Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant.

Since certification of the FEIR by the LRA in February 2010, no significant information concerning cultural resources within the project area has become available.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
Pursuant to Senate Bill 18 (Government Code Section 65352.3), appropriate Native American tribes would be notified prior to approval of the proposed General Plan consistency amendments. Specifically, no significant new cultural resources have been identified. **Final EIR Mitigation Measures:** The proposed CRP-Area Plan will comply with Mitigation Measures Cultural Resources 1 through 3 as outlined in the MMRP for the Concord Reuse Project Reuse Plan. **New or Special Mitigation Measures:** None required.					

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
VI. EARTH RESOURCES *Would the Project:*					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A
ii) Strong seismic ground shaking?	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A
iii) Seismic-related ground failure, including liquefaction?	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A
iv) Landslides?	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A
b) Result in substantial soil erosion or the loss of topsoil?	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A
d) Be located on expansive soil, as defined in Table 181-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A

Discussion: a) According to the Reuse Project FEIR, no portion of the site is located within an Alquist-Priolo Earthquake Fault Zone. However, the Greenville Fault, Clayton section, traverses the site near the southwest base of the Los Medanos Hills. There is no record of historic earthquakes on this fault, and the geomorphic expression of this fault section is suggestive of a fault with a low Quaternary slip rate. As determined in the Reuse Project FEIR, implementation of General Plan policies S-3.1.1, S-3.1.2, S-3.1.3, S-3.1.4, S-3.1.5, S-3.2.2, S-3.2.3, S-3.2.4, and S-3.2.5 would reduce potential impacts to less than significant levels. Further, the CRP-Area Plan contains hillside protection development policies such as Policy C-2.1 and Policy C-2.2, which would assist in preventing landslides and erosion. Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required.

This impact addresses checklist items b) and c). As stated above, under a), implementation of General Plan policies as well as the proposed topography- and landform-related policies within the CRP-Area Plan would result in less than significant impacts. Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant**.** A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required.

d) As determined in the Reuse Project FEIR, soil units mapped on the site that have been rated for shrink/swell potential are generally described as having a moderate to high shrink/swell potential (Concord Community Reuse Plan Final EIR, January 2010). However, implementation of General Plan policies S-3.1.1, S-3.1.2, and S-3.2.3 as well as compliance with the Uniform Building Code would reduce potential impacts to less than significant levels. Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant**.** A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required.

e) There would be no use of septic tanks, as all development would be connected to sewers. However, use of septic tanks and leach fields would be considered in open park areas where a close sewer line does not exist. No impact would occur. No new or substantially more severe impacts would occur with implementation of the proposed project.

As documented above, no circumstances have changed since certification of the FEIR that would increase the severity of impacts to earth resources.

Final EIR Mitigation Measures: None required.

New or Special Mitigation Measures: None required.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
VII. GREENHOUSE GAS EMISSIONS *Would the project:*					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Final EIR, Chapter 17 (Other CEQA Considerations)	No	No	Yes	Yes
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	Final EIR, Chapter 17 (Other CEQA Considerations)	No	No	No	Yes

Discussion: This impact analysis addresses checklist items a) and b). The Reuse Project FEIR utilized a no-net-increase (net zero) threshold. The proposed project could result in an increase in greenhouse gas emissions. Although Mitigation Measure 1 requires the development and implementation of a Climate Action Plan for the project prior to amendment of the General Plan, this cumulative impact would remain significant and unavoidable. The required Climate Action Plan is Book 3 of the CRP-Area Plan. Book 3 currently fulfills the first three of the required five-step process identified in the Reuse Project FEIR of:

1. Conduct a greenhouse gas emissions analysis/inventory.
2. Set a target for emissions reduction.
3. Draft a local action plan for meeting the target/establish a greenhouse gas reduction plan.
4. Implement the action plan.
5. Monitor and report progress.

The BAAQMD adopted a threshold of significance for greenhouse gas emissions after the Reuse Project FEIR was certified. The BAAQMD threshold of significance for plan-level analysis is a efficiency metric of 6.6 annual metric tons of carbon dioxide equivalent emissions ($MTCO_2e$)per service population (employees plus residents) or to comply with a qualified greenhouse gas reduction strategy. The zero threshold used by the Reuse Project FEIR was more conservative (more stringent) than the BAAQMD's newly adopted threshold of significance for greenhouse gas emissions. Therefore, no new or substantially more severe impacts would result from implementation of the proposed project.

Final EIR Mitigation Measures: The proposed CRP-Area Plan will comply with Cumulative Mitigation Measure Air Quality as outlined in the MMRP for the Concord Reuse Project.

New or Special Mitigation Measures: None required.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
VIII. HAZARDS AND HAZARDOUS MATERIALS *Would the Project:*					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Final EIR, Chapter 10 (Hazardous Materials)	No	No	No	Yes
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Final EIR, Chapter 10 (Hazardous Materials)	No	No	No	Yes
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Final EIR, Chapter 10 (Hazardous Materials)	No	No	No	Yes
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Final EIR, Chapter 10 (Hazardous Materials)	No	No	No	Yes
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Final EIR, Chapter 3 (Land Use)	No	No	No	Yes
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Final EIR, Chapter 10 (Hazardous Materials)	No	No	No	N/A

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Final EIR, Chapter 10 (Hazardous Materials)	No	No	No	N/A
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Final EIR, Chapter 14 (Public Services)	No	No	No	N/A

Discussion: a) Development under the CRP-Area Plan could increase hazardous materials use at the site through policies and principles that support the development of designated commercial flex space areas. However, as determined in the Reuse Project FEIR, implementation of Mitigation Measures Hazardous Materials 1 through 7 would reduce potential impacts to less than significant levels. Further, the CRP-Area Plan includes hazardous materials policies intended to reduce exposure to hazardous materials in the Concord Reuse Project area through agency coordination, land use planning, and remediation. Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant.

b) As noted above under a), development under the CRP-Area Plan could increase hazardous materials use and the associated risk of accident conditions involving the release of hazardous materials within the Concord Reuse Project area. However, as determined in the Reuse Project FEIR, implementation of Mitigation Measures Hazardous Materials 1 through 7 would reduce potential impacts to less than significant levels. Further, the CRP-Area Plan includes hazardous materials policies intended to reduce exposure to hazardous materials in the Concord Reuse Project area through agency coordination, land use planning, and remediation. Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant.

c) The following schools are within 0.25 mile of the site: Sun Terrace Elementary School, Holbrook Elementary School, Wren Avenue Elementary School, Monte Gardens Elementary School, Concord High School, Tabernacle Baptist Elementary School, and Ayers Elementary School. However, Mitigation Measure Hazardous Materials 3 from the Reuse Project FEIR would require new property owners to prepare a Site Management Plan to cover all site development activities, including requirements for dust control plans and perimeter air monitoring plans, to be approved and monitored by applicable environmental regulatory agencies such as the Department of Toxic Substance Control (DTSC) and Environmental Protection Agency (EPA). Implementation of this mitigation measure would reduce potential impacts to less than significant levels. Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant.

d) This would be evaluated on a project-specific basis at the time of specific development application submittal and would be subject to subsequent CEQA review. Impacts of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant.

e) The northwest portion of the Concord Reuse Project area is located within the influence area of Buchanan Field Airport. However, this area of the site is located outside of the safety zones for the airfield. As required by Mitigation Measure Land Use 2 in the Reuse Project FEIR, the Contra Costa County Airport Land Use Commission would review the compatibility of future site-specific development proposals with the airport's approved and planned use. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant with the implementation of the mitigation measure described above.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
f) The project is not within the vicinity of a private airstrip. No impacts would occur as concluded in the Reuse Project FEIR. g) Proposed development under the CRP-Area Plan would be subject to review by the City of Concord Police Department as well as the Contra Costa County Fire Protection District for compliance with adopted emergency response plans. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant. h) The project study area is within a low and moderate fire hazard area (California Department of Forestry and Fire Protection, 2000). Additionally, Policy SHN-3.1 within the CRP-Area Plan requires fire breaks, fire-resistant landscaping, adequate vegetation clearances around structures, and other vegetation management measures along the urban-open space interface to minimize the risk of wildfire on the Concord Reuse project site. Impacts would be similar to those identified for the Reuse Project FEIR and would be less than significant. No new information has become available since the certification of the FEIR concerning potential hazards within the project area. **Final EIR Mitigation Measures:** The proposed CRP-Area Plan will comply with Mitigation Measures Hazardous Materials 1 through 7 and Mitigation Measure Land Use 2 as outlined in the MMRP for the Concord Reuse Project Reuse Plan. **New or Special Mitigation Measures:** None required.					

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
IX. HYDROLOGY AND WATER QUALITY *Would the Project:*					
a) Violate any water quality standards or waste discharge requirements?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	Yes	N/A
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	Yes	N/A
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	Yes	N/A
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	Yes	N/A
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	Yes	N/A

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
f) Otherwise substantially degrade water quality?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	Yes	N/A
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	Yes	N/A
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	Yes	N/A
i) Expose people or structure to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	No	N/A
j) Inundation by seiche, tsunami, or mudflow?	Final EIR, Chapter 7 (Hydrology and Water Quality)	No	No	No	N/A

Discussion: a) As analyzed in the Reuse Project FEIR, any proposed development at the site would be required to comply with the Contra Costa Clean Water Program's Joint Municipal National Pollutant Discharge Elimination System (NPDES) permit, which requires treatment and source control measures to address non-point source pollution from stormwater runoff both during and after project construction. Compliance with permit requirements would reduce this impact to a level that is less than significant. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required.

A conceptual plan for restoration and flood management was prepared (May 2011). Elements of the conceptual plan include (1) a restoration plan for Mr. Diablo Creek to accommodate flood flows and improve habitat value and (2) a plan to provide onsite flood detention in ponds and wetlands to offset potential increases in flood flows. Goals that guided development of the plan include:

(1) Managing flood hazards to comply with appropriate federal, state, and local regulations.
(2) Designing channel enhancements to work in concert with natural stream channel processes, supporting habitat, and reducing long-term maintenance requirements.
(3) Minimizing adverse impact to existing aquatic, wetland, and riparian habitat resources and, where feasible, restoring and enhancing these resources.
(4) Accommodating future channel and habitat improvements that may occur on the project site as well as up- and downstream.
(5) Integrating the Mt. Diablo Creek corridor with the overall Reuse Plan as a visual and recreational amenity.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?

b) As discussed in the Reuse Project FEIR, addition of impervious surfaces has the potential to reduce groundwater recharge from surface infiltration. However, because groundwater at the site is 30 to 50 feet below the ground surface and is under confined to semi-confined conditions, local reductions in surface permeability are not likely to affect groundwater recharge (Concord Community Reuse Plan Final EIR, January 2010). Groundwater pumping, other than existing pumping from two wells at the golf course, is not proposed. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required. Please refer to item a, above, regarding the conceptual plan for restoration and flood management.

c) As analyzed in the Reuse Project FEIR, implementation of General Plan policies would reduce potential drainage-related impacts to a less than significant level. Further, the CRP-Area Plan includes stormwater management policies to address drainage issues. Impacts would be similar to or less than those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required. Please refer to item a, above, regarding the conceptual plan for restoration and flood management.

d) While new development under the CRP-Area Plan could result in changes to existing drainage patterns through grading, implementation of applicable General Plan policies would reduce potential impacts to a less than significant level, as determined in the Reuse Project FEIR. Further, the CRP-Area Plan includes stormwater management provisions to address drainage issues. Impacts would be similar to or less than those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required. Please refer to item a, above, regarding the conceptual plan for restoration and flood management.

e) Although new development under the CRP-Area Plan could result in an increase in impervious surfaces within the project study area, as discussed in b) above, contributing to increased runoff water, implementation of General Plan policies LU-8.2.3.1, S-4.1.1, S-4.1.3, PF-1.3.1, and PF-1.3.5 would reduce potential impacts to a less than significant level, as determined in the Reuse Project FEIR. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required. Please refer to item a, above, regarding the conceptual plan for restoration and flood management.

f) The Reuse Project FEIR found that while future development authorized under the Reuse Plan could adversely affect water quality, the implementation of General Plan policies identified under Table 7-3 in the Reuse Project FEIR would reduce these potential impacts to a less than significant level. Additionally, the CRP-Area Plan includes four policies (C-4.1, C-4.2, C-4.3, and C-4.4) intended to preserve and protect water quality in the Reuse Project area by reducing runoff, requiring construction best management practices (BMPs), implementing Stormwater Pollution Prevention Plans, and interagency coordination for water quality. Impacts would be similar to or less than those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required. Please refer to item a, above, regarding the conceptual plan for restoration and flood management.

g) In addition to policies identified in the General Plan to address hazards posed by proposed development within a 100-year floodplain, the Concord 2030 Urban Area General Plan EIR identifies Mitigation Measure 13.1(a) to address flood hazards. Impacts from implementation of the proposed project would be similar to those identified for the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required. Please refer to item a, above, regarding the conceptual plan for restoration and flood management.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
h) As noted above in g), in addition to policies identified in the General Plan to address hazards posed by proposed development within a 100-year floodplain, the Concord 2030 Urban Area General Plan EIR identifies Mitigation Measure 13.1(a) to address flood hazards. Impacts from implementation of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required. Please refer to item a, above, regarding the conceptual plan for restoration and flood management. i) As concluded in the Concord 2030 Urban Area General Plan EIR, impacts would be less than significant with the implementation of General Plan policies and Mitigation Measure 13.1(a). Further, the CRP-Area Plan contains flood protection policies intended to protect the Concord Reuse Project area from risks to life and property posed by flooding and stormwater runoff. Impacts from implementation of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required. j) As concluded in the Reuse Project FEIR, this impact would be less than significant impact because the project site is over 3 miles from the shoreline and 100 to 1,000 feet above sea level. As such, it has minimal potential for inundation from a seiche or tsunami within Suisun Bay. Impacts from implementation of the proposed project would be similar to those identified in the Reuse Project FEIR and would be less than significant. A determination of N/A is indicated because the Reuse Plan Final EIR noted that existing Concord General Plan policies adequately address the potential impact and no further mitigation was required. In conclusion, no significant new information has become available concerning hydrology in the project area. **Final EIR Mitigation Measures:** None required. **New or Special Mitigation Measures:** None required.					

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
X. LAND USE AND PLANNING *Would the Project:*					
a) Physically divide an established community?	Final EIR, Chapter 3 (Land Use)	No	No	No	N/A
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Final EIR, Chapter 3 (Land Use)	No	No	No	Yes
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	Final EIR, Chapter 8 (Biological Resources)	No	No	No	N/A

Discussion: a) The proposed project would not physically divide an established community. Rather, the project would result in opening the site to civilian uses and to the public. These new land uses would help achieve the goals of the General Plan. Further, policies contained within the CRP-Area Plan would also promote improved connectivity. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant.

b) The proposed project could introduce short-or long-term land use compatibility conflicts by placing higher-intensity uses and non-residential uses close to the existing lower-density residential uses in the Sun Terrace and Holbrook neighborhoods and United States Coast Guard Housing complex along East Olivera Road. Although Mitigation Measure Land Use 1 in the Reuse Project FEIR requires the City of Concord to prepare design standards that incorporate measures to transition and integrate new development with adjacent uses to be incorporated into development plans by project proponents, this impact would remain significant and unavoidable because of the land use compatibility issues identified above. General design standards are included in the Area Plan.

Mitigation Measure Land Use 2 in the Reuse Project FEIR would reduce potential impacts to Buchanan Field Airport to a less than significant level by requiring all development applications within the airport influence area to be reviewed by the Contra Costa County Airport Land Use Commission.

As mentioned in the Project Description, the proposed project would also amend the Concord 2030 Urban Area General Plan to be applicable to the Concord Reuse Project area. However, these changes would result in less than significant impacts. No new or substantially more severe impacts would occur with implementation of the proposed project than were analyzed in the Reuse Project FEIR.

c) As previously discussed in the Biological Resources section, the proposed project would not conflict with the provisions of an adopted habitat conservation plan or other approved conservation plan, because the site is outside of the area covered by the Eastern Contra Costa County Habitat Conservation Plan. No impact would occur. No

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
new or substantially more severe impact would occur with implementation of the proposed project. **Final EIR Mitigation Measures:** The proposed CRP-Area Plan will comply with Mitigation Measure Land Use 1 as outlined in the MMRP for the Concord Reuse Project Reuse Plan. **New or Special Mitigation Measures:** None required.					

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
XI. MINERAL RESOURCES *Would the Project:*					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Final EIR, Chapter 6 (Earth Resources)	No	No	No	N/A

Discussion: This impact addresses checklist items a) and b). Existing mineral resources within the Concord area include alluvial sand and gravel deposits. However, the site has not been evaluated for potential mineral resources. Because the site has not been evaluated for mineral resources, and mining for sands and gravels in an urban setting would have environmental impacts such as dust and noise issues, it is concluded that the site has low potential for aggregate recovery (Concord Community Reuse Plan Final FEIR, January 2010). Implementation of the proposed project is not anticipated to change this previous finding. No new significant information concerning mineral resources within the project area has become available since certification of the FEIR.

Final EIR Mitigation Measures: None required.

New or Special Mitigation Measures: None required.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
XII. NOISE *Would the Project:*					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Final EIR, Chapter 12 (Noise and Vibration)	No	No	No	Yes
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Final EIR, Chapter 12 (Noise and Vibration)	No	No	No	Yes
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Final EIR, Chapter 12 (Noise and Vibration)	No	No	Yes	Yes
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Final EIR, Chapter 12 (Noise and Vibration)	No	No	No	Yes
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Final EIR, Chapter 12 (Noise and Vibration)	No	No	No	N/A
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Final EIR, Chapter 12 (Noise and Vibration)	No	No	No	N/A

Discussion: a) The Reuse Project FEIR concluded that implementation of the Preferred Alternative would expose Concord High School and other local noise-sensitive receptors to an increase in traffic noise along West Street and Denkinger Road that would cause a significant impact. Mitigation Measure Noise and Vibration 1 required that new extensions of West Street and Denkinger Road be constructed using low-noise road surfaces, and that berms or other barriers be incorporated to screen noise. The

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?

impact from traffic noise at these locations would still be significant and unavoidable. The FEIR also concluded that traffic and rail noise associated with the Preferred Alternative would result in significant increases in exterior noise levels from traffic and BART trains and would result in new land uses that would expose sensitive receptors to new sources of noise. Traffic noise associated with the preferred alternative would also result in significant interior noise levels for buildings along the BART and SR-4 corridors and along Willow Pass Road. It was also concluded in the FEIR that onsite stationary noise sources associated with the Preferred Alternative could expose sensitive receptors to unacceptable exterior noise levels. Mitigation Measures Noise and Vibration 1 through 4 were incorporated in the FEIR to address these impacts.

Operational noise sources discussed in the FEIR include the Tournament Sports Facility component of the Preferred Alternative. However, implementation of Mitigation Measure Noise and Vibration 6 reduces this impact to less than significant levels. No other operational noise sources are proposed.

In order to ascertain whether the CRP-Area Plan would contribute to significant noise impacts, beyond those already analyzed in the FEIR, Peak AM and PM traffic volumes for the 2030 Reuse Plan scenario and the 2030 CRP-Area Plan scenario were obtained from the project-specific traffic study (Dowling Associates, 2011). For road segments within the project vicinity, the volumes were converted into average daily traffic (ADTs). The ADTs were estimated by adding the AM peak volumes to the PM peak volume numbers and multiplying that result by 5. The scenarios described above were modeled to determine project-specific increases in noise levels at a uniform distance of 50 feet from roadway centerline. The uniform distance allows for direct comparisons of potential increases or decreases in noise levels based upon various traffic scenarios; however, at this distance, no specific noise standard necessarily applies. Therefore, the change in a noise level between scenarios is the focus of this portion of the analysis, rather than the resulting independent noise level for any one segment.

The comparison of potential traffic noise shows that there is very little difference in traffic noise (less than 1 dBA) generated by these two scenarios; the biggest difference is on Avila Road, east of Willow Pass Road. On this particular road segment, the 2030 Reuse Plan shows an estimated traffic noise level of 69.5 dBA; the 2030 CRP-Area Plan traffic is estimated to generate approximately 68.6 dBA, which is a difference of 0.9 dBA. There was no change in traffic noise level on Denkinger Road or West Street. The table showing the analysis is available in Appendix B of this document.

This analysis shows that even though traffic volumes may be slightly different from those originally analyzed in the FEIR, the associated changes in traffic noise are below the normal threshold of human hearing and do not require mitigation beyond that previously proposed in the FEIR. There are no additional sources of stationary noise proposed. Therefore, no new or substantially more severe impacts would result from implementation of the proposed project.

b) The FEIR analyzed noise and vibration impacts from construction sources and concluded that the construction associated with the Preferred Alternative would result in short-term construction noise and vibration. Incorporation of Mitigation Measure Noise and Vibration 5 would reduce these impacts to less than significant. Noise from BART trains heard by residents, workers, and visitors that would be present at the site is considered less than significant in the FEIR. The project does not propose any further construction outside of what was already proposed and analyzed in the FEIR. Therefore, no new or substantially more severe impacts would result from implementation of the proposed project.

c) Refer to XII a) above. No new or substantially more severe impacts would result from implementation of the proposed project.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
d) Refer to XII b) above. No new or substantially more severe impacts would result from implementation of the proposed project. This impact addresses checklist items e) and f). According to the FEIR, the proposed site falls outside the 55-dBL_{dn} contour of Buchanan Field Airport. The project has not changed location. Therefore, the site would still not be exposed to excessive noise from Buchanan Field Airport and no new or substantially more severe impacts would result from implementation of the proposed project. **Final EIR Mitigation Measures:** The project will be subject to Mitigation Measures Noise and Vibration 1 through 6 as set forth in the FEIR. **New or Special Mitigation Measures:** None required.					

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
XIII. POPULATION, HOUSING AND EMPLOYMENT *Would the Project:*					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Final EIR, Chapter 13 (Population, Housing, and Employment)	No	No	No	N/A
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Final EIR, Chapter 13 (Population, Housing, and Employment)	No	No	No	N/A
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Final EIR, Chapter 13 (Population, Housing, and Employment)	No	No	No	N/A

Discussion: a) The proposed project would accommodate projected population increases and help meet housing demands in Concord by providing 12,272 housing units with a potential increase in population of 28,800 residents. Development on the site would assist in meeting the existing and future housing needs of both Concord and Contra Costa County; thus, the proposed project is not growth-inducing (Concord Community Reuse Plan Final FEIR, January 2010). The site is also located within existing urban service limits and is well connected to city and regional infrastructure. Accordingly, the proposed project features planned, transit-oriented, mixed-use development that is intended to support reduction in greenhouse gas emissions in accordance with AB 32. In addition, the land use, transportation, and housing components of the plan have been designed in accordance with guidance contained in SB 375. Impacts would be similar to or less than those identified in the Reuse Project FEIR and would be less than significant.

This impact addresses checklist items b) and c). The proposed project would not displace existing housing units because there are no housing units at the site. Additionally, implementation of the proposed project would not displace any people, requiring the construction of replacement housing elsewhere. Impacts would be similar to or less than those identified in the Reuse Project FEIR and would be less than significant.

Final EIR Mitigation Measures: None required.

New or Special Mitigation Measures: None required.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
XIV. PUBLIC SERVICES					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	Final EIR, Chapter 14 (Public Services)	No	No	No	N/A
Police protection?	Final EIR, Chapter 14 (Public Services)	No	No	No	N/A
Schools?	Final EIR, Chapter 14 (Public Services)	No	No	No	N/A
Parks?	Final EIR, Chapter 14 (Public Services)	No	No	No	N/A
Other public facilities?	Final EIR, Chapter 14 (Public Services)	No	No	No	N/A

Discussion: a) Fire protection demand impacts were evaluated in the Reuse Project FEIR and were found to be less than significant with implementation of applicable General Plan policies, as well as development of two new fire stations at the subject site, as outlined under Policy CFP-3.2 of the CRP-Area Plan. Further, Policy SHN-3.1 within the CRP-Area Plan requires fire breaks, fire-resistant landscaping, adequate vegetation clearances around structures, and other vegetation management measures along the urban-open space interface to minimize the risk of wildfire on the Concord Reuse project site. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant.

b) No new police stations are anticipated on the site. However, according to the City standard of providing 200 square feet of police station per 1,000 residents, the existing police headquarters building would be sufficient to provide for 335,000 residents, which far exceeds the anticipated population of Concord, including the proposed project. Additionally, a small office field space may be leased from private parties as outlined in Policy CFP-3.1 of the CRP-Area Plan. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?

c) While new development under the CRP-Area Plan would increase the demand for new school facilities, the Reuse Project FEIR analyzed this issue and found impacts to be less than significant with compliance with the City of Concord's policies that require future planning for the site to reserve sufficient land for schools. Approximately 98.9 acres is allocated for K-12 schools under the proposed project. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant.

d) The CRP-Area Plan would include approximately 3,501 acres of parkland exclusive of the neighborhood park laws that is not specified. This would result in an allocation of land for parks and active recreation that far exceeds the City standard of 6 acres per 1,000 residents. As stated in the Reuse Project EIR, by providing a supply that exceeds the City standard, new parks and recreation facilities could also support users in the rest of Concord and in the surrounding area, and alleviate burdens on existing parks (Concord Community Reuse Plan Final EIR, January 2010). The proposed open space could potentially augment the regional park system. Further, the proposed project has the capacity to accommodate a range of recreational and open space uses similar to existing park uses throughout Concord. The proposed parks and recreation facilities would include neighborhood and community parks, new biking and hiking trails, picnic and group use areas, a renovated golf course, a large citywide park, and tournament-level sports fields. Finally, the CRP-Area Plan includes parks and recreation policies intended to provide and maintain a Concord Reuse Project area park system that meets future community needs, both onsite and throughout Concord. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant. No new or substantially more severe impacts would occur with implementation of the proposed project.

e) Within the proposed Area Plan, land has been allocated to community facilities proportionate to the anticipated population growth associated with implementation of the proposed project. Additionally, at least one new community center would be included at the site. As such, the proposed project meets the City of Concord's policy to ensure that future planning for the site reserves adequate land for community services such as libraries, homeless facilities, religious facilities, museums, health and group care, and community centers (Concord Community Reuse Plan Final EIR, January 2010). Impacts relating to other services would be less than significant. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant.

Since certification of the Final EIR by the LRA in February 2010, no significant new information has become available concerning public services needed to serve the project area.

Final EIR Mitigation Measures: None required.

New or Special Mitigation Measures: None required.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
XV. RECREATION *Would the Project:*					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Final EIR, Chapter 15 (Recreation)	No	No	No	N/A
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Final EIR, Chapter 15 (Recreation)	No	No	No	N/A

Discussion: This impact addresses checklist items a) and b). Please refer to the discussion under Section XIV above. Impacts to recreation would be similar to those identified in the Reuse Project EIR. No new or substantially more severe impacts would occur with implementation of the proposed project. Moreover, since certification of the Final EIR by the LRA in February 2010, no significant new information has become available concerning recreation resources needed to serve the project area.

Final EIR Mitigation Measures: None required.

New or Special Mitigation Measures: None required.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
XVI. TRANSPORTATION/TRAFFIC *Would the Project:*					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	Final EIR, Chapter 4 (Transportation)	No	No	Yes	Yes
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Final EIR, Chapter 4 (Transportation)	No	No	Yes	Yes
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Final EIR, Chapter 4 (Transportation)	No	No	No	N/A
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Final EIR, Chapter 4 (Transportation)	No	No	No	N/A
e) Result in inadequate emergency access?	Final EIR, Chapter 4 (Transportation)	No	No	No	N/A
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Final EIR, Chapter 4 (Transportation)	No	No	No	N/A
Discussion: This impact addresses checklist items a) and b). This analysis is based upon a transportation analysis prepared by Dowling Associates, which assessed the proposed changes in land uses associated with the Concord Area Plan to determine if there would be a substantial change in the impacts when compared with those described in the Reuse Project FEIR. The transportation analysis was prepared in November 2011 and is included as Appendix C.					

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?

This analysis describes the change in the potential effects on the transportation and circulation system resulting from the implementation of the proposed CRP-Area Plan, which includes modifications to land use patterns. The analysis compares traffic volume forecasts to identify the locations affected by the land use change, and then determines if impacts of the Area Plan would represent a substantial change to those already identified for the Preferred Alternative of the Reuse Project FEIR. It also assesses the adequacy of previously proposed mitigation measures and includes new or modified measures where applicable.

The transportation impact analysis focused on potential level of service (LOS) impacts on freeway mainline and ramps, roadway segments, and intersections that would occur from the changes in travel demand associated with the proposed land use modifications of the CRP-Area Plan. The LOS results for Existing Conditions, No Project Alternative, and the Preferred Alternative (i.e., the Reuse Plan) are drawn from the Reuse Project FEIR. The analysis described herein was conducted using the same approach and methodologies as described in the Reuse Project FEIR. Intersection LOS calculation is performed using Traffix software. The impact analysis identified all analysis locations that experienced a substantive change in volume when compared with the Reuse Plan. Those locations were categorized into one of seven categories by comparing the CRP-Area Plan results to the Reuse Plan results. The outcome of that comparison is the Area Plan Impact Analysis described in this report. The CRP-Area Plan would slightly reduce total trips and vehicle miles traveled compared with the Reuse Plan. Therefore, this analysis was conducted to determine how the trips may be redistributed.

For the impact analysis, the forecasts from the equilibrium assignment were used to identify changes in impacts. Potential roadway network deficiencies were identified on the basis of the significance criteria from the Reuse Project FEIR. The LOS threshold for each location is listed in the results tables. These LOS results were compared with those from the Reuse Project FEIR to determine how the Area Plan redistributes traffic and to determine if additional or different mitigation or improvements are merited.

The CRP-Area Plan results in slight reductions in the overall vehicle trips generated by the CRP-Area Plan and the total vehicle miles traveled. Table 1 in the transportation analysis (Appendix C) compares the total vehicle trips generated and the number of the daily vehicle miles of travel (VMT) generated by the plan area. These reductions amount to an overall decrease of about 4 percent in vehicle trips and VMT. This slight reduction in total vehicle trips generated results in changes in vehicle trips on the regional roadway network that are imperceptible to the average driver, but has effects on the local roadways, particularly, where the shifts in land use closer to the North Concord BART station provide for greater transit accessibility but also concentrate traffic in that area.

The development of the CRP-Area Plan would result in impacts to several analysis intersections. The impacts are similar to those of the Reuse Plan at most intersections. All 62 analysis locations from the Reuse Plan were considered. Under the CRP-Area Plan, fourteen (14) intersections would experience a change of more than 1 percent in peak-hour intersection volumes by approach compared with the Reuse Plan. The FEIR identified Impact Transportation 4 as a significant impact. The conclusion was based on the 11 intersections where the intersection would operate at acceptable levels under the existing conditions, but would exceed the established performance threshold with the traffic from the Reuse Plan, and the Reuse Plan level of service would be worse than the 2030 No Project Alternative. The CRP-Area Plan would improve the level of service at some of these intersections and other intersections analyzed by the traffic study, and would increase traffic at two of the intersections. Thus, the CRP-Area Plan would not result in a new significant impact or a substantial increase in the severity of a previously identified impact, nor would major revisions to the Reuse Project EIR be required.

The development of the CRP-Area Plan, compared with the Reuse Plan, would increase traffic volumes, increase the critical volume-to-capacity ratio (v/c), and exceed the established performance threshold at two intersections: Port Chicago Highway and Panoramic Drive (Intersection 2) and Willow Pass Road and Evora Road (west) (Intersection 47).

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?

All of the mitigation presented in the Reuse Project FEIR are still applicable to Intersection 47, and will be implemented by future coordination with the affected jurisdictions as development is proposed and an agreement is negotiated.

The FEIR identified Transportation 3 as a significant impact. The conclusion was based on two roadway segments that would operate at acceptable levels under the existing condition, but would exceed the established performance threshold with the traffic from the Reuse Plan, and the Reuse Plan level of service would be worse than the 2030 No Project Alternative. The CRP-Area Plan would improve traffic on some roadway segments, and increase traffic on others. Thus, there would be no new significant impact or a substantial increase in the severity of a previously identified significant impact, and major revisions to the EIR are not required.

The development of the CRP-Area Plan, compared with the Reuse Plan, would increase traffic volumes, contribute to a cumulative impact, and exceed the established threshold at one roadway segment: Port Chicago Highway north of Olivera Road (PM) (Roadway 12).

On Port Chicago Highway north of Olivera Road, the increase in volume during the PM peak hour represents a 3-percent increase, resulting in a change in v/c of 0.05, which is not a perceptible change to the driver. This roadway segment exceeds the established performance threshold under No Project and Reuse Plan conditions. This change in volume is within normal daily fluctuation in traffic volume and would not be considered a perceptible change in volume at this location.

The development of the CRP-Area Plan would result in impacts at several analysis ramps similar to those of the Reuse Plan. The change in volumes associated with the development of the CRP-Area Plan compared to that of the Reuse Plan found that 12 of the 42 ramps analyzed in the Concord Reuse Project FEIR would experience an increase of greater than 3 percent in peak-hour volume on the ramp.

The development of the CRP-Area Plan, compared with the Reuse Plan, would contribute to the cumulative impact and exceed the established threshold at two ramp locations: I-680/Willow Pass Road northbound off-ramp (PM) (ramp 1), and SR-242/Concord Avenue eastbound to northbound on-ramp (PM) (ramp 13).

The LOS on these ramps are based on the freeway mainline volumes at the merge or diverge locations, and the increase in volume on the freeway is 1 percent or less, which is within normal daily fluctuation in traffic volumes and would not be considered a perceptible change associated with the CRP-Area Plan.

A comparison of freeway mainline volumes shows that the change in peak-hour volumes associated with the CRP-Area Plan does not represent more than a 3-percent increase in volumes on any of the 19 freeway mainline segments that were studies in the FEIR. At several locations, the CRP-Area Plan volumes decrease and most increases are within 2 percent. These changes are well within normal daily fluctuations in traffic volumes on the freeway system and would not represent a perceptible change to the average driver due to the CRP-Area Plan.

In summary, the CRP-Area Plan would not result in new significant impacts or a substantial increase in the severity of previously identified transportation impacts. Therefore, major revisions to the Reuse Project EIR would not be required.

c) Implementation of the proposed project would have no effect on air traffic patterns at Buchanan Field Airport. No impact would occur. No new or substantially more severe impacts would occur.

This impact addresses checklist items d) and e). The CRP-Area Plan contains policies regarding site planning and project design standards intended to address such issues as traffic hazards and emergency access. In addition, the City of Concord Police Department and Contra Costa County Fire Protection District would review individual

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
development proposals to ensure that access needs are met. As such, traffic hazard and emergency access impacts would be less than significant. No new or substantially more severe impacts would occur with implementation of the proposed project. f) As concluded in the Reuse Project FEIR, the proposed project would provide adequate bicycle and pedestrian facilities consistent with City standards. Further, the CRP-Area Plan includes transportation and circulation policies requiring complete streets and intermodal connectivity. As such, the proposed project would not conflict with such policies and impacts would be less than significant. No new or substantially more severe impacts would occur with implementation of the proposed project. **Final EIR Mitigation Measures:** The project will be subject to Mitigation Measures Transportation 1 through 5 and 10 through 12 as set forth in the FEIR. **New or Special Mitigation Measures:** None required.					

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
XVII. UTILITIES AND SERVICE SYSTEMS *Would the Project:*					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Final EIR, Chapter 16 (Utilities)	No	No	No	Yes
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Final EIR, Chapter 16 (Utilities)	No	No	No	Yes
c) Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Final EIR, Chapter 16 (Utilities)	No	No	No	Yes
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Final EIR, Chapter 16 (Utilities)	No	No	Yes	Yes
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Final EIR, Chapter 16 (Utilities)	No	No	No	Yes
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Final EIR, Chapter 16 (Utilities)	No	No	No	Yes
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Final EIR, Chapter 16 (Utilities)	No	No	No	Yes

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?

Discussion: This impact addresses checklist items a), b),d), and e). New development in the Concord Naval Weapons Station would need to confirm with the Contra Costa Water District prior to new development that sufficient water supply would be available. The Reuse Project FEIR found potential impacts related to water, wastewater, and stormwater drainage facilities to be less than significant with the implementation of applicable General Plan policies and Mitigation Measures Utilities 1a through 6. The mitigation measures include a provision stating that no development shall be approved by the City of Concord for the site until the CCWD can demonstrate that adequate supplies can be delivered to meet the identified water demands. Subsequent to certification of the Reuse Plan Final EIR, and in compliance with these mitigation measures, a Water Supply Assessment has been prepared by the Contra Costa County Water District (CCWD) that demonstrates that adequate water supplies are available. The Climate Action Plan (CAP) also includes policies to use water efficiently (Principle CA-WR-1 and Policies CA-WR-1.1 through CA-WR-1.7). Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant.

c) Please refer to Section IX, Hydrology and Water Quality for a discussion of storm drain infrastructure. Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant.

This impact addresses checklist items f) and g). The Reuse Project FEIR concluded that the Potrero Hills Land Fill and Keller Canyon Land Fill are projected to have sufficient permitted capacity to accommodate the solid waste disposal needs of the proposed project. The recycling goal for the project would be consistent with the City of Concord's recycling goals. Further, the CRP-Area Plan includes solid waste management policies intended to expand the City's solid waste reduction and recycling efforts to the Concord Reuse Project area as development occurs. Additionally, the Climate Action Plan (CAP) includes policies to reduce and divert waste (Principle CA-W-1 and Policies CA-W-1.1 through CA-W-1.4). Impacts would be similar to those identified in the Reuse Project FEIR and would be less than significant.

Since certification of the Final EIR by the LRA in February 2010, no significant new information has become available concerning public utilities needed to serve the project area.

Final EIR Mitigation Measures: The proposed CRP-Area Plan will comply with Mitigation Measures Utilities 1 through 10 as outlined in the MMRP for the Concord Reuse Project Reuse Plan.

New or Special Mitigation Measures: None required.

Environmental Issue Area	Where was Impact Analyzed in the Final EIR?	Do Proposed Changes Involve New Significant Impacts?	Are There Any New Circumstances Involving New Significant Impacts?	Is Any New Information Available?	Do the Final EIR Mitigation Measures Address Significant Impacts?
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	February 2010 Final EIR, including staff reports and resolutions associated thereto	No	No	No	Yes
b) Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	February 2010 Final EIR, including staff reports and resolutions associated thereto	No	No	No	Yes
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	February 2010 Final EIR, including staff reports and resolutions associated thereto	No	No	No	Yes

Discussion: Based upon the analysis provided in this Initial Study, the mitigation measures from the certified Final EIR are adequate for addressing any potential impacts related to the CRP-Area Plan. Implementation of the proposed CRP-Area Plan would not generate new impacts or substantially increase impacts previously identified in the Final EIR certified by the LRA in February 2010. Further, when applied to the CRP-Area Plan, the Final EIR mitigation measures would be equally effective. Finally, as demonstrated in this Initial Study, the circumstances identified in Section 15162(a)1), 2) and 3) of the CEQA Guidelines do not exist and no further environmental documentation is needed.

Final EIR Mitigation Measures: The proposed CRP-Area Plan will comply with the mitigation measures outlined in the MMRP for the Concord Reuse Project Reuse Plan.

New or Special Mitigation Measures: None required.

SECTION 4: REFERENCES

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SECTION 5: LIST OF PREPARERS

City of Concord – Community Reuse Project Office

1950 Parkside Drive, M/S 56
Concord, CA 94583
Phone: 925.671.3001

Director, Community Reuse Planning..... Michael W. Wright

City of Concord – Public Works and Engineering

1950 Parkside Drive, M/S 52
Concord, CA 94583
Phone: 925.671.3129

Transportation Manager ..... Ray Kuzbari, PE, PTOE

City of Concord – City Attorney's Office

1950 Parkside Drive
Concord, CA 94583
Phone: 925.671.3160

Deputy City Attorney ..... Mark Boehme

ARUP - Planning Consultant

560 Mission Street, Suite 700
San Francisco, CA 94105
Phone: 415.957.9445

Project Manager ..... Ellen Greenberg, AICP
Senior Transportation Planner..... Shannon Cairns, AICP, LEED AP
Senior Climate Change Specialist ..... Stephanie M. Glazer, QEP

Michael Brandman Associates - Environmental Consultant

Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583
Phone: 925.830.2733
Fax: 925.830.2715

Project Director ..... Jason Brandman
Project Manager ..... Randy Chafin, AICP
Assistant Project Manager ..... Jason R. Hade, AICP
Air Quality and Greenhouse Gas Emissions Analyst ..... Chryss Meier
Noise Analyst ..... Katie Wilson
Editor ..... Ed Livingston
GIS/Graphics ..... Karlee McCracken
Word Processing ..... Ed Livingston
Reprographics ..... José Morelos
Cole Forbes

Dowling Associates, Inc. - Technical Subconsultant

Dowling Associates, Inc.
180 Grand Avenue, Suite 250
Oakland, CA 94612
Phone: 510.839.1742
Fax: 510.839.0871

Principal ..... Alice Chen, AICP
Senior Transportation Planner ..... Debbie Chan Yueh, AICP

Appendix A:
Air Quality Modeling Output

CO Template
Updated 3/19/07

1-hour background	1.61
8-hour background	1.13
Persistence Factor	0.7

Intersection	Caline4 Output (1-hour)	1-hour (with background)	8-hour (without background)	8-hour (with background)
2 Port Chicago at Panoramic Drive AM	0.6	2.2	0.42	1.6
47 Willow Pass at Evora AM	0.4	2.0	0.28	1.4
47 Willow Pass at Evora PM	0.4	2.0	0.28	1.4

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: 2 Port Chicago Highway at Panoramic Driv
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 41. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 10.3 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB External	*	11	0	11	600	* AG	1764	1.1	.0	13.7
B. NB Approach	*	11	600	11	753	* AG	1751	1.5	.0	13.7
C. NB Depart	*	11	753	11	906	* AG	2140	1.5	.0	13.7
D. NB External	*	11	906	11	1506	* AG	2140	1.1	.0	13.7
E. NB Left	*	11	600	5	753	* AG	13	1.5	.0	13.7
F. SB Left	*	0	906	5	753	* AG	24	1.5	.0	13.7
G. SB External	*	0	1506	0	906	* AG	3366	1.1	.0	13.7
H. SB Approach	*	0	906	0	753	* AG	3342	1.5	.0	13.7
I. SB Depart	*	0	753	0	600	* AG	2214	1.5	.0	13.7
J. SB External	*	0	600	0	0	* AG	2214	1.1	.0	13.7
K. EB External	*	-750	750	-150	750	* AG	140	1.1	.0	10.0
L. EB Approach	*	-150	750	5	750	* AG	47	1.5	.0	10.0
M. EB Depart	*	5	750	161	750	* AG	299	1.5	.0	10.0
N. EB External	*	161	750	761	750	* AG	299	1.1	.0	10.0
O. WB External	*	761	756	161	756	* AG	950	1.1	.0	10.0
P. WB Approach	*	161	756	5	756	* AG	555	1.5	.0	10.0
Q. WB Depart	*	5	756	-150	756	* AG	1567	1.5	.0	10.0
R. WB External	*	-150	756	-750	756	* AG	1567	1.1	.0	10.0
S. EB Left	*	-150	750	5	753	* AG	93	1.5	.0	10.0
T. WB Left	*	161	756	5	753	* AG	395	1.5	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

C4$.OUT
JOB: 2 Port Chicago Highway at Panoramic Driv
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Receptor	-8	744	2.0
2. Receptor	19	744	2.0
3. Receptor	19	762	2.0
4. Receptor	-8	762	2.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Receptor	6.	.6	.0	.0	.0	.0	.0	.0	.0	.4
2. Receptor	354.	.5	.0	.0	.3	.0	.0	.0	.0	.0
3. Receptor	353.	.5	.0	.0	.3	.0	.0	.0	.0	.0
4. Receptor	7.	.5	.0	.0	.0	.0	.0	.0	.0	.4

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Receptor	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. Receptor	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. Receptor	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. Receptor	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: 47 Willow Pass Road and Evora Road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	71. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	10.3 DEGREE (C)		

II. LINK VARIABLES

	LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A.	NB External	*	6	0	6	600	* AG	887	1.1	.0	10.0
B.	NB Approach	*	6	600	6	753	* AG	362	1.5	.0	10.0
C.	NB Depart	*	6	753	6	905	* AG	38	1.5	.0	10.0
D.	NB External	*	6	905	6	1505	* AG	38	1.1	.0	10.0
E.	NB Left	*	6	600	3	753	* AG	525	1.5	.0	10.0
F.	SB Left	*	0	905	3	753	* AG	5	1.5	.0	10.0
G.	SB External	*	0	1505	0	905	* AG	31	1.1	.0	10.0
H.	SB Approach	*	0	905	0	753	* AG	26	1.5	.0	10.0
I.	SB Depart	*	0	753	0	600	* AG	1815	1.5	.0	10.0
J.	SB External	*	0	600	0	0	* AG	1815	1.1	.0	10.0
K.	EB External	*	-750	750	-150	750	* AG	83	1.1	.0	10.0
L.	EB Approach	*	-150	750	3	750	* AG	83	1.5	.0	10.0
M.	EB Depart	*	3	750	156	750	* AG	348	1.5	.0	10.0
N.	EB External	*	156	750	756	750	* AG	348	1.1	.0	10.0
O.	WB External	*	756	755	156	755	* AG	2130	1.1	.0	10.0
P.	WB Approach	*	156	755	3	755	* AG	418	1.5	.0	10.0
Q.	WB Depart	*	3	755	-150	755	* AG	930	1.5	.0	10.0
R.	WB External	*	-150	755	-750	755	* AG	930	1.1	.0	10.0
S.	EB Left	*	-150	750	3	753	* AG	0	1.5	.0	10.0
T.	WB Left	*	156	755	3	753	* AG	1712	1.5	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

C4$.OUT
JOB: 47 Willow Pass Road and Evora Road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Receptor	-6	744	2.0
2. Receptor	12	744	2.0
3. Receptor	12	761	2.0
4. Receptor	-6	761	2.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Receptor	83.	.4	.0	.0	.0	.0	.0	.0	.0	.0
2. Receptor	83.	.3	.0	.0	.0	.0	.0	.0	.0	.0
3. Receptor	185.	.4	.0	.0	.0	.0	.0	.0	.0	.0
4. Receptor	175.	.4	.0	.0	.0	.0	.0	.0	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Receptor	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2
2. Receptor	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1
3. Receptor	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. Receptor	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: 47 Willow Pass Road and Evora Road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 71. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 10.3 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB External	*	5	0	5	600	* AG	1613	1.1	.0	10.0
B. NB Approach	*	5	600	5	753	* AG	1350	1.5	.0	10.0
C. NB Depart	*	5	753	5	906	* AG	555	1.5	.0	10.0
D. NB External	*	5	906	5	1506	* AG	555	1.1	.0	10.0
E. NB Left	*	5	600	3	753	* AG	263	1.5	.0	10.0
F. SB Left	*	0	906	3	753	* AG	19	1.5	.0	10.0
G. SB External	*	0	1506	0	906	* AG	62	1.1	.0	10.0
H. SB Approach	*	0	906	0	753	* AG	43	1.5	.0	10.0
I. SB Depart	*	0	753	0	600	* AG	313	1.5	.0	10.0
J. SB External	*	0	600	0	0	* AG	313	1.1	.0	10.0
K. EB External	*	-750	750	-150	750	* AG	771	1.1	.0	10.0
L. EB Approach	*	-150	750	3	750	* AG	771	1.5	.0	10.0
M. EB Depart	*	3	750	155	750	* AG	1861	1.5	.0	10.0
N. EB External	*	155	750	755	750	* AG	1861	1.1	.0	10.0
O. WB External	*	755	756	155	756	* AG	825	1.1	.0	10.0
P. WB Approach	*	155	756	3	756	* AG	816	1.5	.0	10.0
Q. WB Depart	*	3	756	-150	756	* AG	542	1.5	.0	10.0
R. WB External	*	-150	756	-750	756	* AG	542	1.1	.0	10.0
S. EB Left	*	-150	750	3	753	* AG	0	1.5	.0	10.0
T. WB Left	*	155	756	3	753	* AG	9	1.5	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

C4$.OUT
JOB: 47 Willow Pass Road and Evora Road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Receptor	-6	744	2.0
2. Receptor	11	744	2.0
3. Receptor	11	762	2.0
4. Receptor	-6	762	2.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Receptor	85.	.4	.0	.0	.0	.0	.0	.0	.0	.0
2. Receptor	84.	.4	.0	.0	.0	.0	.0	.0	.0	.0
3. Receptor	185.	.4	.0	.2	.0	.0	.0	.0	.0	.0
4. Receptor	95.	.3	.0	.0	.0	.0	.0	.0	.0	.0

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Receptor	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0
2. Receptor	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0
3. Receptor	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. Receptor	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0

Appendix B:
Noise Modeling Output

Noise Levels 50 feet from Roadway Centerline

Road Segment	Existing		Existing Plus Ambient Growth Plus Reuse Plan					Existing Plus Ambient Growth Plus Area Plan			Difference Between Reuse Plan and Area Plan
			2030 No Project		2030 Reuse Plan			2030 Area Plan			
	ADT	dB CNEL	ADT	dB CNEL	ADT	dB CNEL	Project-Specific Increase	ADT	dB CNEL	Project-Specific Increase	
Regional Arterials											
Clayton Road											
e/o Treat Blvd	30400	72.5	35602	73.2	34907	73.1	-0.1	34492	73.1	-0.1	0.0
Kirker Pass Road											
e/o Concord Blvd	22040	71.1	33429	72.9	34364	73.1	0.2	34489	73.1	0.2	0.0
s/o Myrtle Dr	22045	71.1	33675	73.0	34600	73.1	0.1	34635	73.1	0.1	0.0
n/o James Donlon Blvd	18295	70.3	14780	69.4	15770	69.7	0.3	14845	69.4	0.0	0.3
Treat Boulevard											
e/o Oak Grove Rd	35500	73.2	40955	73.8	41605	73.9	0.1	41200	73.8	0.0	0.1
Ygnacio Valley Road											
e/o Cowell Rd	35645	73.2	52899	74.9	52679	74.9	0.0	52564	74.9	0.0	0.0
Arterials											
Bailey Road											
e/o Concord Blvd	18400	70.3	22283	71.2	20373	70.8	-0.4	20238	70.8	-0.4	0.0
Clayton Road											
e/o Market St	22640	71.2	26780	72.0	26445	71.9	-0.1	26240	71.9	0	0
Concord Boulevard											
w/o Denkinger Rd	21705	71.1	28643	72.3	32148	72.8	0.5	32383	72.8	0.5	0.0
Denkinger Road											
btwn Concord Blvd and Clayton Rd	7375	66.4	10070	67.7	10015	67.7	0.0	10905	68.1	0.4	-0.4
Monument Boulevard											
w/o Oak Grove Rd	27805	72	32658	73	33548	73.0	0.2	33483	72.9	0.1	0.1
Port Chicago Highway											
n/o Olivera Rd	16130	69.8	19687	70.6	30282	72.5	1.9	31017	72.6	2.0	-0.1
Willow Pass Road											
n/o Landana Dr	19575	70.6	37101	73.4	31726	72.7	-0.7	31521	72.7	-0.7	0.0
e/o Farm Bureau Rd	19295	70.6	32712	72.8	27207	72.0	-0.8	27217	72.0	-0.8	0.0
e/o Galindo St	17430	70.1	21501	71.0	22316	71.2	0.2	22031	71.1	0.1	0.1
btwn Diamond Blvd and SR 242	28910	72.3	35772	73.2	36367	73.3	0.1	36467	73.3	0.1	0.0
Avila Road											
e/o Willow Pass Rd	850	57.0	14995	69.5	15260	69.5	0.0	12400	68.6	-0.9	0.9
Evora Road											
e/o Willow Pass Rd	8655	67.1	18511	70.4	27081	72.0	1.6	26696	72.0	1.6	0.0

Appendix C:
Traffic Impact Analysis

Introduction

Dowling Associates has prepared this assessment of the proposed changes in land uses associated with the Concord Area Plan to determine if there will be a substantial change in the impacts when compared to that described in the Concord Community Reuse Plan EIR (CCRP EIR).

This report describes the change in the potential effects on the transportation and circulation system resulting from the implementation of the proposed Area Plan, which includes modifications to land use patterns. The analysis compares traffic volume forecasts to identify the locations affected by the land use change, thendetermines if impactsof the Area Plan would represent a substantial change to those already identified for the Preferred Alternative of the *Concord Community Reuse Project (CCRP) Final EIR*. It also assesses the adequacy of previously proposed mitigation measures and includes new or modified measures where applicable.

Approach and Methodology

The transportation impact analysis focused on potential level of service (LOS) impacts on freeway mainline and ramps, roadway segments, and intersections that would occur from the changes in travel demand associated with the proposed land use modifications of the Area Plan. The LOS results for Existing Conditions, No Project Alternative, and the Preferred Alternative (i.e., the Reuse Plan) are drawn from the CCRP EIR. The analysis described herein was conducted using the same approach and methodologies as described in the CCRP EIR. Intersection LOS calculation is performed using Traffix software.The impact analysis identified all analysis locations that experienced a substantive change in volume when compared to the Reuse Plan. Those locations were categorized into one of seven categories by comparing the Area Plan results to the Reuse Plan results. The outcome of that comparison is the Area Plan Impact Analysis described in this report.The Area Plan would slightly reduce total trips and vehicle miles traveled as compared to the Reuse Plan. Therefore, this analysis was conducted to determine how the trips may be redistributed.

Analysis Approach

Theanalysis assumes future buildout of the Area Plan in the context of regional growth and anticipated improvements through Year 2030,similar to that projected in the CCRP EIR analysis.

1. Land use data for the proposed Area Plan were developed. The land use data werecategorized into total households, single-family dwelling units, multi-family dwelling units, total employment, and employment by sector (retail, service, agriculture, manufacturing, wholesale, and other) for input to the CCTA Countywide Travel Demand Model.In order to provide a comparison to the impacts described in the CCRP EIR, the land use data for the Area Plan were incorporated into the same version of the CCTA model used in the CCRP EIR analysis. The roadway improvements proposed in the CCRP were assumed to remain. No other land use or roadway changes were made in the model.

2. Due to the way the model assigns trips[1], the model was run with single iteration assignments for the Reuse Plan and the Area Plan toprovide a direct comparison of the change in traffic between the Reuse Plan and Area Plan. Difference plots of 2030 AM and PM peak hour volumes indicated which analysis locations would experience a perceptiblechange in volumes. Specifically, for the intersection analysis, those analysis locations that experience a change of more than one (1) percent in peak hour intersection volumes by approach when compared to the Reuse Planwere included in this analysis. For the roadway analysis, locations with a two percent change in volumes were included in this analysis. For the freeway segments and ramps, which experience much higher peak hour volumes withnormal daily fluctuation in traffic within 2 to 3 percent, locations with more than a three percent change in volumes were included in this analysis. This approach enabled the analysis to be focused only on those locations where the change in volumes is due to the Area Plan.
3. As was done for the CCRP EIR analysis, the incremental increase in volumes between the base year and the future horizon year with Project were added to the traffic counts to derive the traffic volumes for analysis locations.

For the impact analysis, the forecasts from the equilibrium assignment were used to identify changes in impacts.[2] Potential roadway network deficiencies were identified based on the significance criteria from the CCRP EIR. The LOS threshold for each location is listed in the results tables. These LOS results were compared to that from the CCRP EIR to determine how the Area Plan redistributes traffic and to determine if additional or different mitigationor improvements are merited.

[1]The model does an equilibrium assignment by balancing the trips among several possible routes between origin-destination pairs through several iterations of the model run. Through this process, the model shifts routes for not only project trips, but other trips in Concord and Contra Costa County. While some re-assignment and redistribution is likely with the full development proposed for the CNWS site, the incremental land use change between the Reuse Plan and Area Plan should not result in substantial volume differences, except for the immediate local roadways adjacent to the project site. To isolate the volume differences on the roadway network due to the Area Plan, the first iteration of the Area Plan and Reuse Plan model runs were compared to each other. By comparing the first iteration assignments of the Area Plan and Reuse Plan, the difference plot captured the difference in demand on the roadway network due to the Area Plan.

[2] The “equilibrium assignment,” which balances the trips among several possible routes between origin-destination pairs, is consistent with the model process for the CCRP EIR as well as the current CCTA model.

Roadway System Analysis Results

The Area Plan result in slight reductions in the overall vehicle trips generated by the Area Plan and the total vehicle miles traveled. Table 1 compares the total vehicle trips generated and the number of the daily vehicle miles of travel (VMT) generated by the plan area. These reductions amount to an overall decrease of about 4 percent in vehicle trips and VMT. This slight reduction in total vehicle trips generated results in changes in vehicle trips on the regional roadway network that are imperceptible to the average driver, but has effects on the local roadways, particularly, where the shifts in land use closer to the North Concord BART station provide for greater transit accessibility, but also concentrates traffic in that area.

Table 1: Daily Vehicle Trips and Vehicle Miles of Travel

Scenario	Vehicles Trips	VMT[1]
2030 Reuse Plan	172,967	1,763,148
2030 Area Plan	166,206	1,698,608

Note:
[1] Includes external trips
Source: Dowling Associates, Inc. 2011.

Impact Analysis

This impact analysis reports on those locations where the project results in a perceptible change, rather than present the full analysis of all locations as was presented in the CCRP EIR.

The impacts associated with the Area Plan were categorized into seven categoriesdescribed as follows with color-coding that corresponds with the LOS results shown in LOS tables. These categories are based on those presented in the CCRP EIR to enable a comparison of Area Plan to the Reuse Plan:

Area Plan increases a Reuse Plan cumulative impact

Area Plan creates a cumulative impact because exceeds threshold AND is an increase in volume or v/c compared to No Project, and Reuse Plan did not exceed threshold.

Area Plan creates a cumulative impact because exceeds threshold AND is an increase in volume or v/c compared to No Project. Reuse Plan exceeded the threshold, but was better or same as No Project.

Area Plan exceeds threshold and increases aReuse Plan threshold exceedance, but is better than or same as No Project

Area Plan exceeds threshold and is an increase in volume or v/c when compared to the Reuse Plan (which DID NOT exceeded the threshold), but is better than or same as No Project

Area Plan increases the volume or v/c when compared to the Reuse Plan, but does not exceed threshold

Area Plan is the same as or better than Reuse Plan

Intersection

The development of the Area Plan would result in impacts to several analysis intersections. The impacts are similar to that of the Reuse Plan at most intersections. As described above in the approach, all 62 analysis locations from the Reuse Plan were considered. Under the Area Plan, fourteen (14)intersections would experience a change of more than one percent in peak hour intersection volumes by approach as compared to the Reuse Plan. Table 2 shows the results of the analysis for these 14 intersections. As indicated by the volume-to-capacity ratio (v/c), four intersections (#1, #3, #11, and #48) would experience a decrease in the volumes for the critical movements. Of the 10 intersections experiencing an increase in traffic, eight (8) intersections (#4, #5, #6, #10, #13, #60, #61, and #62) would be above the LOS threshold or experience a decrease in volumes compared to No Project. Two intersections (#2 and #47) would be below the threshold and would result in an increase in v/c compared to that in both No Project and Reuse Plan. The CCRP EIR identified Impact Transportation 4 as a significant impact. The conclusion was based on the 11 intersections where the intersection would operate at acceptable levels under the existing conditions, but would exceed the established performance threshold with the traffic from the Reuse Plan, and the Reuse Plan level of service would be worse than the 2030 No Project Alternative. The Area Plan would improve the level of service at some of these intersections and other intersections analyzed by the traffic study, and would increase traffic at two of the intersections. Thus, the Area Plan would not result in a new significant impact or a substantial increase in the severity of a previously identified impact, nor would major revisions to the Reuse Plan EIR be required.

Table 2: Analysis Results for Intersections

	Intersection	Traffic Control	Peak Hour	LOS Threshold	Future - 2030					
					No Project		Reuse Plan		Area Plan	
					LOS[1]	V/C or Delay[2]	LOS[1]	V/C or Delay[2]	LOS[1]	V/C or Delay[2]
1	Arnold Industrial Way/Port Chicago Hwy.	Signal	AM	E	C	0.77	B	0.65	B	0.63
			PM	E	C	0.78	C	0.74	C	0.72
2	Port Chicago Hwy / Panoramic Dr	Signal	AM	E	B	0.60	**F**	**1.04**	F	1.08
			PM	E	B	0.64	E	0.91	F	1.02
3	Port Chicago Hwy / Olivera Rd	Signal	AM	E	**F**	**1.00**	**F**	**1.21**	F	1.20
			PM	E	**F**	**1.41**	**F**	**1.34**	F	1.28
4	Olivera Rd / Salvio St	1-way Stop/Signal (Project Only)	AM	D	A	0.49	A	0.43	A	0.45
			PM	D	D	0.82	A	0.57	A	0.55
5	Clayton Wy / Willow Pass Rd	1-way Stop/Signal (Project Only)	AM	E	A	0.52	B	0.67	B	0.66
			PM	E	A	0.58	A	0.54	A	0.56
6	Farm Bureau Rd / Willow Pass Rd	Signal	AM	E	E	0.99	B	0.64	B	0.63
			PM	E	**F**	**1.12**	**F**	**1.04**	F	1.05
10	Beechwood Dr / Landana Dr	All-way Stop	AM	E	D	28.9	D	28.5	C	23.5
			PM	E	D	25.5	C	17.3	C	18.0
11	West St / Concord Blvd	Signal	AM	E	E	0.97	D	0.89	D	0.89
			PM	E	C	0.71	B	0.66	B	0.65
13	Denkinger Rd / Concord Blvd	Signal	AM	E	C	0.76	C	0.78	C	0.80
			PM	E	B	0.69	C	0.71	B	0.67
47	Willow Pass Rd & Evora Rd (West) [At Project Site]	Signal	AM	mid-D	**F**	**1.28**	**F**	**1.16**	**F**	**1.44**
			PM	mid-D	C	0.72	**F**	**1.27**	**F**	**1.31**
48	Willow Pass Rd & Avila Rd	1-way Stop/Signal (Project only)	AM	mid-D	**F**	**1.72**	**F**	**1.51**	**F**	**1.22**
			PM	mid-D	**F**	**1.78**	**F**	**1.49**	**F**	**1.42**
60	Willow Pass Rd & SR-4 WB ramps	All-way Stop/Signal (Project only)	AM	mid-D	**F**	**345.0**	**E**	**0.98**	**E**	**0.99**
			PM	mid-D	**F**	**105.3**	B	0.70	C	0.74
61	Willow Pass Rd & SR-4 EB ramps	All-way Stop/Signal (Project only)	AM	mid-D	**F**	**276.2**	**E**	**0.96**	**E**	**0.98**
			PM	mid-D	**F**	**163.3**	B	0.69	C	0.73
62	Port Chicago Hwy & SR-4 WB ramps	Signal	AM	E	C	0.71	B	0.69	C	0.71
			PM	E	B	0.64	E	0.90	D	0.89

[1] LOS denotes level of service

[2] V/C denotes Volume-to-Capacity ratio and is used for signalized intersections; average vehicle delay in seconds are used for unsignalize

Bold indicates where LOS exceeds the threshold; Shading indicates impacts and changes, as detailed below.

Source: CCTA; 2000 Highway Capacity Manual; Dowling Associates, 2011.

No Project - Deficient Conditions	
	Deficient operations under No Project condition.
Reuse Plan - Impacts	
	Project-specific significant impact of the Reuse Plan that is worse than No Project condition
	Project-specific significant impact of the Reuse Plan that improves or does not change the No Project condition.
	Contributing significant impact of the Reuse Plan that is worse than the No Project condition.
Area Plan - Impacts and Changes	
	Area Plan increases the severity of a Reuse Plan cumulative impact
	Area Plan creates a new cumulative impact because exceeds threshold AND is an increase in volume or v/c compared to No Project, and Reuse Plan did not exceed threshold.
	Area Plan creates a new cumulative impact because exceeds threshold AND is an increase in volume or v/c compared to No Project. Reuse Plan exceeded the threshold, but was better or same as No Project.
	Area Plan exceeds threshold and increases the severity of a Reuse Plan threshold exceedance, but is better than or same as No Project
	Area Plan increases the volume or v/c when compared to the Reuse Plan, but does not exceed threshold
	Area Plan is the same as or better than Reuse Plan.

Contributes to a Reuse Plan Significant Impact

The development of the Area Plan, compared to the Reuse Plan, would increase traffic volumes, increase the critical volume-to-capacity ratio (v/c), and exceed the established performance threshold at two intersections:

1. Port Chicago Highway and Panoramic Drive – Intersection 2
2. Willow Pass Road and Evora Road (west) – Intersection 47

Port Chicago and Panoramic (AM and PM)

This intersection operates at acceptable levels of service for 2030 No Project. It operates at acceptable levels of service for the 2030 Reuse Plan in the PM, but would exceed the established performance threshold in the AM. It would exceed the established performance threshold with the traffic from the 2030 Area Plan in the AM and PM, and result in an increase in v/c compared to the Reuse Plan. This is due to the increase in traffic on Port Chicago Highway and Panoramic Drive and can be attributed to the shift in land uses closer to the North Concord BART station as part of the Area Plan. Under the Area Plan, the following improvements at the intersection of Port Chicago Highway and Panoramic Drive would reduce the v/c to less than that of the Reuse Plan:

> Provide a third through lane northbound to reduce the impact to LOS E during the AM peak hour and LOS D during the PM peak hour. This would require widening Port Chicago Highway to accommodate an additional through lane. Port Chicago Highway is constrained by the BART tracks to the east.
>
> Alternatively, provide a third left turn pocket southbound to reduce the impact to LOS E during the AM and PM peak hours, but this would also require widening Port Chicago Highway, as well as require widening on Panoramic Drive to create a third receiving lane for eastbound traffic into the Project site.

Similar to the CCRP EIR, these improvements may not be considered feasible because of physical constraints and effects on adjacent businesses and residents as well as conflicts with General Plan policies.

As stated in the CCRP EIR: "As a policy matter the City will implement TDM measures rather than roadway widening at intersections, as large intersections in residential neighborhoods and urban locations would encourage the use of automobile travel and discourage walking by increasing exposure of pedestrians during crossings. Widening roadways in Concord therefore would conflict with policies in the General Plan. However, implementation of TDM measures may not necessarily alleviate impacts that will occur at this intersection. In that case, the City may prepare a request for special circumstances."

As described in the CCRP EIR for the intersection of Port Chicago and Panoramic during the AM peak hour, TDM programs will be adopted through an amendment to the Concord General Plan, including bicycle and pedestrian facilities, transit promotion, carpool promotion, and parking management, that

support the use of alternative transportation modes and will reduce the use of automobiles, thus lessening traffic impacts. The City will monitor this intersection periodically and will develop updated traffic volume forecasts based on the performance of TDM programs as development occurs in the future. The City of Concord shall select and implement a mechanism to support the funding of transit operation and TDM programs as will be described in the future amendment of the General Plan to address the CCRP area. This mechanism shall apply to new development on the CNWS and shall fund on-going operations. However, this impact was considered significant and unavoidable in the CCRP EIR.

The Area Plan that is being considered as an amendment to the General Plan contains policies to implement specific TDM programs and a funding mechanism to support those programs, as required in the CCRP EIR. The Area Plan, therefore, implements the mitigationidentified in the CCRP EIR

The CCTALOS methodology used to determine impacts is a capacity-based planning level tool that does not account for the signal timing. In order to better understand the intersection operations, an analysis of the Port Chicago Highway and Panoramic Drive intersection was performed using the 2000 Highway Capacity Manual (HCM) Operations signalized intersection methodology. This methodology provides a more robust LOS and delay analysis by including signal timing considerations that would have no effect under the CCTALOS methodology. It was found that this intersection, when analyzed using the 2000 HCM, would operate at LOS E for both the AM and PM peak hours prior to any further improvements for the Area Plan. When compared to an HCM analysis for the Reuse Plan, the intersection would operate at LOS E and D for the AM and PM peak hours, respectively. As described above, the Area Plan would increase the delay at this intersection..

Willow Pass Road and Evora (West) (AM and PM)

This intersection operates at acceptable levels under Existing Conditions, but would exceed the established performance threshold under 2030 No Project in the AM. The intersection would exceed the established performance threshold in the AM and PM under the Reuse Plan, while improving upon the 2030 No Project condition in the AM (and still exceeding the threshold). The Area Plan would increase the v/c compared to both No Project and the Reuse Plan. At the intersection of Willow Pass Road and Evora Road (west), the increased traffic is due to the heavy northbound right turns from Willow Pass Road and the westbound left turns from Evora Road. The Area Plan also adds traffic to the northbound left turn from Willow Pass Road.

Under the Area Plan, the following improvements at the intersection of Willow Pass Road and Evora Road (west) would reduce the v/c to less than that of the Reuse Plan:

> Alter the lane configurations to improve operations. Specifically, allow right turns from the northbound through-left lane at Willow Pass Road to improve operations by providing a second right turn lane option which would be possible with the planned widening of Evora Road.
>
> Allow left turns from the westbound through-right lane at Evora Road to improve operations by providing a second left turn lane option without widening.

Implementing these lane configuration changes would improve operations of the Area Plan to better than the No Project and Preferred Project Alternative, but it would still be LOS F for both the AM and PM peak hours. The v/c would no longer be higher than that of the Reuse Plan.

Widening the northbound and westbound approaches to provide an additional westbound left turn lane and an additional northbound right turn lane would improve the operations at the intersection of Willow Pass Road and Evora Road (west). The widening would result in LOS E in the AM peak hour, but it would remain LOS F in the PM peak hour. Additional improvements would be required to fully mitigate the impacts to the mid-D LOS standard.

As presented for mitigation in the CCRP EIR, the City of Concord will coordinate in good faith with affected jurisdictions, including neighboring cities, Caltrans, and Contra Costa County, prior to the approval of a specific development with the goal of reaching agreement on the appropriate mitigation measures to address impacts in the respective agencies' jurisdiction. The City of Concord will work collaboratively with affected jurisdictions to identify specific performance criteria to mitigate the impact. Mitigation measures may include capacity increases, Transportation Demand Management (TDM) measures, arterial traffic management tools, and adaptive timing technology upgrades. The Concord Naval Weapons Station Area Plan will include specific TDM measures with corresponding estimates of trip reductions. The City shall require future developers at the site to contribute a traffic impact fee in accordance with the TRANSPAC Subregional Transportation Mitigation Fee Program (STMP) requirements of the Central County Action Plan for Routes of Regional Significance. All currently existing applicable agreements, including the Bailey Road Traffic Mitigation Measure Inter-Agency Funding Agreement and the East Central Traffic Management Study, may be reviewed and revised through this coordinated process. A Nexus Study, required pursuant to the Mitigation Free Act ("AB 1600 Study") shall be conducted for the entire site to establish an equitable traffic impact fee rate for each land use category to ensure that future development projects will contribute a fair share of the unfunded cost of planned improvements and mitigation measures determined cooperatively by the City of Concord and the affected jurisdictions. No development will occur until a traffic impact fee is adopted based on an AB 1600 study. Until future coordination with the affected jurisdictions takes place and agreement is reached, this impact is conservatively considered significant and unavoidable.

All of the mitigation presented in the CCRP EIR are still applicable to this intersection, and will be implemented by future coordinationwith the affected jurisdictions as development is proposed and an agreement negotiated.

Roadway

The development of the Area Plan would result in impacts at several analysis roadway segments. The impacts are similar to that of the Reuse Plan at most locations. Of the 18 locations analyzed in the CCRP EIR, ninelocations would experience a change in volume greater than two percent when compared to the Reuse Plan. Table 3 shows the results of the analysis for these 9 roadway segments.As indicated by the peak hour volume, 6 roadway segments (#3, #4, #13, #14, #17, and #18) would experience a decrease in the volumes. Of the three roadway segments experiencing an increase in traffic, two roadway segments (#2 and #10) would be above the LOS threshold. Oneroadway segment (#12) would

be below the threshold and would result in an increase in volumecompared to that in both No Project and Reuse Plan.

The CCRP EIR identified Transportation 3 as a significantimpact. The conclusion was based on two roadway segments that would operate at acceptable levels under the existing condition, but would exceed the established performance threshold with the traffic from the Reuse Plan, and the Reuse Plan level of service would be worse than the 2030 No Project Alternative. The Area Plan would improve traffic on some roadway segments, and increase traffic on others. Thus, there would be no new significant impact or a substantial increase in the severity of a previously identified significant impact and major revisions to the EIR are not required.

Table 3: Analysis Results for Roadway Segments

	Street Name	Location	Peak Hour	LOS Threshold	Existing Conditions			2030 No Project			2030 Reuse Plan			2030 Area Plan		
					LOS	V/C	AM Volume	LOS	V/C	AM Volume	LOS	V/C	Volume	LOS	V/C	Volume
2	Kirker Pass Rd	East of Concord Blvd	AM	D	C	0.41	1,998	C	0.59	2,887	C	0.55	2,696	C	0.53	2,630
			PM	D	C	0.49	2,410	C	0.77	3,799	D	0.85	4,177	D	0.87	4,268
3	Kirker Pass Rd	South of Myrtle Dr	AM	D	C	0.41	2,003	C	0.59	2,902	C	0.55	2,704	C	0.54	2,640
4	Kirker Pass Rd	North of James Donlon Bl	AM	E	C	0.53	1,722	C	0.37	1,221	C	0.39	1,270	C	0.35	1,133
			PM	E	C	0.59	1,937	C	0.53	1,735	C	0.58	1,884	C	0.56	1,836
10	Denkinger Rd	Between Concord Blvd and Clayton Rd	AM	E	C	0.56	863	C	0.37	1,197	C	0.33	1,094	C	0.39	1,285
12	Port Chicaco Hwy	North of Olivera Rd	PM	E	D	0.92	1,562	F	1.10	1,858	F	1.79	3,021	**F**	**1.84**	**3,110**
13	Willow Pass Rd	North of Landana Dr	PM	D	F	1.24	1,991	F	1.09	3,711	C	0.90	3,062	C	0.89	3,002
14	Willow Pass Rd	East of Farm Bureau Rd	PM	E	C	0.60	1,964	**F**	1.05	3,437	D	0.79	2,587	D	0.76	2,495
17	Avila Rd	East of Willow Pass Rd	AM	D	A	0.08	108	B	0.486	1,647	B	0.45	1,525	B	0.30	1,025
			PM	D	A	0.05	62	B	0.3987	1,352	B	0.45	1,527	B	0.43	1,455
18	Evora Rd	East of Willow Pass Rd	AM	D	D	0.83	1,069	B	0.69	2,343	B	0.81	2,753	B	0.78	2,632

LOS denotes level of service; V/C denotes Volume-to-Capacity ratio

Bold indicates where LOS exceeds the threshold; Shading indicates impacts and changes, as detailed below.

Source: CCTA; Dowling Associates, 2011.

Reuse Plan - Impacts

Project-specific significant impact of the Reuse Plan that is worse than No Project condition

Area Plan - Impacts and Changes

Area Plan increases the severity of a Reuse Plan cumulative impact

Area Plan increases the volume or v/c when compared to the Reuse Plan, but does not exceed threshold

Area Plan is the same as or better than Reuse Plan.

Contribute to a Reuse Plan Significant Impact

The development of the Area Plan, compared to the Reuse Plan, would increase traffic volumes, contribute to a cumulative impact, and exceed the established threshold at oneroadway segment:

1. Port Chicago Highway north of Olivera Road (PM) – Roadway 12

On Port Chicago Highway north of Olivera Road, the increase in volume during the PM peak hour represents a three percent increase, resulting in a change in v/c of 0.05, which is not a perceptible change to the driver. This roadway segment exceeds the established performance threshold under No Project and Reuse Plan conditions. This change in volume is within normal daily fluctuation in traffic volume and would not be considered a perceptible change in volume at this location.

As identified in the Reuse Plan EIR, roadway widening would mitigate the impact of the Reuse Plan as well as No Project conditions, but widening would potentially require acquisition of property and possible displacement of existing businesses and residents. As a policy matter, the City will implement TDM measures rather than roadway widening, as wider roads in residential neighborhoods and urban locations would encourage the use of automobile travel and discourage walking by increasing exposure of pedestrians during crossings.

Ramps

The development of the Area Plan would result in impacts at several analysis ramps similar to that of the Reuse Plan. The change in volumes associated with the development of the Area Plan compared to that of the Reuse Plan found that 12 of the 42 ramps analyzed in the CCRP EIR would experience an increase of greater than three percent in peak hour volume on the ramp. The results of the LOS analysis for these 12 ramps are shown in Table 4.

Table 4: Analysis Results for Ramps

	Location	LOS Threshold	Future - 2030																							
			Existing						No Project						Reuse Plan						Area Plan					
			AM			PM			AM			PM			AM			PM			AM			PM		
			V/C	Density	LOS	V/C	Density	LOS	LOS	V/C	Density	LOS	V/C	Density	LOS	V/C	Density	LOS	V/C	Density	LOS	V/C	Density	LOS	V/C	Density
1	I-680: Willow Pass Rd NB off-ramp	E	0.67	23.21	C	1.42	51.64	F	D	na	28.70	**F**	**1.51**	**na**	D	na	28.29	**F**	**1.51**	**na**	D	na	28.37	**F**	**1.52**	**na**
6	I-680: Concord Av SB off-ramp	F	0.81	28.54	D	0.61	21.11	C	**F**	**1.01**	**na**	C	na	25.76	E	na	35.36	C	na	25.96	E	na	35.11	C	na	26.14
8	I-680: Concord Av EB to SB on-ramp	F	0.18	na	C	0.16	na	C	C	0.21	na	C	0.18	na	C	0.19	na	C	0.32	na	C	0.18	na	C	0.35	na
12a	SR 242: Clayton Rd NB on-ramp (proposed)	E							A	na	8.69	D	na	28.11	B	na	13.05	C	na	27.66	B	na	13.09	C	na	27.09
13	SR 242: Concord Av EB to NB on-ramp	E	0.28	9.20	A	0.80	27.58	C	C	na	21.94	**F**	**1.01**	**na**	C	na	25.02	**F**	**1.01**	**na**	C	na	25.11	**F**	**1.02**	**na**
16	SR 242: Clayton Rd SB on-ramp	F	0.81	27.89	C	0.71	24.07	C	**F**	**1.18**	**na**	**F**	**1.18**	**na**	**F**	**1.13**	**na**	**F**	**1.15**	**na**	**F**	**1.15**	**na**	**F**	**1.15**	**na**
18	SR 4: Port Chicago EB off-ramp	F	0.65	27.05	C	0.80	32.76	D	D	na	34.17	**F**	**1.17**	**na**	**F**	**0.96**	**na**	**F**	**1.10**	**na**	**F**	**0.96**	**na**	**F**	**1.09**	**na**
26	SR 4: San Marco Rd EB off-ramp	F	0.24	na	C	0.71	na	D	C	0.45	na	**F**	**1.30**	**na**	C	0.55	na	**F**	**1.58**	**na**	C	0.61	na	**F**	**1.58**	**na**
30	SR 4: NB San Marco Rd EB on-ramp	F	0.24	12.06	B	0.46	20.00	C	B	na	15.31	C	na	22.20	B	na	17.54	**F**	**1.06**	**na**	B	na	17.54	**F**	**1.05**	**na**
35	SR 4: NB Bailey Rd EB off-ramp	F	0.11	na	C	0.45	na	C	C	0.11	na	C	0.45	na	C	0.13	na	D	0.78	na	C	0.14	na	D	0.76	na
37	SR 4: Bailey Rd EB on-ramp	F	0.28	13.27	B	0.38	17.04	B	B	na	16.36	C	na	20.40	B	na	17.45	C	na	20.72	B	na	17.32	C	na	20.71
40	SR 4: Railroad Ave EB on-ramp	F	0.47	20.28	C	0.55	23.08	C	C	na	26.76	E	na	37.99	C	na	27.94	E	na	37.59	D	na	28.05	E	na	38.22

NB = northbound, SB = southbound, WB = westbound, EB = eastbound; V/C = volume to capacity ratio; LOS = level of service

For the ramp analysis when the demand does not exceed capacity of the ramp or freeway, the LOS is based on density for the merge and diverge areas and V/C is not applicable. For ramps with a dedicated freeway lane or if the freeway demand exceeds the capacity, the V/C is applied and the density is not applicable, as shown by the "na" in the table.

Bold indicates where LOS exceeds the threshold; Shading indicates impacts and changes, as detailed below.

Source: 2000 Highway Capacity Manual; Dowling, 2011.

No Project - Deficient Conditions

Deficient operations under No Project condition.

Reuse Plan - Impacts

Project-specific significant impact of the Reuse Plan that is worse than No Project condition

Project-specific significant impact of the Reuse Plan that improves or does not change the No Project condition.

Contributing significant impact of the Reuse Plan that improves or does not change the No Project condition.

Area Plan - Impacts and Changes

Area Plan increases the severity of a Reuse Plan cumulative impact

Area Plan exceeds threshold and increases the severity of a Reuse Plan threshold exceedance, but is better than or same as No Project

Area Plan increases the volume or v/c when compared to the Reuse Plan, but does not exceed threshold

Area Plan is the same as or better than Reuse Plan

Contributes to a Reuse Plan Significant Impact

The development of the Area Plan, compared to the Reuse Plan, would contribute to the cumulative impact and exceed the established threshold at two ramp locations:

1. I-680/Willow Pass Road northbound off-ramp (PM) – ramp 1
2. SR242/Concord Avenue eastbound to northboundon-ramp (PM) – ramp 13

The LOS on these ramps are based on the freeway mainline volumes at the merge or diverge locations and the increase in volume on the freeway is one percent or less, which is within normal daily fluctuation in traffic volumes and not considered a perceptible change associated with the Area Plan.

Freeway

A comparison of freeway mainline volumes shows that the change in peak hour volumes associated with the Area Plan does not represent more than a three percent increase in volumes on any of the 19 freeway mainline segments that were studies in the CCRP EIR. At several locations the Area Plan volumes decrease and most increases are within two percent. These changes are well within normal daily fluctuation in traffic volumes on the freeway system and would not represent a perceptible changeto the average driver due to the Area Plan.