AGENDA ITEM NO. 3.d.

Concord

REPORT TO MAYOR AND COUNCIL

TO THE HONORABLE MAYOR AND COUNCIL:

DATE: May 27, 2014

SUBJECT: CERTIFY THE FINAL MEASURE J CALENDAR YEARS 2012 AND 2013 GROWTH MANAGEMENT PROGRAM COMPLIANCE CHECKLIST FOR RECEIPT OF FISCAL YEARS 2013-14 AND 2014-15 LOCAL STREET MAINTENANCE AND IMPROVEMENT FUNDS AND AUTHORIZE THE MAYOR TO SIGN THE CHECKLIST

Report in Brief

The Contra Costa Transportation Authority (CCTA) requires that the City Council certify the attached final Measure J Calendar Years 2012 and 2013 Growth Management Program Compliance Checklist as a condition for receiving Local Street Maintenance and Improvement (LSMI) funds for Fiscal Years 2013-14 and 2014-15. The City of Concord is expected to receive $1.65 million in LSMI funds for FY 2013-14 and $1.66 million in LSMI funds for FY 2014-15.

Staff recommends that the City Council certify the final Measure J Calendar Years 2012 and 2013 Growth Management Program Compliance Checklist for receipt of Fiscal Years 2013-14 and 2014-15 Local Street Maintenance and Improvement funds and authorize the Mayor to sign the Checklist.

Background

The original Growth Management Program (GMP) contained in Measure C, approved in 1989, required CCTA to annually review local jurisdiction compliance with the GMP. In January 2001, CCTA changed the program to a biennial reporting period based on calendar years. Under the biennial program, funds are to be allocated to Cities and the County subject to submission of a biennial Compliance Checklist (Checklist) by each local jurisdiction and a finding of compliance by CCTA. CCTA will provide Local Street Maintenance and Improvement (LSMI) funds for the next two fiscal years based on a jurisdiction's compliance with the previous two calendar years.

Measure J was approved by Contra Costa County voters in 2004 and became effective on April 1, 2009, following the sunset of Measure C. The Checklist for Calendar Years 2012 and 2013 covers the compliance reporting period of January 1, 2012 through December 31, 2013 under Measure J.

In order for the City of Concord to be eligible to receive LSMI funds for FY 2013-14 and FY 2014-15, the City Council must first certify the Checklist (Attachment 1) to allow City staff to submit the document to CCTA for a series of committee reviews and ultimate approval by the CCTA Board.

Each year, CCTA allocates approximately 20% of the Measure J sales tax collections to the local jurisdictions in the form of LSMI funds. The remaining 80% of the Measure J revenues are made available to local jurisdictions on a competitive, project-by-project basis, or as determined by TRANSPAC or the other Regional Transportation Planning Committees in the County. The LSMI funds are distributed proportionately among jurisdictions based on population and road miles. Total LSMI funds available for distribution to local jurisdictions for FY 2013-14 are estimated at $15.25 million, of which $1.65 million will be allocated and paid to Concord as soon as the CCTA Board approves the certified Checklist, but no sooner than June 30, 2014.

Discussion

The City Council is required to certify consistency with Measure J requirements by addressing the following issues contained in the attached Checklist:

- Adopt an updated Measure J Growth Management Element establishing standards and policies for approval of General Plan Amendments and major development projects;
- Develop a five- or ten-year Capital Improvement Program (CIP);
- Adopt a development mitigation program;
- Participate in an ongoing cooperative, multi-jurisdictional planning process;
- Address housing options including demonstration of reasonable progress in implementation of the adopted Housing Element;
- Adopt Complete Streets policy as required by the California Complete Streets Act of 2008 (AB 1358);
- Adopt a Transportation Systems Management Ordinance or Resolution; and
- Adopt a local voter-approved Urban Limit Line (ULL), or maintain the County's voter-approved ULL.

The City of Concord is in compliance with all of these requirements and, therefore, staff recommends that the City Council certify the attached Checklist. Once certified by the City Council, the Checklist will be reviewed by two CCTA committees: (1) the Citizens Advisory Committee, and (2) the Planning Committee. The Checklist will then be forwarded to the CCTA Board for final approval and release of LSMI funds after June 30, 2014. These funds will be used as part of the City's CIP program to implement pavement rehabilitation projects, new traffic signal installations, and other citywide transportation improvements.

Fiscal Impact

The City will receive an estimated $1.65 million in LSMI funds from CCTA for FY 2013-14 upon final approval of the certified Checklist by the CCTA Board. The funds will be made available for local street maintenance and improvement projects as part of the City's adopted FY 2014-15 CIP program. An additional $1.66 million of LSMI funds will be granted by CCTA for FY 2014-15 on the one-year anniversary of the payment date for the FY 2013-14 funds. These additional funds will be incorporated into the City's adopted FY 2015-16 CIP program for LSMI projects.

Public Contact

Posting of the Council Agenda provides public notification. CCTA staff has reviewed the attached Checklist and concurred with its findings and readiness to be certified by the City Council.

Recommendation for Action

Staff recommends that the City Council certify the final Measure J Calendar Years 2012 and 2013 Growth Management Program Compliance Checklist for receipt of Fiscal Years 2013-14 and 2014-15 Local Street Maintenance and Improvement funds and authorize the Mayor to sign the Checklist.

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Attachment 1: Final Measure J Compliance Checklist for Calendar Years 2012 and 2013

Measure J Growth Management Program

Compliance Checklist

Reporting Jurisdiction: **City of Concord**
For Fiscal Years 2013-14 and 2014-15
Reporting Period: Calendar Years 2012 & 2013

1. Action Plans	YES	NO	N/A
a. Is the jurisdiction implementing the actions called for in the applicable Action Plan for all designated Routes of Regional Significance within the jurisdiction?	☒	☐	☐
b. Has the jurisdiction implemented the following procedures as outlined in the *Implementation Guide* and the applicable Action Plan for Routes of Regional Significance?			
i. Circulation of environmental documents,	☒	☐	☐
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	☒	☐	☐
iii. Conditioning the approval of projects consistent with Action Plan policies?	☒	☐	☐
c. Has the jurisdiction followed the procedures for Regional Transportation Planning Committee (RTPC) review of General Plan Amendments as called for in the *Implementation Guide*?	☒	☐	☐

2. Transportation Mitigation Program	YES	NO
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	☒	☐

2. **Transportation Mitigation Program**	YES	NO
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	☒	☐

3. **Housing Options and Job Opportunities**	YES	NO
a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by: (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in its Housing Element; or (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or (3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.	☒	☐
b. Does the jurisdiction's General Plan—or other adopted policy document or report—consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided?	☒	☐
c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?	☒	☐

4. Traffic Impact Studies	YES	NO	N/A
a. Using the Authority's *Technical Procedures*, have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	☒	☐	☐
b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?	☒	☐	☐

5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO
a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate RTPC, and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	☒	☐
b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?	☒	☐
c. Has the local jurisdiction applied the Authority's travel demand model and *Technical Procedures* to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?	☒	☐

5. **Participation in Cooperative, Multi-Jurisdictional Planning**	YES	NO
d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways and trails; planned and improved development within the jurisdiction; and traffic patterns?	☒	☒

6. **Five-Year Capital Improvement Program**	YES	NO
Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects)	☒	☐

7. **Transportation Systems Management Program**	YES	NO
Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?	☒	☐

8. **Maintenance of Effort (MoE)**	YES	NO
Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.)	☒	☐

9. Posting of Signs	YES	NO	N/A
Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding $250,000 that are funded, in whole or in part, with Measure C or Measure J funds?	☒	☐	☐

10. Adoption of the Measure J Growth Management Element	YES	NO	N/A
Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?	☒	☐	☐

11. Adoption of a Voter-Approved Urban Limit Line	YES	NO	N/A
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	☒	☐	☐
b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?	☐	☐	☒

12. Other Considerations	YES	NO	N/A
If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?	☐	☐	☒

13. Review and Approval of Checklist

This checklist was prepared by:

Signature	Date
Name & Title (print)	
Phone	Email

The council/board of the City of Concord has reviewed the completed checklist and found that the policies and programs of the jurisdiction as reported herein conform to the requirements for compliance with the Contra Costa Transportation Improvement and Growth Management Program.

Certified Signature (Mayor or Chair)	Date
Name & Title (print)	
Attest Signature (City/Town/County Clerk)	Date
Name (print)	

Compliance Checklist Attachments

Reporting Jurisdiction: **City of Concord**
For Fiscal Years 2013-14 and 2014-15
Reporting Period: Calendar Years 2012 & 2013

Supplementary Information (Required)

1. Action Plans

a. *Please summarize steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plans for Routes of Regional Significance.*

See Attachment 1.a for a full report on conditions of compliance for CYs 2012 and 2013 based on the 2009 Central County Action Plan.

b. *Attach, list and briefly describe any General Plan Amendments that were approved during the reporting period. Please specify which amendments affected ability to meet the standards in the Growth Management Element and/or affected ability to implement Action Plan policies or meet Traffic Service Objectives. Indicate if amendments were forwarded to the jurisdiction's RTPC for review, and describe the results of that review relative to Action Plan implementation.*

The following General Plan Amendments were approved in 2012 in the City of Concord:

1) The City Council adopted: a) Resolution No. 12-4823.1 adopting the addendum to the certified Final EIR for the Concord Reuse Project Area Plan and re-affirming findings of significance, mitigations and overriding considerations; b) Resolution 12-4823.2 amending the Concord 2030 Urban Area General Plan to achieve consistency between the General Plan and Concord Reuse Project Area Plan and adopt the Concord Reuse Project Area Plan as part of the General Plan and to re-designate the 2030 Urban Area General Plan as the 2030 General Plan; and c) Resolution 12-4823.3 approving options for the provision of additional affordable housing as part of the Concord Reuse Project Area Plan to be incorporated into the City's Housing Element Update for 2013. *(See Attachment 1.b for copies of said Resolutions.)*

The Summary CEQA Findings of the Final EIR identified significant transportation impacts on neighboring cities, Caltrans, Contra Costa County and County Connection. Mitigation measures were listed specifying that the

City of Concord will coordinate in good faith with affected jurisdictions 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, 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 RTMP/STMP requirements of the Central County Action Plan for Routes of Regional Significance. A Nexus Study, required pursuant to the Mitigation Fee 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, or other improvements or measures found to be feasible and to substantially lessen or avoid the impacts, 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, impacts are conservatively considered significant and unavoidable.

When implemented, these mitigation measures will enable the City of Concord to meet the standards in the Growth Management Element, implement Action Plan policies, and address Multi-Modal Transportation Service Objectives. The General Plan Amendment process included a comprehensive public review by potentially affected jurisdictions and by various individuals and organizations (including TRANSPAC and other affected RTPCs) and the notification/participation process exceeded the requirements of the Growth Management Program (GMP). Comments from this review process were incorporated as appropriate into the CEQA Findings of the Final EIR.

2) The City Council approved a new Development Code, including amendments to the Concord Municipal Code creating new zoning regulations and adopt new zoning maps (Ordinance No. 12-4), amendments to the 2030 Concord General Plan (Resolution No. 12-4823.4), and certification of a Supplement to the 2030 Concord General Plan EIR (Resolution No. 12-60). *(See Attachment 1.b*

for copies of said Ordinance and Resolution.)

The Final Supplemental EIR for the Development Code Project was adopted in compliance with CEQA and the State Guidelines for the implementation of CEQA. The traffic impact study conducted for the Supplemental EIR concluded that the proposed project would generate fewer total vehicle trips than the adopted General Plan, which was already accounted for in the 2009 Central County Action Plan. Specifically, the proposed project would not generate 100 or more net new peak-hour vehicle trips and would not add 50 or more net new peak-hour vehicle trips to any Routes of Regional Significance when compared with the trips generated by the growth projected in the adopted 2030 Concord General Plan.

Therefore, it was determined that this project would result in No Significant Impact on established MTSOs. The project had no effect on the City's ability to meet the standards in the Growth Management Element, implement Action Plan policies, or meet MTSOs. The General Plan Amendment process included a comprehensive public review by various individuals and organizations (including TRANSPAC) and the notification/participation process met the requirements of the GMP.

The following General Plan Amendment was approved in 2013 in the City of Concord:

1) The City Council adopted Resolution No. 13-84, adopting a Negative Declaration for the Complete Streets Text Amendment and adopted Resolution No. 13-4823.1 approving a Complete Streets Text Amendment to the Transportation and Circulation Element of the Concord 2030 General Plan. *(See Attachment 1.b for copies of said Resolutions.)*

   This General Plan Amendment identified strategies to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, and reducing vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit.

   The Negative Declaration was adopted for this Complete Streets amendment in compliance with CEQA and the State Guidelines for the implementation of

CEQA. This project did not result in any development beyond what was anticipated in the 2030 General Plan and evaluated in the 2030 General Plan EIR. The new Complete Streets policy is expected to reduce vehicle trips both on local streets and on Routes of Regional Significance by encouraging walking, bicycling and transit use, as alternative means to auto use.

Therefore, it was determined that this project would result in No Significant Impact on established MTSOs. The project had no effect on the City's ability to meet the standards in the Growth Management Element, implement Action Plan policies, or meet MTSOs. The General Plan Amendment process included a comprehensive public review by various individuals and organizations (including TRANSPAC) and the notification/participation process met the requirements of the GMP.

Provide a summary list of projects approved during the reporting period and the conditions required for consistency with the Action Plan.

The 2012 General Plan Amendment that incorporated the Concord Reuse Project Area Plan into the 2030 General Plan was the only amendment approved during the reporting period that was expected to generate 100 or more net new peak-hour vehicle trips and 50 or more net new peak-hour vehicle trips to Routes of Regional Significance.

Complete information on the Concord Reuse Project is available on the City's website. Any or all of this information can be provided to the Authority upon request, including, but not limited to, the addendum to the certified Final EIR, programmatic framework for cooperative planning, mitigation of potential impacts on Routes of Regional Significance, and consistency with applicable Action Plans; Findings of Fact and Statement of Overriding Considerations; and Mitigation Monitoring and Reporting Program.

See Attachment 1.b for City Council Resolution Nos. 12-4823.1 and 12-4823.2, adopting the addendum to the certified Final EIR for the Concord Reuse Project (CRP)

Area Plan and amending the General Plan to include the CRP Area Plan.

2. Transportation Mitigation Program

a. Describe progress on implementation of the regional transportation mitigation program.

See Attachment 2.a for a copy of the Regional Transportation Mitigation Program (RTMP) adopted by TRANSPAC on December 12, 1996, and a copy of the ensuing Subregional Transportation Mitigation Program (STMP) adopted as part of the 2009 Central County Action Plan for Routes of Regional Significance and incorporated into Policy GM-5.1.4 of the City's Growth Management Element (GME).

3. Housing Options and Job Opportunities

a. Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels.

See Attachment 3.a for Housing Compliance and Progress Reports during the reporting period.

c. *Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development.*

See Attachment 3.c for adopted Principles and Policies of the General Plan's Transportation Element concerning Trip Reduction, Complete Streets, Transit, Pedestrian Circulation, Bicycle Network, and Safety, to ensure consideration of and support for walking, bicycling and transit access during the review process of proposed development.

4. Traffic Impact Studies

Please list all traffic impact studies that have been conducted as part of the development review of any project that generated more than 100 net new peak hour vehicle trips. (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply). Note whether the study was consistent with the Authority's Technical Procedures and whether notification and circulation was undertaken during the environmental review process.

The Concord Reuse Project Area Plan was the only development plan approved during the reporting period that was expected to generate more than 100 net new peak hour vehicle trips. The traffic impact study for this plan was based on a comprehensive study prepared during the previous reporting period for the Concord Community Reuse Project (CCRP). The CCRP was later refined into the Area Plan and amended into the General Plan in 2012. Potential traffic impacts from the Area Plan were identical to the impacts reported for the CCRP in the previous reporting period.

5. Participation in Cooperative, Multi-Jurisdictional Planning

No attachments necessary.

Compliance Checklist Attachments

Reporting Jurisdiction: **City of Concord**
For Fiscal Years 2013-14 and 2014-15
Reporting Period: Calendar Years 2012 & 2013

6. Five-Year Capital Improvement Program

Please attach the transportation component of the most recent CIP version, if the Authority does not already have it. Otherwise, list the resolution number and date of adoption of the most recent five-year CIP.

Resolution Number: 13-56

Date: June 25, 2013

7. Transportation Systems Management Program

Please attach a copy of the jurisdiction's TSM ordinance, or list the date of ordinance or resolution adoption and its number.

Ordinance Number: 97-15

Date: November 25, 1997

8. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2009-10 and FY 2010-11). See the Instructions to identify the MoE requirements.

The current MoE requirement for the City of Concord is $2,183,881.

MoE expenditures: FY 2012: $7,981,265.32 & FY 2013: $10,345,641.88

(See Attachment 8)

9. Posting of Signs

Provide a list of all projects exceeding $250,000 within the jurisdiction, noting which ones are or were signed according to Authority specifications.

There were no Concord-sponsored "Major Streets" projects from the Measure J Strategic Plan or competitively funded projects from Measure J programs that were constructed during the reporting period. As such, no projects in Concord are or were signed according to Authority specifications.

10. Adoption of the Measure J Growth Management Element

Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan. See Attachment 10.

11. Adoption of a voter-approved Urban Limit Line

The local jurisdiction's adopted ULL is on file at the Authority offices. Please specify any actions that were taken during the reporting period with regard to changes or modifications to the voter-approved ULL, which should include a resolution making a finding of consistency with Measure J and a copy of the related public hearing notice.

There were no actions taken by the City of Concord during the reporting period with regard to changes or modifications to the voter-approved ULL. City officials have read and understood the Authority's Annual Urban Limit Line Policy Advisory Letter, dated January 2, 2014. The City of Concord has continuously complied with the County's ULL (as approved by the voters of Contra Costa through Measure L in November 2006) as a part of the City's General Plan.

12. Other Considerations

Please specify any alternative methods of achieving compliance for any components for the Measure J Growth Management Program.

N/A

Attachment 1.a

Conditions of Compliance Report

CONDITIONS OF COMPLIANCE REPORT FOR 2012 AND 2013
Based on the
2009 TRANSPAC ACTION PLAN

Region-wide Goals and Actions

These goals and actions build on TRANSPAC's tenets, focus the direction of the Action Plan and are intended to guide future decisions.

GOAL 1. Encourage land use decisions that manage the increase of overall traffic demand

ACTIONS:

1-A: Continue to support implementation of the Measure J Growth Management Program.

1-B: Continue to support higher-density development around transit hubs and downtowns.

1-C: Continue to require each jurisdiction to:

a) Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips.

b) For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.

1-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.

1-E: Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.

2012-2013: All of these actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 2. Increase HOV lane usage

2-A: Support the completion of a continuous HOV system on I-680.

2012-2013: The RM2 I-680 HOV Express Bus Access Study was completed in late 2009 and recommended use of the approximately $14.3 million in available RM2 funds for construction of the southbound I-680 HOV lane in Central County. TRANSPAC included programming of $75M of its Measure J funds for this project.

Availability of STIP and other funding for this project is currently unknown.

2-B: Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.
2012-2013: This action is ongoing.

2-C: Support additional incentives for HOV users.
2012-2013: This action is ongoing. TRANSPAC and its jurisdictions work through the TRANSPAC TDM program, 511 Contra Costa, to continually seek opportunities to increase carpool and vanpool use.

2-D: Provide additional park-and-ride lots.
2012-2013: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

Timeline: These actions are ongoing and depend on funding availability.

GOAL 3. Work to improve freeway flow

3-A: Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4.

3-B: Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).
2012-2013: Funding for the Caldecott Tunnel was included in the CCTA's 2009 bond program with $62M assigned to Central County. The groundbreaking for the Caldecott Tunnel was January 22, 2010. Completion of the Caldecott Tunnel was accomplished in 2013.

3-C: Support the study and implementation of potential regional freeway management strategies.
2012-2013: TRANSPAC TAC members participated in the development of the Corridor System Management Plans, Corridor Management Plans for SR 4 and SR 24. Staff and elected officials participated in the SR 4 Integrated Corridor Analysis (ICA) which was completed in 2012.

3-D: Consider a multi-agency approach to freeway ramp metering.
2012-2013: The 2009 TRANSPAC Action Plan includes a multi-agency approach to ramp metering as an action. The implementation of ramp metering in the I-680, SR 4 and SR 24 corridors is a key recommendation in the Corridor System Management Plans developed by MTC and Caltrans in concert with many local partners including CCTA and TRANSPAC. In 2012, TRANSPAC participated with MTC, CALTRANS and consultants in a review of the feasibility of ramp metering in Central County. Following completion of this review, Phase 1 ramp metering was implemented in 2013 on SR 242 and on SR 4 in the Concord/Pittsburg area.

Responsible: TRANSPAC and its jurisdictions

GOAL 4. Manage arterial traffic flow

4-A: Seek funding for traffic and transit improvements along Regional Routes.
2012-2013: Over the past several years, Federal and State funding for arterial projects has become increasingly difficult to secure. As a result, TRANSPAC and its jurisdictions established a list of arterials to be funded, at least partially, with proceeds of the CCTA September 2009 bonds programmed for Central County. The following projects are expected to be funded between FY10-FY15: Marsh Creek Road (Clayton); Pine Hollow Widening (Clayton); Kirker Pass Road northbound truck lane (County); Court Street Overcrossing (Martinez)[see below]; Buskirk Avenue Widening (Pleasant Hill); Geary Road widening Phase 3 (Walnut Creek and Pleasant Hill), Waterworld Parkway (Concord) [see below]; Contra Costa Boulevard Improvements (Pleasant Hill); Ygnacio Valley Road Permanent Restoration

Phase 2 (Concord), Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (Concord).

Projects programmed after 2015 include the Pacheco Boulevard Realignment and Widening (Contra Costa County), additional funding for Waterworld Parkway (Concord) and Court Street Overcrossing (Martinez).

Please see the CCTA's 2013 Strategic Plan for updated project financial and scope information.

4-B: Continue to implement the Central Contra Costa Traffic Management Program.

4-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes.
2012-2013: These actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 5. Support an efficient and effective transit system

5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.
2012-2013: Action is ongoing.

5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.
2012-2013: Action is ongoing.

5-C: Support the expansion of BART service and BART station and parking facilities.
2012 -2013: Approved a BART funding request to CCTA for the Walnut Creek TOD project, the Comprehensive Wayfinding System project and the Electronic Bicycle facilities project at the four Central County BART Stations.

5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.
2012-2013: See Pacheco Boulevard and the Pacheco Transit Hub project.

Background: 2008-2009: Martinez Intermodal Station. Project acquired land north of the railroad tracks, to construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks. The current project phase is construction of first stage (interim parking lot). The Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Some interim surface parking lot work has started; striping of approximately 45 parking stalls is complete, some parking lot lighting is complete. The remaining interim surface parking lot work is still scheduled to be done in summer 2010.

2012-2013: Court Street Overcrossing. Completed in 2012.

5-E: Support improvements that increase the efficiency of local transit on Regional Routes.
2012-2013: Phase 2 Buskirk Avenue Widening community meetings determined design parameters.

5-F: Support increased access to BART stations for buses and other alternative modes.

For actions 5F and 5F - 2012-2013: TRANSPAC included funding for BART's Comprehensive Wayfinding and Signage programs as well as Bicycle Storage Facilities (electronic lockers, cages, racks, etc.) at four Central County BART stations (Walnut Creek, Pleasant Hill, Concord and North Concord) in the CCTA September 2009 Measure J bond sale for expenditure in FY10 and FY11.

5-G: Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J $10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total $35 million in Central County.
2010-2011: Small allocations were made to the City of Pleasant Hill and the City of Walnut Creek in support of volunteer paratransit service.
2012-13: Line item 20(a) funds were granted to public/private nonprofits in Central County in 2012 and 2013.

5-H: Support expansion and use of park-and-ride facilities using Express and local buses.
2012-2013: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

GOAL 6. Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County

6-A: Support the 511 Contra Costa Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting.

2012-2013: The 511 Contra Costa program is working in all Central County jurisdictions to promote alternatives to the single occupant vehicle. Staff attends transportation and health fairs, library events and other outreach activities to promote alternatives to the single occupant vehicle. The www.511contracosta.org website is a key feature in the outreach efforts. Programs include:

- The Countywide Carpool Program which provides a stipend to new carpoolers to try carpooling instead of driving alone to work;
- The Countywide Transit Program provides a free BART, train or bus pass to those who change modes from single occupant vehicles to transit;
- The Transportation Resource Guide provides transportation information for the entire Bay Area but with a strong focus on the transportation options in Contra Costa. The guide was updated in 2011 and is available to employers, city/county departments and the general public.

6-B: Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling.

2012-2013: The school-based programs implemented by 511 Contra Costa staff include:

- The Safe Routes to School Program- the expanded SR2S program was developed by 511 Contra Costa in 2011 and has received additional Federal CMAQ funding to include three programs: K-5, Middle School and High School bike/ped safety programs beginning in Spring 2012.

SchoolPool Transit Program- provides no-cost public bus tickets for students in Central and East County to get to school or college.

A bicycle rodeo program which teaches pedestrian and bicycle safety to middle school students was launched in Spring 2011. This three-day program is currently offered by 511 Contra Costa on behalf of local jurisdictions, to all middle schools in Central and East County to promote bicycle safety training for students and encourage bicycling and walking to schools.

Bike to Work/School day is promoted through schools and employment sites every May and families/students/commuters are encouraged to participate.

Bicycle racks, skateboard racks, bicycle cages and lockers are available at no cost to all public and private schools in Central County.

- College Carpool and Transit Programs:

Students are offered a free transit bus pass to get to college and technical schools. Students are also offered incentives to form a carpool instead of driving to campus alone.

6-C: Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework.

- 511 CC offers free consultations to employers and local jurisdictions upon request, as well as more extensive onsite telework implementation assistance. Information is also available on the website.

- With the Federal legislation changes, all employers were notified of the current reduction in pre-tax transit and vanpool benefits allowable under the extension of SAFETEA-LU. 511 Contra Costa staff offers free consultations with all local employers and jurisdictional staff on an ongoing basis.

6-D: Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone.

- A 31-day activity wheel was produced by 511 CC and is available to families and especially children, which promotes awareness of vehicle trip-reducing and trip-linking opportunities.

- Weekly tips and reminders are posted on the www.511contracosta.org website.

6-E: Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable.

- The 511 CC staff has worked with County Connection in the development of the Pacheco Park & Ride lot and will offer assistance upon its completion in promoting transit ridership and carpooling from the site.

- Park & Ride lot locations are indicated on a map located on the www.511contracosta.org website.

- A free downtown shuttle from Contra Costa Centre to Pleasant Hill and Walnut Creek was promoted by 511 Contra Costa in Winter of 2010 and to Pleasant Hill in the Fall 2011.

6-F: In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment.

511 CC staff offer ongoing consultation assistance in the development of TDM plans for developments at the request of local jurisdictions for new development and redevelopment projects.

- 511 CC staff provided comments and offered suggestions in the TDM Plan for a new church development proposal located within the unincorporated portion of the County which reduced the parking requirements based on access via alternative modes. This project was approved by the Board of Supervisors.

6-G: Explore innovative new technologies to improve mobility and reduce SOV trips.

- Electric charging stations have been installed through a 511 Contra Costa mini-grant process in Walnut Creek, Pleasant Hill, Martinez, and Pittsburg. Staff is working with CCTA in the Real Time Rideshare pilot program which will use mobile phone technology to match potential carpoolers.
- An internet-based bike mapper was developed for Contra Costa County bicycle routes and trails.

6-H: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.

- Each year, 511 Contra Costa Measure C/J funds are used to provide bicycle racks, lockers, cages and eLockers at public sites and on behalf of local employers in Central County.
- Electronic shared bicycle lockers were installed in Pittsburg in 2011 to promote bicycle use in the Old Town.

6-I: Encourage "green" commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing.

- An electric vehicle was also leased for Pleasant Hill in 2010.
- Additional electric charging stations are slated for installation using 511 CC funds in Central County jurisdictions on a first-come, first-served basis to augment the charging station network which began throughout the County in 2009.

- 511 CC works with employers to fulfill the transportation measures necessary to receive Green Business certification.

Responsible: 511 Contra Costa, TRANSPAC and its jurisdictions

Actions and Responsibilities for Routes of Regional Significance

TRANSPAC and its jurisdictions have identified regional actions for Routes of Regional Significance. As these actions may span jurisdictional boundaries, and improvements to Routes of Regional Significance often involve more than one jurisdiction, there needs to be a coordinated and joint effort of all involved jurisdictions.

The following section presents a description of each Route of Regional Significance, TRANSPAC's Multimodal Traffic Service Objectives (MTSOs), actions and responsibilities for each route. Note that on planned improvements and actions identified for I-680, SR 242 and SR 4, TRANSPAC and its jurisdictions work cooperatively with CCTA and Caltrans, the designated lead agencies on Interstate and State Highway projects.

Freeways

1. Interstate 680

I-680 is a north-south eight- to twelve-lane divided freeway. It begins north of the TRANSPAC area at the I-80–Cordelia interchange and travels south through Solano County, entering TRANSPAC's region after it crosses the Benicia-Martinez Bridge. From the bridge, it extends south through the SR-4 and SR-242 interchanges. The I-680/SR-24 interchange is near TRANSPAC's southern boundary in Walnut Creek. I-680 continues south through the Southwest Regional Transportation Planning Committee (SWAT) area. I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. The Walnut Creek, Pleasant Hill, and Concord BART Stations, the Martinez Intermodal Facility, and the Pacheco Transit Hub are accessed from I-680.

MTSO: 4.0 Delay Index

Actions: 2012-2013 Please note that TRANSPAC programmed $75 million over the life of Measure J funds for I-680 Carpool Lane Gap Closure/Transit Corridor Improvements and in 2011 supported the installation of High Occupancy Toll (HOT) option and the MTC Express Lane application submitted to the CTC.

Continue to support investment in and implementation of HOV lanes on I-680
2012-2013: TRANSPAC requested that Caltrans improve the operation of the I-680 southbound Carpool Lane Extension (commonly referred to as "the restripe" and the Livorna Lane drop) be done at the beginning of its pavement rehabilitation project on I-680 from the I-680/SR 24 Interchange to the Alameda County line. This work was completed in November 2011.

Complete the I-680 HOV Express Bus Access Study funded through Regional Measure 2
2012-2013: At the request of County Connection, TRANSPAC took the lead on the I-680 HOV Express Bus Access Study, which was mandated to receive $15 million in funding available in Regional Measure 2 approved by Bay Area voters in 2004. The study was completed and accepted by TRANSPAC and County Connection in October 2009. The required acceptance by CCTA was completed in January 2010. This action is completed.

Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.

2012-2013: This is an ongoing action. Please see SR 4 below

Continue to work with Solano County to manage traffic in the I-680 corridor.

Proposed Improvements

Southbound HOV Lane Gap Closure from South Main to Livorna Road – completed in 2011.

Improvements to I-680/SR-4 interchange and freeway (see subsequent section on SR-4).

Responsible: TRANSPAC and its jurisdictions

2. State Route 242

State Route 242 is a four-mile north-south freeway that connects SR-4 west of Port Chicago Highway to I-680 just south of Willow Pass Road. It is a three-lane road in each direction.

MTSO: 3.0 Delay Index

The CCTA Board approved the consultant contract with WMH Corporation in June 2011. The draft alternatives for study in the PSR will be presented to Caltrans and the technical studies for the PSR will be initiated.

Support the study and design of Clayton Road interchange improvements.

Proposed Improvements
2012-13: Construction/modification of southbound ramps and northbound on-ramp at the Clayton Road interchange. PSR/PDS completed in 2013. PA/ED is underway and expected to be completed in 2015.

2012-2013: Commerce Avenue Extension – The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac. Design is nearly complete. The project's environmental clearance was obtained on November 10, 2009. The right of way phase is nearly completed pending resolution of design issues with the Contra Costa Flood Control District. Construction is anticipated for 2015.

Responsible: TRANSPAC and its jurisdictions

3. State Route 4

State Route 4 is an east-west freeway that runs from East Contra Costa and San Joaquin County to I-80 in West Contra Costa through Central Contra Costa. West of the SR-242 Interchange in Concord, it has four to six lanes; east of the interchange, it has eight to ten lanes, including an HOV lane in each direction. SR-4 provides access to the North Concord/Martinez BART Station, the Martinez Intermodal Facility, and the Pacheco Transit Hub.

MTSO: 5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary) This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC (see Action below).

Actions:
Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR4 from East County through Central County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC jointly will seek funding for the Corridor Management Plan from CCTA and other available sources.

2012-2013: TRANSPLAN, WCCTAC and TRANSPAC successfully completed the joint SR-4 Integrated Corridor Analysis (ICA) Study in 2012. The study identified mainline capacity improvements on SR-4 between I-680 and Bailey Road and reaffirmed the 2010 FPI/CSMP recommendations for SR-4 capacity improvements through this corridor. The Project Initiation Document is scheduled to start in 2014.

2012-2013: In 2013, full funding for Phase 3 I-680/SR-4 Interchange Improvement Project was identified using Measure J and STIP funds. Design and minor updates to the project environmental review were also started in 2013.

Background:

2008-2009: The I-680/SR4 Project Report and Environmental Document were approved by both Caltrans and FHWA in February 2009.

Corridor System Management Plans (CSMPs) - As part of the passage of Proposition 1B in November 2006, the Corridor Mobility Improvement Account (CMIA) was created by the California Transportation Commission (CTC). The CTC required Caltrans to develop CSMPs for highway corridors containing projects receiving CMIA funds. The main objectives of these investments, which are part of the Governor's Strategic Growth Plan, are to decrease congestion, improve safety and travel times, and accommodate future growth in the population and economy.

The CSMPs, initiated in 2007/08, are a mechanism through which to maximize the State's investment in the corridor, via an assessment of current and future performance, identification of bottleneck locations and causes, and recommendation of a prioritized set of improvements to address the problem locations. SR-4 and SR-24 are part of the CSMP process based on the CMIA-funded Route 4 East Widening and the Caldecott Tunnel Fourth Bore projects, respectively. These two efforts were initiated in the summer of 2008, with the establishment of Corridor Technical Advisory Committees (C-TACs), which include staff from Caltrans, the Metropolitan Transportation Commission (MTC), the Contra Costa Transportation Authority (CCTA), and affected jurisdictions and agencies along the corridors (including the Alameda County CMA on Route 24).

Freeway Performance Initiative: MTC's (Regional Transportation Plan) T-2035 strategy known as the Freeway Performance Initiative (FPI), seeks to develop a roadmap for selection of the best projects and operational strategies for major freeway corridors in the Bay Area, based on performance and cost-effectiveness. MTC, along with its consultant PBS&J, have been working in tandem with the Caltrans CSMP effort on SR-4 and SR-24 to develop a prioritized list of system management strategies and associated projects for these two corridors. The FPI's approach to the corridor analysis includes a look at the entire transportation corridor, including parallel arterials and transit, and attempts to address both recurrent and non-recurrent congestion.

The CSMP reports were forwarded to the California Transportation Commission (CTC) by Caltrans and MTC used the analyses as part of the development of the updated Regional Transportation Plan (RTP). In Contra Costa, this information was used in RTPC and CCTA planning processes.

2010-2011: The CSMPs were reviewed by the TRANSPAC TAC and TRANSPAC in 2010.

2008-2009: For a number of years, TRANSPAC has sought to improve the operation and capacity of the I-680/SR-4 Interchange. The classic approach to interchange reconstruction calls for a phased approach. In 2000, TRANSPAC requested that the Transportation Authority determine if any improvements could be made to the I-680 side of the Interchange to improve its operation and eliminate the short weave sections from I-680 to SR-4. The result was the addition of a collector distributor road system from I-680 to SR-4 as part of the construction of the I-680 HOV Lanes from North Main to Marina Vista. Since then, funding for the full I-680/SR-4 Interchange (approximately $278 million) has remained elusive as Measure C funding was reallocated to other projects and Measure J funding was hit hard by the economic downturn.

In 2008, TRANSPAC asked the Transportation Authority to examine any additional possibilities for a "sooner, cheaper" alternative to improve operation and capacity on the SR-4 side of the Interchange, with specific emphasis on the original Phase 3 of the project, the completion of the "missing" 3rd lane in each direction on SR-4 from Morello Avenue west of the Interchange as far east as possible, to match the lanes to/from East County in the vicinity of Port Chicago Highway.

In response to that request, Transportation Authority had its consultants, URS Corporation in concert with Fehr and Peers, assess possible sooner, cheaper alternatives that could be constructed absent a full reconstruction of the I-680/SR-4 Interchange. The consultant did identify some sooner, cheaper projects that could improve the operation of the interchange and that section of SR 4. These "sooner, cheaper" ideas were presented to TRANSPAC on May 14, 2009. While funding has remained elusive, the identified sooner, cheaper ideas and the possibilities identified by the CSMP work may offer opportunities to improve operations until a reconstruction is affordable.

Responsible: TRANSPAC and its jurisdictions

Arterials

4. Alhambra Avenue

Alhambra Avenue is a north-south roadway that extends from downtown Martinez south, under SR-4, to Taylor Boulevard in Pleasant Hill, where its name changes to Pleasant Hill Road. It is generally a four-lane roadway. Only the portion south of Arch Street is designated as a Regional Route. It serves as a parallel route to I-680 and a shortcut around the I-680/SR-24 Interchange.

MTSO: Martinez: 15 MPH Average Speed for both directions during AM and PM peak hours.
Pleasant Hill: 15 MPH Average Speed for both directions during AM and PM peak hours.

Actions:
Pursue planning and funding for Alhambra Avenue improvements and widening.

2012-2013: The second phase of the project to install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR4 is completed. The City decided to complete the slope grading behind a retaining wall in a subsequent project. The project was completed in 2011.

Proposed Improvements
Construction of a second southbound lane on Alhambra Avenue from Walnut Avenue to Franklin Canyon Road with other necessary signal, ramp, and median modifications.

Completion of the Alhambra Avenue Widening Phase III project.

Responsible: TRANSPAC and its jurisdictions

5. Clayton Road

Clayton Road is a four- to six-lane, east-west roadway that connects Marsh Creek Road east of Clayton to SR-242 in Concord. Between Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard, it is a Regional Route. It is the east-west traffic spine for Central Contra Costa and provides direct access to the Concord BART station and connection to the Pleasant Hill and Walnut Creek BART stations.

MTSO: Clayton: 15 MPH Average Speed for both directions during AM and PM peak hours
Concord: Average Stopped Delays for the following intersections: Kirker Pass Road/Ygnacio Valley Road: 3; Treat Boulevard/Denkinger Road: 3.

Actions:

Complete Clayton Road/Treat Boulevard/Denkinger Road intersection capacity improvements.
2012-2013 Preliminary engineering/environmental planning and environmental clearance work began in March 2010. The traffic study is complete and the study report is final. Project design is complete and right-of-way eminent domain process is ongoing. Construction is expected to start in 2015.

Work with TRANSPLAN on Clayton Road/Marsh Creek Road corridor operation and management.
Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Concord BART Station.

Proposed Improvements

Clayton Road /Treat Boulevard/Denkinger Road intersection capacity improvements.
Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Concord BART Station.

Responsible: TRANSPAC and its jurisdictions

6. Contra Costa Boulevard

Contra Costa Boulevard is a north-south roadway that begins at 2nd Avenue in Pleasant Hill as an extension of Pacheco Boulevard. It runs south through Pleasant Hill to become North Main Street at Oak Park in Walnut Creek. It runs parallel, to the west, to I-680 and varies in width from four to six lanes and serves as a bypass to I-680.

MTSO: Average Speed, AM Peak Hour: 15 MPH northbound and 12 MPH southbound.
Average Speed, PM Peak Hour: 10 MPH in both directions.

Actions:

Complete Contra Costa Boulevard improvement project.
2012-2013: The Contra Costa Boulevard improvement project is included in the CCTA 2009 Measure J bond sale with $1.1 M in escalated dollars programmed for allocation in FY10. The Contra Costa Boulevard signal coordination project was completed in 2009.

Proposed Improvements

Between 2nd Avenue and Monument Boulevard, construction of additional right and left turn lanes, modification of intersection lane alignments, and addition of a new class II bike lane.
Improvement of traffic operations throughout corridor.

Responsible: TRANSPAC and its jurisdictions

7. Geary Road
Geary Road runs east-west, connecting North Main Street at I-680 to Pleasant Hill Road to the west. East of I-680, Geary Road becomes Treat Boulevard. Over half its length, Geary Road is two lanes with center turn lanes. It serves as an access route to the Pleasant Hill BART station.

MTSO: LOS F at North Main Street intersection.

Actions:
Complete widening. **2012-2013:** The widening project is included in the CCTA 2009 Measure J bond sale with a total of $9.1M in escalated dollars programmed for allocation in FY10 and FY11.

Obtained funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements
Geary Road Widening Phase III
2012-2013 Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station. Project is complete. Cities of Walnut Creek and Pleasant Hill worked cooperatively; city limit line runs down middle of the road.

Responsible: TRANSPAC and its jurisdictions

8. North Main Street
North Main Street is a north-south roadway in Walnut Creek that is the continuation of Contra Costa Boulevard. It is a four-lane roadway that is a Regional Route from Oak Park to San Luis Road. It runs parallel to I-680 and provides access to the interstate at both Treat Boulevard/Geary Road and San Luis Road. It connects two BART stations and serves local traffic.

MTSO: LOS F at Treat Boulevard/Geary Road intersection.

Actions:
Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements
None.

Responsible: TRANSPAC and its jurisdictions

9. Pacheco Boulevard
Pacheco Boulevard is a two- to four-lane north-south roadway connecting Pine Street south of downtown Martinez, under SR-4 and along I-680, to 2nd street in Pleasant Hill, where it becomes Contra Costa Boulevard.

MTSO: Martinez: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections.

Actions
Assess possible applications of the Central Contra Costa Traffic Management Program.
Complete Pacheco Transit Hub.

2012-2013 Pacheco Boulevard Widening from Blum Road to Arthur Road. Environmental clearance restarted in 2012 between Blum Road Martinez City Limit started.

2008-2009: Project construction is fully funded from state and local sources at $2.98M+. At the end of 2009, TRANSPAC ($15,000 annually with a 5 year project review); TRANSPLAN ($5,000 annually for the life of Measure J) and WCCTAC ($5,000 for three years) each approved an annual contribution to the $30,000 annual maintenance cost. A request has been made to Caltrans to allow parking charges with revenues assigned to operating and maintenance. **2012-2013** City of Martinez now is responsible for maintenance.

Seek funding to widen Pacheco Boulevard to four lanes and make related improvements.
Coordinate proposed improvements to the I-680/SR-4 interchange with surrounding arterials and local streets.
Assess the need for improvements at the Pacheco Boulevard/Arnold Drive intersection.
Work with Contra Costa County staff on coordination of the implementation of the Buchanan Airport Master Plan.

Proposed Improvements
2012-2013: Construction of Pacheco Transit Hub completed. CCTA provided assistance.
Work consisted of widening of road segments to four lanes and construction of a new railroad over-crossing for Burlington Northern Santa Fe Railway (likely to occur in phases).

Responsible: TRANSPAC and its jurisdictions

10. Pleasant Hill Road
Within TRANSPAC's region, Pleasant Hill Road is a north-south, two- to four-lane roadway that connects Geary Road and Taylor Boulevard into Lafayette and, through SWAT's region, to SR-24.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections.

Actions:
Work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road.

Proposed Improvements
As may be determined in concert with SWAT/City of Lafayette.

Responsible: TRANSPAC and its jurisdictions

11. Taylor Boulevard
Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and, effectively, SR-4 to SR-24. Local traffic travels this route as a bypass to I-680 and the I-680/SR-24 interchange.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections.

Actions:
Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements
Improvement of traffic operations through the corridor.

Responsible: TRANSPAC and its jurisdictions

12. Treat Boulevard
Treat Boulevard is a divided four- to eight-lane arterial that serves as a main commuter route from Clayton Road in Concord to I-680 and the Pleasant Hill BART Station. It runs parallel to Ygnacio Valley Road.

MTSO: Concord: Average Stopped Delays (signal cycles to clear) at the following intersections:
Clayton Road/Denkinger Road: 3
Cowell Road: 5
Oak Grove Road: 5
Walnut Creek: LOS F at Bancroft Road intersection
Contra Costa County: 1.5 V/C for all intersections

Actions:
Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements
Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station.

Responsible: TRANSPAC and its jurisdictions

13. Ygnacio Valley Road/Kirker Pass Road
Ygnacio Valley Road is a four- to six-lane divided roadway that extends from I-680 in Walnut Creek to Clayton Road. Beyond Clayton Road, Ygnacio Valley Road becomes Kirker Pass Road, a four- to six-lane roadway that then becomes Railroad Avenue in Pittsburg and connects to SR-4. It is a primary alternate route for SR-4 commute traffic to and from East County.

MTSO:
Concord: Average Stopped Delays as follows:
Clayton Road/Kirker Pass Road: 3
Alberta Way/Pine Hollow Drive: 4
Cowell Road: 4
Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections
Contra Costa County: 1.5 V/C for all intersections

Actions:
Continue to support implementation of the East-Central Traffic Management Plan.
2012-2013: This action is ongoing.

Seek funding from Measure J/STIP for a northbound truck-climbing lane on Kirker Pass Road toward East County. **2012-2013:** Project included in the CCTA 2009 Measure J bond sale with a total of $6.15M in escalated dollars programmed for allocation starting in FY14.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Walnut Creek BART Station.

Proposed Improvements

Widening of Ygnacio Valley Road to six lanes between Cowell Road and Michigan Road.
2012-2013: Funding options not available due to lack of STIP funding.

Continued implementation of the East-Central Traffic Management Program
2012-2013: This action is ongoing.

2012-2013: Ygnacio Valley Road Permanent Restoration, Phase 2 – completed in 2010.

Responsible: TRANSPAC and its jurisdictions

Attachment 1.b

Concord City Council Resolutions for General Plan Amendments

ORIGINAL

BEFORE THE CITY COUNCIL OF THE CITY OF CONCORD
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

A Resolution Approving the Addendum to the Certified Final EIR for the Concord Reuse Project Area Plan and Reaffirming Findings of Significance, Mitigations and Overriding Considerations

Resolution No. 12-4823.1

WHEREAS, an Addendum to the Certified Final Environmental Impact Report (EIR) on file in the City Clerk's office, attached hereto by reference and made a part hereof and labeled Attachment 1, has been prepared to assess environmental impact differences between the Reuse Plan and the Area Plan for the Concord Naval Weapons Station based on the Final EIR certified in January 2010; and

WHEREAS, the Addendum is designed to determine whether and to what extent the Reuse Plan Final EIR adequately addresses impacts and provides mitigations measures for the Concord Reuse Project Area Plan (Area Plan); and

WHEREAS, the Addendum describes the purpose and organization of the document, including 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; and,

WHEREAS, the Addendum 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; and

WHEREAS, 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; and

WHEREAS, the checklist provided in the Addendum 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;" and

WHEREAS, 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; and portion of the process;" and

WHEREAS, 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 in Section 1.4.1 of the Addendum; and

WHEREAS, the type and intensity of development represented by the Area Plan is within the scope of development that was analyzed in the Final EIR for the adopted Reuse Plan. In addition, the

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 Area Plan; and

WHEREAS, at a regularly scheduled public hearing on the Area Plan and Addendum held on December 7, 2011, the Planning Commission adopted Resolution 11-16PC recommending that the City Council approve the Addendum to the Certified Final EIR for the Concord Reuse Project and reaffirm the findings and statement of overriding considerations contained therein.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD DOES RESOLVE AS FOLLOWS:

Section 1. The City Council finds that the above recitations are true and correct and, accordingly, are incorporated as a material part of this Resolution.

Section 2. This resolution shall become effective immediately upon its passage and adoption.

Findings for Certification of the Addendum to the Final Environmental Impact Report

A. A full and fair public hearing was held on the Addendum to the Final EIR and the City Council has considered all comments received thereon, the recommendation of the Planning Commission, and thus said Addendum to the Final EIR, which is incorporated by reference, is hereby determined to be adequate and complete.

B. In connection with the recommended approval of the General Plan Amendment to achieve consistency with the proposed Concord Reuse Project Area Plan, that the Addendum to the Final EIR for those actions has been prepared in compliance with CEQA and the state and local environmental guidelines and regulations, and that the City Council has independently reviewed and analyzed the information contained therein, including the oral and written comments received at the public hearing, and that the Addendum to the Final EIR represents the independent judgment of the City of Concord as the Lead Agency for the Project.

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PASSED AND ADOPTED by the City Council of the City of Concord on January 24, 2012, by the following vote:

AYES: Councilmembers - D. Helix, L. Hoffmeister, W. Shinn, R. Leone

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

ABSENT: Councilmembers - T. Grayson

I HEREBY CERTIFY that the foregoing Resolution No. 12-4823.1 was duly and regularly adopted at a regular joint meeting of the City Council and the Redevelopment Agency of the City of Concord on January 24, 2012.

Mary Rae Lehman, CMC
City Clerk

APPROVED AS TO FORM:

Mark S. Coon
Acting City Attorney

ORIGINAL

BEFORE THE CITY COUNCIL OF THE CITY OF CONCORD
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

A Resolution Amending the Concord 2030 Urban Area General Plan to Achieve Consistency between the General Plan and Concord Reuse Project Area Plan, Adopting the Concord Reuse Project Area Plan as Part of the General Plan, and Re-Designating the 2030 Urban Area General Plan as the 2030 General Plan

Resolution No. 12-4823.2

WHEREAS, the State Planning and Zoning Law (California Government Code § 65000, et seq.) requires, among other things, that each city adopt a comprehensive, long-term general plan for the physical development of the city, as well as any land outside the city's boundaries that the city determines is related to its planning; and

WHEREAS, pursuant to Government Code § 65300.5, a city's general plan must include seven mandatory elements, which together must comprise an integrated, internally consistent and compatible statement of policies; and

WHEREAS, on October 2, 2007, the City Council of the City of Concord (the "City Council") adopted the Concord 2030 Urban Area General Plan, subsequently referred to as the Concord 2030 General Plan (the "General Plan"); and

WHEREAS, at the conclusion of a separate planning process, on February 2, 2010, in accordance with the Federal Defense Base Realignment and Closure Act of 1990 (10 U.S.C. § 2901, et seq., "BRAC"), the City Council, sitting as the Local Reuse Authority, adopted a Reuse Plan for the Concord Naval Weapons Station ("CNWS") in order to establish the highest and best use of the CNWS for the City, reflect the community consensus as to the future use of the CNWS, guide the long-term redevelopment of the CNWS, guide the Federal National Environmental Policy Act process, and assist the Navy in determining property disposal conveyance options, among other things; and

WHEREAS, in conjunction with the adoption of the Reuse Plan, the City Council certified a Final Environmental Impact Report ("Final EIR," State Clearinghouse Number 2007052094) in conformance with the California Environmental Quality Act (Public Resources Code sec. 21000, et

seq., "CEQA"); and

WHEREAS, the Reuse Plan satisfied the requirements of the BRAC law, but does not, in and of itself, fulfill the obligations set forth in the State Planning and Zoning Law with regard to the requirements of a city's general plan; and

WHEREAS, after seeking extensive community input and working with a team of consultants, City staff developed a Concord Reuse Project Area Plan to translate the vision of the Reuse Plan into a format compatible with the State Planning and Zoning Law (the "Area Plan"); and

WHEREAS, in its final form, the three-volume Area Plan incorporates the development program and the park, recreation, and open space commitments established in the adoption of the Reuse Plan; and

WHEREAS, the Area Plan, coupled with the General Plan, will set forth a comprehensive set of policies and implementation programming to realize the vision of the Reuse Plan;

WHEREAS, the policies of the Area Plan are generally consistent with the spirit and vision of the General Plan; and

WHEREAS, in order to ensure consistency between the Area Plan and the General Plan, the General Plan requires a number of amendments, all of which are attached hereto as Attachment 1; and

WHEREAS, pursuant to Government Code section 65350, et seq., the City may amend the General Plan, provided it follows certain procedures, including that the Planning Commission hold a noticed public hearing and make written recommendation to the City Council on the proposed amendment of the General Plan; and

WHEREAS, on December 7, 2011, the Planning Commission held a public hearing on the proposed amendment to the General Plan and forwarded its recommendation to the City Council.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD DOES RESOLVE AS FOLLOWS:

Section 1. Adopts all the proposed amendments to the General Plan to achieve consistency between the Area Plan and the General Plan. Said amendments are attached hereto by reference and on file in the City Clerk's office and incorporated herein as if fully set forth and labeled as Attachment 1 to this Resolution.

Section 2. Adopts the Area Plan as part of the General Plan inclusive of all proposed amendments to the General Plan to achieve consistency between the Area Plan and the General Plan. Said Area Plan is attached hereto by reference and on file in the City Clerk's office and incorporated herein as if full set forth and labeled as Attachment 2.

Section 3. Re-designates the 2030 Urban Area General Plan as the 2030 General Plan.

Section 4. This resolution No. 12-4823.2 shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED by the City Council of the City of Concord on January 24, 2012, by the following vote:

AYES: Councilmembers - D. Helix, L. Hoffmeister, W. Shinn, R. Leone

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

ABSENT: Councilmembers - T. Grayson

Mary Rae Lehman, CMC
City Clerk

APPROVED AS TO FORM:

Mark S. Coon
Acting City Attorney

Attachment 1: General Plan Consistency Amendments (attached hereto by reference and on file in the City Clerk's office)

Attachment 2: Concord Reuse Project Area Plan (attached hereto by reference and on file in the City Clerk's office)

ORIGINAL

BEFORE THE CITY COUNCIL OF THE CITY OF CONCORD
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

A Resolution Approving Options for the Provision of Additional Affordable Housing as Part of the Concord Reuse Project Area Plan to be Incorporated into the City's Housing Element Update for 2013

Resolution No. 12-4823.3

WHEREAS, at the City Council's direction per Resolution No. 10-10, City staff engaged in a twelve (12) month dialogue with housing advocates to determine how much additional affordable housing could be incorporated into the Concord Reuse Project Area Plan (Area Plan) to best meet future housing needs and whom that additional housing might serve; and

WHEREAS, additional affordable housing above levels specified in the Reuse Plan (2,120 units) could be accommodated by adding provisions for development of 900 residential units prioritized for lower income level seniors, veterans and teachers; and

WHEREAS, to incentivize affordable housing providers, specific sites (land) could be set aside by the Local Reuse Authority (LRA) for the Area Plan's affordable housing development and be incorporated into the City's disposition agreements for the base's build out; and

WHEREAS, the additional 900 units would bring the total commitment for affordable housing to 25% of the total proposed 12,272 residential units of which approximately 30% of the affordable homes could be prioritized for lower income seniors/veterans/teachers; and

WHEREAS, this affordable housing commitment and integrating this development spread out within the overall Reuse Project is a vision of mixed income housing that the City Council has been supportive of through the community planning process for the Area Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD DOES RESOLVE AS FOLLOWS:

Section 1. The City Council makes the following findings:

a) The Area Plan can accommodate an additional 900 units of affordable housing. The total commitment for the Area Plan is 3,020 units, which will be approximately 25% of the total number of housing units that would be constructed through build out. The

total number of affordable units will be designed to accommodate a range of lower-income levels as defined in the City's Housing Element.

b) The additional 900 units of affordable housing shall be prioritized for lower income seniors, veterans and teachers.

c) The original 2,120 affordable housing units (including affordable, homeless family and self-help housing) committed to in the Area Plan should accommodate a diverse range of lower-income levels and demographics defined in the City's Housing Element.

d) Some of the 3,020 units can be built in conjunction with other market rate housing to satisfy inclusionary housing requirements. However, a more efficient and effective method to achieve the levels of housing required is to have most of the affordable housing built as stand alone projects where the affordable housing providers stay involved as owner/managers of the property ensuring facility upkeep and screening of residents. Affordable housing builders will require gap funding to develop the desired affordable projects and fees from market rate developers in lieu of unit construction that might otherwise be required, could be a source of funding. Market rate developers may also be allowed to provide utility services to affordable housing project sites in lieu of fees as another alternative to satisfy the inclusionary requirement.

e) To replace or augment more traditional redevelopment funding support, the LRA shall pursue disposition methods that would allow parcels to be transferred at no cost or significantly reduced cost to the LRA that could in turn be transferred at no cost or significantly reduced cost to affordable housing developers to accommodate the committed 3,020 units of affordable housing. The LRA reserves the right to augment the use of discounted land if other funding sources arise in part, or in whole, to replace the use of redevelopment tax increment.

The sites would be selected solely by the LRA and street improvements/utilities to the sites would be provided by the LRA and/or the master developer, and their transfer would represent the City's in-kind match for the affordable housing developers in leveraging external financing. The sites would not be clustered but spread out in

smaller 2-4 acre increments and generally be located in areas with minimum densities of 25 units to the acre. To the degree feasible, at least one affordable housing parcel shall be contiguous to each homeless accommodation parcel so that the homeless units could be integrated with larger affordable projects and could more readily access services. This is a vision of mixed income housing that the Council and community has been supportive of through the community planning process.

f) Specific affordable housing parcels shall be identified and analyzed for environmental impacts under CEQA as part of the development of future specific plans for the base. With certified CEQA documents in place, land uses consistent with adopted specific plans would be exempt from further CEQA review, creating an incentive for development.

g) The LRA will not be required to issue building permits for affordable housing development until the 200th market rate unit is constructed and utilities can be made available to the affordable housing sites. As the balance of the Reuse Project Area Plan develops, creation of affordable units shall track as a percentage against built market rate units as part of the phasing plan that is intended to be crafted for the disposition strategy.

h) Reaffirms its commitment to self help housing by directing staff to negotiate a public benefit conveyance of two, three-acre parcels to Habitat for Humanity.

Section 2. The City Council further directs staff to make all necessary changes (as defined in the Exhibit F: Errata/Clarifications of the staff report) to the Concord Reuse Project Area Plan to implement the findings contained in this resolution and to create consistency with the 2030 General Plan. Staff is also directed to ensure these findings are incorporated into the City's Housing Element update scheduled for 2013.

Section 3. This resolution shall become effective immediately upon its passage and adoption.

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PASSED AND ADOPTED by the City Council of the City of Concord on January 24, 2012, by the following vote:

AYES: Councilmembers - D. Helix, L. Hoffmeister, W. Shinn, R. Leone

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

ABSENT: Councilmembers - T. Grayson

I HEREBY CERTIFY that the foregoing Resolution No. 12-4823.3 was duly and regularly adopted at a regular joint meeting of the City Council and the Redevelopment Agency of the City of Concord on January 24, 2012.

Mary Rae Lehman, CMC
City Clerk

APPROVED AS TO FORM:

Mark S. Coon
Acting City Attorney

ORIGINAL

ORDINANCE NO. 12-4

AN ORDINANCE AMENDING CONCORD MUNICIPAL CODE CHAPTER 122 (ZONING) DELETING THE CHAPTER CONTENT IN ITS ENTIRETY AND ADOPTING THE 2012 DEVELOPMENT CODE, VOLUME 1, DATED JULY 24, 2012; AND AMENDING CERTAIN OTHER CHAPTERS AND SECTIONS TO RESTATE THE INFORMATION IN THE NEW DEVELOPMENT CODE

THE CITY COUNCIL OF THE CITY OF CONCORD DOES ORDAIN AS FOLLOWS:

WHEREAS, it is the desire of the City Council to update the regulations in Chapter 122, Zoning, of the Concord Municipal Code to ensure that City development standards and regulations are current and consistent with the 2030 General Plan, and to provide an independent document which is convenient to reference and utilize; and

WHEREAS, upon review of all the regulations governing development in the City of Concord, the City Council determined that the public and staff would be best served with an independent publication which could be used as a Development Code reference manual, in place of the current Chapter 122, Zoning, of the Concord Municipal Code; and

WHEREAS, the history of Chapter 122, Zoning, from its inception through the adoption of this Ordinance shall be retained in the City Clerk's office as an historical reference.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD HEREBY FURTHER ORDAINS:

Section 1. Adopts by reference the entire publication entitled "2012 Development Code, Volume 1, dated July 24, 2012," referred to hereafter as "Development Code," the original of which is filed in the Office of the City Clerk, and declares that any future revisions or modification to the Development Code shall be by adoption of Ordinance as modifications to the Concord Municipal Code.

Section 2. All ordinances of a general and permanent nature which were enacted on or before July 24, 2012 and constituted a part of Chapter 122, and which are not included in other sections of the Concord Municipal Code or recognized and continued in force by reference within the new Development Code, are hereby repealed.

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Section 3. The repeal provided for in Section 2 hereof shall not be construed to revive any ordinance or part thereof that has been repealed by a subsequent ordinance that is repealed by this ordinance.

Section 4. Unless another penalty is expressly provided, every person convicted of a violation of any provision of the Development Code or any ordinance, rule or regulation referenced therein or adopted or issued in pursuance thereof, which is not declared to be an infraction, shall be punished by a fine not exceeding $1,000.00, or imprisonment not exceeding six months, or both. Every person convicted of a violation of the Development Code, or any ordinance, rule, or regulation referenced therein or adopted or issued in pursuance thereof, where such violation is declared to be an infraction, shall be punished by a fine not exceeding one hundred dollars ($100) for a first violation, a fine not exceeding two hundred dollars ($200) for a second violation of the same ordinance within one year, or a fine not exceeding five hundred dollars ($500) for each additional violation of the same ordinance within one year. The phrase "violation of the same ordinance," as used in this Section, means and refers to a violation of the same numbered section of the Development Code or any ordinance, rule, or regulation referenced therein or adopted in pursuance thereof. Each act of violation and each day upon which any such violation shall occur shall constitute a separate offense. The penalty provided by this Section, unless another penalty is expressly provided, shall apply to the amendment of any Development Code section, whether or not such penalty is reenacted in the amendatory ordinance. In addition to the penalty prescribed above, the City may pursue other legal and equitable remedies such as abatement, injunctive relief, and revocation of licenses or permits.

Section 5. Concord Municipal Code Chapter 122 (Zoning) has been deleted in its entirety and restated as follows:

CHAPTER 122 Zoning

The articles, divisions, sections, and subsections previously known as Chapter 122 of the Concord Municipal Code have been rearranged, updated, and restated in a publication entitled *Development Code* and can be modified only by adoption of future Ordinances. The historical record of deleted Chapter 122 of this Code shall be retained in the City Clerk's office.

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Section 6. Concord Municipal Code Chapter 6 (Amusements and Entertainments), Article VII (Entertainment Permits), Section 6-200 (Investigation of application and issuance of permit) is hereby amended to add a new subparagraph (b)(1) which reads as follows; and renumbers the subsequent subparagraphs (b)(2) through (b)(5).

(1) The use of the property is allowed by the Development Code and the applicant has received approval for any applicable Planning permit required by the Development Code and the Planning Division has verified that the applicant is in compliance with the condition of approval.

Section 7. Concord Municipal Code Chapter 6 (Amusements and Entertainments), Article VIII (Mechanical and Electronic Games) is hereby deleted in its entirety and amended and restated in the Development Code as Article V (Standards for Specific Uses), Division 1 (Standards for Specific Uses), Section 122-626 (Mechanical and Electronic Games).

Section 8. Concord Municipal Code Chapter 42 (Historical Preservation) is hereby deleted in its entirety and amended and restated in the Development Code as Article VII (Permits and Permit Procedures), Division 11 (Historic Preservation), Sections 122-1074 through 122-1088.

Section 9. Concord Municipal Code Chapter 82 (Solid Waste), Article IV (Recycling Facilities) is hereby deleted in its entirety and restated in the Development Code as Article V (Standards for Specific Uses), Division 1 (Standards for Specific Uses), Section 122-630 (Recycling Facilities) and renumbers Article V (Construction and Demolition (C&D) Waste Recycling) as new Article IV, leaving the section numbering the same.

Section 10. Concord Municipal Code Chapter 114 (Vegetation), Article II (Trees and Shrubs), Division 1 (General), Section 114-31 (Intent and purpose), is amended to read:

Sec. 114-31. Intent and purpose.

The intent and purpose of this article is to provide a uniform method for the proper care of trees, shrubs, and hedges in parks, in public places, and along those streets defined in section 1-10 of this Code; to provide for the public health, safety, and general welfare; to contribute to the attractiveness and quality of life in the city; to identify and maintain heritage trees; to promote and preserve the city's aesthetic value; and to define the powers and duties of

those who administer this article. The provisions of this article are supplemented by Article VI, Division 3 of the Development Code, which specifically addresses the protection of trees related to projects for which a permit from the Planning Division is required.

Section 11. Concord Municipal Code Chapter 114 (Vegetation), Article II (Trees and Shrubs), Division 1 (General), Section 114-32 (Definitions), *City-owned tree, shrub or hedge* is amended to read:

City-owned tree, shrub, or hedge. Trees, shrubs, and hedges along the major street system, as shown in the Transportation and Circulation Element of the General Plan, which are not required to be maintained by the adjacent property owner as a condition of development approval, or which are not maintained by a landscape maintenance district, homeowners' association, or other provisions for private maintenance.

Section 12. Concord Municipal Code Chapter 114 (Vegetation), Article II (Trees and shrubs), Division 1 (General), Section 114-32 (Definitions), *Heritage tree* is amended to read:

Heritage tree. Any tree or group of trees which has a relationship to an event of historical significance or is of public interest and which has been officially designated by action of the Planning Commission as a heritage tree.

Section 13. Concord Municipal Code Chapter 114 (Vegetation), Article II (Trees and shrubs), Division 1 (General), Section 114-32 (Definitions), is amended to add the following definitions in alphabetic sequence to the existing definitions:

Non-protected tree. Includes any member of the genus *Eucalyptus*, any member of the genus *Acacia*, any common palm tree (*Arecaceae*), Monterey pine (*Pinus radiata*), and any member of the genus *Ligustrum* (commonly referred to as privet), unless such tree has been specifically designated a heritage tree by action of the Planning Commission.

Protected Tree. A protected tree is:

(a) Any of the following listed native trees with a diameter of 12 inches or more as measured 54 inches above the ground (e.g., diameter at breast height) or a multi-stemmed native tree on the list below where the sum of all stem diameters is 12 inches or more as measured 54 inches above the ground: Valley oak (*Quercus lobata*),

Blue oak (*Q. douglasii*), Coast live oak (*Q. agrifolia*), California bay (*Umbellaria californica),* California buckeye (*Aesculus californica*), and California sycamore (*Platanus racemosa*).

(b) Other trees (except those specifically listed as non-protected) with a diameter of 24 inches or more as measured 54 inches above the ground (e.g., diameter at breast height) or more or a multi-stemmed non-native tree where the sum of all stem diameters are 24 inches or more as measured 54 inches above the ground.

(c) Any tree which has been previously designated as a heritage tree by Planning Commission resolution.

(d) A tree required to be planted, relocated, or preserved as a condition of approval of a Tree Permit or other discretionary permit, and/or as environmental mitigation for a discretionary permit.

(e) A tree with a trunk diameter of six inches or more or one component trunk of a multi-stemmed tree with a diameter of four inches or more as measured 54 inches above the ground that is located within the structure setback of creeks or streams as defined in Development Code Article VI (Resource Management), Division 2 (Creek and Riparian Habitat Protection), Subsection 122-802(a).

Section 14. Concord Municipal Code Chapter 114 (Vegetation), Article II (Trees and shrubs), Division 1 (General), Section 114-37 (Public nuisances), subparagraph (4) is deleted in its entirety and replaced with the following:

(4) Any shrub or hedge exceeding the height limit established by the Development Code.

Section 15. Concord Municipal Code Chapter 114, (Vegetation), Article II (Trees and shrubs), Division 2 (Heritage Trees), Section 114-61 (Purpose and intent) is deleted in its entirety and replaced with the following:

Sec. 114-61. Purpose and intent.

The intent of this Division is to provide a means of formally designating specific trees with exceptional historic, visual, or ecological significance as heritage trees and to ensure the continued protection of these trees in the future.

Section 16. Concord Municipal Code Chapter 114 (Vegetation), Article II (Trees and shrubs), Division 2 (Heritage Trees), Section 114-62 (Criteria; designation by Planning Commission) is deleted in its entirety and replaced with the following with no modifications to subparagraphs (1) and (2):

Sec. 114-62. Designation of heritage trees by Planning Commission.

A heritage tree is any tree on public or private property which has been specifically designated by resolution of the Planning Commission, consistent with the definition of heritage tree in section 114-32. To be designated a heritage tree by the Planning Commission, a tree or trees must meet the following criteria:

Section 17. Concord Municipal Code Chapter 114 (Vegetation), Article II (Trees and shrubs), Division 2 (Heritage Trees), Section 114-63 (Nomination for heritage status), is deleted in its entirety and replaced with the following:

Sec. 114-63. Nomination for heritage status.

The Planning Commission may receive nominations of trees for heritage tree status through the Department of Community and Economic Development, Planning Division. Written acceptance of the proposed designation by the property owner shall be required.

Section 18. Concord Municipal Code Chapter 114 (Vegetation), Article II (Trees and shrubs), Division 2 (Heritage Trees), Section 114-64 (Identification; property rights; duties of property owner), is deleted in its entirety and replaced with the following:

Sec. 114-64. Identification; property rights; duties of property owner.

(a) Once formally designated, a heritage tree may be identified with a marker or other means as determined by the Planning Commission, provided the property owner consents to such an identification. The Director of Planning shall maintain a current list of all heritage trees so designated by the Planning Commission.

(b) A designated heritage tree shall remain the property of the landowner.

(c) The care of the designated heritage tree shall be the responsibility of the property owner.

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(d) Any property owner having a designated heritage tree on his property shall be expected to give the tree reasonable care to ensure its continued good health.

Section 19. Concord Municipal Code Chapter 114 (Vegetation), Article II (Trees and shrubs), Division 2 (Heritage Trees), Sections 114-65 through 114-69 are repealed in their entirety and a new Division 3 is added to read as follows:

DIVISION 3. PROTECTED TREES

Sec. 114-75. Purpose and Intent.

It is the intent of this Division to establish regulations for the preservation of large, mature trees, including permitting requirements for the removal of such trees on private property. The preservation of trees is necessary for the health and welfare of Concord residents in order to conserve scenic beauty, prevent erosion of topsoil, protect against flood hazards, counteract the pollutants in the air, and maintain the climatic and ecological balance of the area. It is also the intent of this division to acknowledge the establishment of complementary regulations in the Development Code which ensure the preservation, maintenance, and replacement of protected trees on properties where construction and development is proposed.

Sec. 114-76. Permit required for removal; exceptions.

It shall be unlawful for any person to remove, or cause to be removed, any protected tree from any parcel of property in the city without first obtaining a permit to do so; provided, however, that in cases of emergency when a tree is hazardous or dangerous to life or property, it may be removed by order of the Chief of Police, by the Chief of the Contra Costa County Consolidated Fire District, or by the Director of Public Works. Provided, further, in emergency situations only where the public health and safety is affected, any duly authorized representative of any public utility or of the city may remove trees which interfere with the safe and efficient operation of the public service for which they are responsible. Non-protected may be removed without a permit.

Sec. 114-77. Issuance of permit for removal; possession of permit.

(a) *Application.* Any person desiring to remove one or more protected trees shall apply to the City Manager for a permit, unless the removal is associated with an application to

the Planning Division in which case the provisions of Article VI, Division 3 of the Development Code shall apply. The application for a permit shall be made on forms provided for the purpose and shall include the following:

(1) A plan which clearly indicates the location of the tree(s) to be removed and the quantity and species of trees to be planted in exchange for the protected tree.

(2) Specification of the species, size, and (if applicable) heritage tree designation of the tree(s) to be removed.

(3) Statement of specific reasons for the proposed removal.

(4) Filing fee as set forth in the Resolution Establishing Fees and Charges for Various Municipal Services.

(5) Any additional information as the City Manager or other designated person determines necessary, which may include a report prepared by a qualified arborist. An arborist's report shall generally not be required for the removal of a native tree less than 24 inches in diameter (or a multi-stemmed native tree which has at least one stem which is 8 inches in diameter) as measured 54 inches above the ground surface, provided that the Director of Public Works or his/her designee verifies that the proposed removal meets the review criteria below through a site visit or equivalent evaluation.

(b) *Review; criteria for evaluation.* Any person desiring to remove one or more protected tree(s) shall apply to the City Manager unless such removal is associated with a project requiring a planning permit pursuant to subsection 114-77(d) below. Requests for removal shall be evaluated by the Director of Public Works or his/her designee. In either case, there shall be a complete review of all application information, inspection of the site and subject tree, and a determination of the following:

(1) The condition of the tree or trees with respect to disease, whether the tree acts as a host for plants or animals, its danger of falling, and its potential for endangering other nearby trees.

(2) Proximity to existing or proposed structures.

(3) The proximity to, or potential to, interfere with existing utilities or buildings.

(4) The necessity to remove the tree or trees in order to construct any proposed improvements to allow economic enjoyment of the property.

(5) Topography of the land and the effect of removal of the tree on erosion, soil retention, and diversion or increased flow of surface waters.

(6) The number of trees existing in the neighborhood on improved property and the effect removal would have on the established standard of the area and the property value.

(7) The number, size, and type of replacement trees to be provided.

(c) *Priority of applications; staff reports.* In reviewing applications, City Manager or his/her designee, shall give priority to those applications for removal of a heritage tree based on hazard or danger of disease. Applications may be referred to another department, committee, board, or commission of the city for report and recommendation.

(d) *Coordination with applications for development.* An application to remove a protected tree, which is the result of an application for development or construction, shall be subject to the provisions of Article VI, Division 3 of the Development Code. Such applications shall be submitted to the Planning Division and coordinated with the initial application for approval of that development consistent with the requirements of Article VIII of the Development Code.

(e) *Possession of permit.* It shall be the responsibility of the person or company removing a heritage tree to have on his person the permit for removal. Noncompliance shall be considered an infraction punishable under section 1-22 of this Code.

(f) *Enforcement.* Any person, including but not limited to the property owner, the person performing the work, and/or any other responsible person, who violates any provision of this Division or any condition imposed upon any permit issued hereunder shall be liable to the City for a civil penalty to be determined by the City based on the value of the tree and the extent of the damage done.

Sec. 114-78. Appeal.

The decision of the City Manager or appropriate planning agency, whichever applies, may be appealed by the applicant or any interested person to the City Council in accordance with section 2-53 of this Code. This section shall not apply to those orders subject to appeal pursuant to section 114-38.

Section 20. Concord Municipal Code Chapter 114 (Vegetation), Article III (Water Conservation Regulations for Landscaped Projects) is hereby deleted in its entirety and restated in the Development Code as Article IV (Development Standards), Division 5 (Water Efficient Landscaping), Sections 122-471 through 122-481.

Section 21. Non-substantive, administrative clean-up of cross-references and other formatting is authorized as may be needed to ensure accuracy and consistency within the Concord Municipal Code.

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Section 22. This Ordinance No. 12-4 shall become effective thirty (30) days following its passage and adoption. In the event a summary of said Ordinance is published in lieu of the entire Ordinance, a certified copy of the full text of this Ordinance shall be posted in the office of the City Clerk at least five (5) days prior to its adoption and within fifteen (15) days after its adoption, including the vote of the Councilmembers. Additionally, a summary prepared by the City Attorney's Office shall be published once at least five (5) days prior to the date of adoption of this Ordinance and once within fifteen (15) days after its passage and adoption, including the vote of the Councilmembers, in the Contra Costa Times, a newspaper of general circulation in the City of Concord.

Ronald E. Leone
Mayor

ATTEST:

Mary Rae Lehman, CMC
City Clerk

(Seal)

City Clerk Ordinance No. 12-4 was duly and regularly introduced at a regular meeting of the City Council held on July 10, 2012, and was thereafter duly and regularly passed and adopted at a regular meeting of the City Council held on July 24, 2012, by the following vote:

AYES: Councilmembers - T. Grayson, D. Helix, L. Hoffmeister, W. Shinn, R. Leone

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

ABSENT: Councilmembers - None

I HEREBY CERTIFY that the foregoing is a true and correct copy of an ordinance duly and regularly introduced, passed, and adopted by the City Council of the City of Concord, California.

Mary Rae Lehman, CMC
City Clerk

ORIGINAL

BEFORE THE CITY COUNCIL OF THE CITY OF CONCORD
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

A Resolution Approving General Plan Text and Map Amendment Related to the Adoption of a New Development Code

Resolution No. 12-4823.4

WHEREAS, Government Code section 65358 provides for the amendment of all or part of an adopted general plan; and

WHEREAS, the City initiated an application for General Plan text and map amendments as part of a larger effort to prepare a new Development Code to replace the existing Title 122 Zoning Ordinance, hereby referred to as "the Development Code Project"; and

WHEREAS, amendments to the 2030 Concord General Plan are necessary to ensure internal consistency within the General Plan and internal consistency between the General Plan and the City's Zoning Regulations; and

WHEREAS, amendments to the 2030 Concord General Plan are necessary to ensure that the Plan remains current, relevant, and technically accurate; and

WHEREAS, amendments to the 2030 Concord General Plan are further necessary to establish more accurate Map designations, reflect recent policy initiatives including the 2010 Housing Element, respond to current economic conditions in the City, and provide more consistent mapping protocol for open space areas; and

WHEREAS, the Planning Commission, held thirteen study sessions on the Development Code, including the proposed General Plan Amendments, between November 2010 and May 2012; and

WHEREAS, the City Council received periodic progress reports from staff and held periodic study sessions on the Development Code, including two sessions on the proposed General Plan Amendments in November 2011 and March 2012; and

WHEREAS, the Planning Commission, after giving all public notices required by State Law and the Concord Municipal Code, held two duly noticed public hearings on June 6 and June 20, 2012, on the proposed Development Code Project, including the General Plan Amendments and the Final

Supplemental Environmental Impact Report and Mitigation Monitoring and Reporting Program; and

WHEREAS, the Planning Commission considered testimony and information received at the public hearing and the oral and written reports from City staff dated June 6 and June 20, 2012, as well as other documents contained in the record of proceedings relating to the proposed Development Code Project, which are maintained at the offices of the City of Concord Planning Division; and

WHEREAS, the Contra Costa Airport Land Use Commission held a public hearing on the proposed General Plan Amendments on June 13, 2012 and found that the amendments were consistent with the County Airport Land Use Compatibility Plan; and

WHEREAS, the Planning Commission recommended City Council approval of the proposed General Plan text and map amendments at its meeting of June 20, 2012; and

WHEREAS, the City has complied with the requirements of the Local Planning Law (Government Code section 65100 *et seq.*), the current California Office of Planning and Research General Plan Guidelines, and the City's applicable ordinances and resolutions with respect to approval of the proposed General Plan Amendment; and

WHEREAS, prior to acting on Resolution 12-4823.4 on the proposed General Plan amendments, the City Council adopted Resolution No. 12-60 certifying the Final Supplemental Environmental Impact Report (SCH# 2006062093) ("SEIR"), adopting the Mitigation Monitoring and Reporting Program, and adopting the Findings with a Statement of Overriding Considerations, which resolution is hereby incorporated by reference; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD DOES RESOLVE AS FOLLOWS:

Section 1. The City Council does hereby approve this General Plan Amendment subject to the Mitigation Monitoring and Reporting Program, and further makes the following findings:

1. The recitals above are true and correct and are incorporated herein by reference.
2. The proposed General Plan Map Amendments, referenced as Attachments A and B to this resolution and attached hereto by reference and on file in the City Clerk's office, provide for internal consistency between the General Plan and zoning, and would further the requirement of internal consistency between all provisions of the General

Plan.

3. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

4. The proposed amendment will result in General Plan land use designations which are physically suitable, including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities for anticipated uses.

5. The proposed General Plan Amendment includes updated policies which are in the public interest of the people of the City of Concord.

Section 2. This resolution shall become effective immediately upon its passage and adoption, and the General Plan Amendment shall be effective in 30 days from the date of adoption.

PASSED AND ADOPTED by the City Council of the City of Concord on July 10, 2012, by the following vote:

First Motion. Approves all of the above except for General Plan Map changes (and subsequent zoning map changes for internal consistency) for all properties except those located within 500 feet of 1532 Maynard Street, Concord, California.

AYES: Councilmembers - T. Grayson, D.Helix, L. Hoffmeister, W. Shinn, R. Leone

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

ABSENT: Councilmembers – None

Second Motion. Approves General Plan Map changes (and subsequent zoning map changes for internal consistency) for properties located within 500 feet of 1532 Maynard Street, Concord, California.

AYES: Councilmembers - T. Grayson, D.Helix, L. Hoffmeister, R. Leone

NOES: Councilmembers - None

ABSTAIN: Councilmembers - W. Shinn (Recused)

ABSENT: Councilmembers - None

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I HEREBY CERTIFY that the foregoing Resolution No. 12-4823.4 was duly and regularly adopted at a regular meeting of the City Council of the City of Concord on July 10, 2012.

Mary Rae Lehman, CMC
City Clerk

APPROVED AS TO FORM:

Mark S. Coon
City Attorney

Attachment A – General Plan Text Amendments (attached by reference)

Attachment B – General Plan Map Amendments (attached by reference)

ORIGINAL

BEFORE THE CITY COUNCIL OF THE CITY OF CONCORD
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

A Resolution Certifying the Final Supplemental Environmental Impact Report to the Concord 2030 General Plan for the Concord Development Code Project, Including Adoption of a Statement of Overriding Consideration

Resolution No. 12-60

WHEREAS, the City of Concord adopted the 2030 Concord Urban Area General Plan on October 2, 2007; and

WHEREAS, the City of Concord concurrently certified the Final Environmental Impact Report for the 2030 Concord Urban Area General Plan on October 2, 2007; and

WHEREAS, the City of Concord amended the 2030 Concord General Plan on January 24, 2012 to incorporate an Area Plan for the Concord Reuse Project; and

WHEREAS, the City of Concord certified an Final Environmental Impact for the Concord Reuse Project in February 2010 and an Addendum to that FEIR which covered the Area Plan and related 2030 General Plan Amendment on January 24, 2012; and

WHEREAS, the General Plan FEIR and Reuse Plan FEIR/ Addendum together constitute a comprehensive evaluation of the environmental impacts of the Concord 2030 General Plan; and

WHEREAS, the City has completed an update of its zoning regulations to ensure consistency with General Plan policies, and an update of its zoning maps to ensure consistency with the adopted General Plan Map; and

WHEREAS, the City has proposed amendments to the General Plan Map and text as part of the Development Code project in order to improve the accuracy of the General Plan Map, respond to current economic conditions, and further achieve internal consistency; and

WHEREAS, On May 10, 2011, the City issued a Notice of Preparation pursuant to California Public Resources Code section 21080.4 and CEQA Guidelines section 15082, including a description of the proposed Development Code and General Plan amendments (hereinafter "the project") and their probable environmental effects, and circulated this document to local, state, and federal agencies; and other interested parties as required under law to solicit comments on the project and the scope of the

environmental review; and

WHEREAS, the Notice of Preparation was circulated until June 8, 2011 for the statutory minimum 30-day review period; and

WHEREAS, the City held a public scoping meeting on May 25, 2011 at Concord City Hall to provide opportunities for interested parties to learn about the project and to provide input on the scope of environmental review; and

WHEREAS, a Draft Supplemental Environmental Impact Report (Draft SEIR) was prepared in accordance with Public Resources Code section 21000 *et seq.* and CEQA Guidelines section 15000 *et seq.*, which assessed the potential environmental effects of implementation of the project, identified means to eliminate or reduce potential adverse impacts, and evaluated a reasonable range of alternatives; and

WHEREAS, the Draft SEIR was released for public and agency review on April 11, 2012; and

WHEREAS, a Notice of Completion was provided to the State Clearinghouse on April 12, 2012, and the Notice of Availability was published on April 18, 2012, in the Contra Costa Times newspaper; and

WHEREAS, the Draft SEIR was circulated for review through the State Clearinghouse by State agencies and further circulated by the City to interested parties, other local governments, special districts, and regional agencies; and

WHEREAS, the public comment period on the Draft SEIR closed on June 4, 2012, which resulted in a public review period that exceeded the statutory minimum of 45 days; and

WHEREAS, no comments on the Draft SEIR were received at City Hall or at the State Clearinghouse; and

WHEREAS, pursuant to Public Resources Code section 21092.5, the City prepared the Final Supplemental Environmental Impact Report (Final SEIR), and the City provided notice of the availability of the Final SEIR on June 12, 2012; and

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WHEREAS, the Concord Planning Commission, after giving all public notices required by State law and the Concord Municipal Code, held duly noticed public hearings on June 6 and June 20, 2012, on the proposed Project and its SEIR; and

WHEREAS, the City has prepared Findings, including a Statement of Overriding Considerations, relative to the Final SEIR and a Mitigation Monitoring and Reporting Program; and

WHEREAS, the Concord Planning Commission considered testimony and information received at the public hearing and the oral and written reports from City staff, dated June 6 and June 20, 2012, as well as other documents contained in the record of proceedings relating to the project which are maintained at the offices of the City of Concord Planning Division; and

WHEREAS, on June 20, 2012, the Planning Commission, after independent review and analysis of the Final SEIR and consideration of all pertinent plans, documents and testimony, recommended City Council adoption of the Final SEIR, including the Findings and Statement of Overriding Considerations (Attachment A).

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

Section 1. That the City Council does hereby certify the Concord Development Code Final Supplemental Environmental Impact Report and Mitigation Monitoring and Reporting Program, and adopts the Findings and the Statement of Overriding Considerations, based on the following.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD DOES RESOLVE AS FOLLOWS:

Section 1. The Final SEIR is adequate and has been completed in compliance with CEQA.

Section 2. Full and fair public hearings have been held on the Final SEIR and the City Council has reviewed and considered all comments received therein.

Section 3. In connection with the separate recommended approval of the General Plan Amendments, Municipal Code Amendments, adoption of a new Development Code, and adoption of new Zoning Maps, the Final SEIR for those actions has been prepared in compliance with CEQA and the state and local environmental guidelines and regulations, and the City Council has independently reviewed and analyzed the information contained therein.

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Section 4. The City Council's findings are contained in the "Certification of the Final Supplemental Environmental Impact Report to the 2030 Concord General Plan EIR for the Concord Development Code Project," which includes "Findings of Fact" and a "Statement of Overriding Considerations," incorporated herein as Attachment A.

Section 5. The Final SEIR contains no additions, clarifications, modifications and other information in its responses to comments on the Draft EIR because no comments were received.

Section 6. The Final SEIR incorporates changes based on information obtained from the City since the Draft SEIR was issued. The City Council hereby finds and determines that such changes are not significant new information, as that term is defined under the provisions of CEQA, because such changes do not indicate that any new significant environmental impacts not already evaluated would result from the Project and do not reflect any substantial increase in the severity of any environmental impact. Further, no feasible mitigation measures considerably different from those analyzed in the Draft SEIR have been proposed that would lessen significant environmental impacts of the Project, and no feasible alternatives considerably different from those analyzed in the Draft SEIR have been proposed that would lessen the significant environmental impacts of the Project. Accordingly, the City Council hereby finds and determines that recirculation of the Final SEIR for further public review and comment is not warranted.

Section 7. All feasible mitigation measures for the Project identified in the Final SEIR and accompanying studies are hereby incorporated into this resolution.

Section 8. As set forth in its findings of fact, the City Council finds that the proposed project alternatives set forth in the Final SEIR which could substantially lessen or avoid the significant environmental effects are infeasible and are rejected for the reasons set forth in Attachment A.

Section 9. In order to comply with Public Resources Code section 21080.6, the City Council adopts by reference the Mitigation Monitoring and Reporting Program contained in the Final SEIR. The program is designed to ensure that, during project implementation, the City, affected landowners, their assigns and successors in interest, and any other responsible parties comply with the feasible mitigation measures identified. The Mitigation Monitoring and Reporting Program identifies, for each mitigation measure, the party responsible for implementation.

Section 10. Since adoption of all feasible mitigation measures will not mitigate or avoid all significant adverse environmental effects caused by adoption of the Project, the City Council issues a Statement of Overriding Considerations pursuant to CEQA Guidelines section 15093 that renders those effects acceptable, attached hereto in Attachment A, which is incorporated by reference.

Section 11. This resolution shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED by the City Council of the City of Concord on July 10, 2012, by the following vote:

AYES: Councilmembers - T. Grayson, D. Helix, L. Hoffmeister, W. Shinn, R.Leone

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

ABSENT: Councilmembers - None

I HEREBY CERTIFY that the foregoing Resolution No. 12-60 was duly and regularly adopted at a regular meeting of the City Council of the City of Concord on July 10, 2012.

Mary Rae Lehman

Mary Raé Lehman, CMC
City Clerk

APPROVED AS TO FORM:

Mark S. Coon
City Attorney

Attachment A: City of Concord's Findings for the Concord Development Code Project, including Statement of Overriding Consideration

ORIGINAL

BEFORE THE CITY COUNCIL OF THE CITY OF CONCORD
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

A Resolution Adopting a Negative Declaration for a Complete Streets Text Amendment as an Amendment to the Concord 2030 General Plan (GP 13-1167)

Resolution No. 13-84

WHEREAS, the City of Concord adopted the Concord 2030 General Plan on October 2, 2007; and

WHEREAS, the City of Concord concurrently certified the Final Environmental Impact Report for the Concord 2030 General Plan on October 2, 2007; and

WHEREAS, on June 5, 2013, the City of Concord Planning Commission ("Planning Commission") adopted Resolution No. 13-14PC (A Resolution Recommending City Council Approval of the Negative Declaration for the Citywide Climate Action Plan) and Resolution No. 13-15PC (A Resolution Recommending City Council Adoption of the Citywide Climate Action Plan); and

WHEREAS, on July 23, 2013, the City Council of the City of Concord adopted Resolution No. 13-68 (A Resolution Adopting the Negative Declaration for the Citywide Climate Action Plan) and Resolution No. 13-69 (A Resolution Adopting the Citywide Climate Action Plan); and

WHEREAS, pursuant thereto, City staff was authorized and directed to develop Climate Action Plan policies to achieve emission reduction levels for transportation-related Greenhouse Gas emissions under the umbrella of a Complete Streets Text Amendment to the Transportation and Circulation Element of the Concord 2030 General Plan and to streamline environmental review of future development projects in the City of Concord consistent with the California Environmental Quality Act of 1970, Public Resources Code § 21000, et seq., as amended and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations (collectively, "CEQA"); and

WHEREAS, the City has proposed text amendments to the Transportation and Circulation Element of the 2030 General Plan in the form of the proposed Complete Streets Text Amendment to the Transportation and Circulation Element of the Concord 2030 General Plan ("Amendment") which

is Attachment 1 to Resolution 13-18PC (the Amendment is hereby incorporated by reference); and

WHEREAS, the Amendment identifies strategies to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, and reducing vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit; and

WHEREAS, the City conducted an Initial Study pursuant to CEQA to determine if the proposed Amendment would have any significant effect on the environment; and

WHEREAS, CEQA does not require a detailed evaluation of all projects that could conceivably be developed consistent with Climate Action Plan policies, but rather requires the City to conduct project-level environmental review for subsequent projects as appropriate; and

WHEREAS, the Initial Study concluded that the proposed Amendment would have no significant environmental impacts; and

WHEREAS, on May 17, 2013 a Notice of Intent to Adopt a Negative Declaration was prepared, posted by the Contra Costa County Clerk, and circulated for a 30 day public review period in accordance with CEQA; and

WHEREAS, on August 20, 2013 a Notice of Intent to Adopt a Negative Declaration was also circulated to a list of California Native American Tribes and circulated for a 45-day review period in accordance with CEQA; and

WHEREAS, the Initial Study and Negative Declaration (collectively, "Negative Declaration") is attached hereto as Attachment 1 and incorporated by reference; and

WHEREAS, the City received and considered written comments from the Department of Transportation (Caltrans), and determined that matters identified in such comments were adequately addressed in the environmental document therefore no further changes were necessary; and

WHEREAS, no other comments were received from the public during the public review period; and

WHEREAS, the Planning Commission, after giving all public notices required by State law and the Concord Municipal Code, held a duly noticed public hearing on October 16, 2013, to consider the Negative Declaration and the Amendment; and

WHEREAS, at such public hearing, the Planning Commission considered all testimony and information received at the public hearing, the oral report from City staff, the written report from City staff dated October 16, 2013, exhibits presented, pertinent plans and documents, the Negative Declaration, and other materials and information contained in the record of proceedings relating to the Amendment, which are maintained at the offices of the City of Concord Planning Division , and thereafter passed and adopted Planning Commission Resolution No. 13-16PC (maintained at the offices of the City of Concord Planning Division) recommending that the City Council adopt the Negative Declaration.

WHEREAS, the City Council after giving all public notices required by State law and the Concord Municipal Code, held a duly noticed public hearing on December 10, 2013, to consider the Negative Declaration and the Amendment; and

WHEREAS, at such public hearing, the City Council considered all testimony and information received at the public hearing, the oral report from City staff, the written report from City staff dated December 10, 2013, exhibits presented, pertinent plans and documents, the Negative Declaration, and other materials and information contained in the record of proceedings relating to the Amendment, which are maintained at the offices of the City of Concord Planning Division (collectively, "Environmental Information"), and thereafter declared their intent to adopt the Negative Declaration.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The recitals above are true and correct and are incorporated herein by reference.

Section 2. The Negative Declaration is the appropriate environmental document for the Amendment.

Section 3. The Negative Declaration has been completed in compliance with CEQA.

Section 4. The City Council has reviewed, considered, and evaluated all of the Environmental Information.

Section 5. The Negative Declaration reflects the independent judgment and analysis of the City as the lead agency for the Amendment.

Section 7. There is no substantial evidence in light of the whole record before the City Council, that the Amendment will have a significant effect on the environment.

Section 8. The City Council does hereby adopt the Negative Declaration.

Section 9. This resolution shall become effective immediately from the date of adoption.

PASSED AND ADOPTED by the City Council of the City of Concord on December 10, 2013, by the following vote:

AYES: Councilmembers - E. Birsan, D. Helix, L. Hoffmeister, R. Leone, T. Grayson

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

ABSENT: Councilmembers - None

I HEREBY CERTIFY that the foregoing Resolution No. 13-84 was duly and regularly adopted at a regular meeting of the City Council of the City of Concord on December 10, 2013.

Mary Rae Lehman

Mary Rae Lehman, CMC
City Clerk

APPROVED AS TO FORM:

Mark S. Coon
City Attorney

Attachment 1: Negative Declaration

ORIGINAL

BEFORE THE CITY COUNCIL OF THE CITY OF CONCORD
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

A Resolution Approving a Complete Streets Text Amendment to the Transportation and Circulation Element of the Concord 2030 General Plan (GP 13-1167)

Resolution No. 13-4823.1

WHEREAS, the California Governor's Executive Order S-3-05 calls for an 80 percent reduction in greenhouse gas (GHG) emissions below 1990 levels by 2050; and

WHEREAS, the State's "California Complete Streets Act" (AB 1358) mandates that local governments reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity; and

WHEREAS, the State of California Government Code Section 65000, et seq., requires that all general law and charter cities in California must have a general plan consisting of seven mandatory elements, namely Land Use, Circulation, Conservation, Open Space, Noise, Safety, and Housing; and

WHEREAS, the Complete Streets legislation requires the City of Concord ("City") to modify its Circulation Element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan; and

WHEREAS, on June 5, 2013, the City's Planning Commission ("Planning Commission") adopted Resolution No. 13-14PC (A Resolution Recommending City Council Adoption of the Negative Declaration for the Citywide Climate Action Plan) and Resolution No. 13-15PC (A Resolution Recommending City Council Adoption of the Citywide Climate Action Plan); and

WHEREAS, on July 23, 2013, the City Council of the City of Concord adopted Resolution No. 13-68 (A Resolution Adopting the Negative Declaration for the Citywide Climate Action Plan) and Resolution No 13-69 (A Resolution Adopting the Citywide Climate Action Plan); and

WHEREAS, pursuant thereto, City staff was authorized and directed to develop Climate Action Plan policies to achieve emission reduction levels for transportation-related Greenhouse Gas emissions under the umbrella of a Complete Streets Text Amendment to the Transportation Element of the 2030 General Plan; and

WHEREAS, the City's current General Plan was adopted on October 2, 2007; and

WHEREAS, Government Code section 65358 et seq. provides for the amendment of all or part of an adopted general plan; and

WHEREAS, Concord Municipal Code Section 122-1099 et seq. sets forth City requirements with respect to general plan amendments; and

WHEREAS, the City has complied with the foregoing as well as other applicable requirements of the Local Planning Law (Government Code section 65100 *et seq.*), and the City's ordinances and resolutions with respect to general plan amendments; and

WHEREAS, on April 17, 2013, the City initiated application GP 13-1167 with respect to such text amendment; and

WHEREAS, such text amendment is in the form of the proposed Complete Streets Text Amendment to the Transportation and Circulation Element of the Concord 2030 General Plan ("Amendment") which is Attachment 1 to this Resolution 13-18PC, and is hereby incorporated by reference; and

WHEREAS, the Amendment identifies strategies to reduce greenhouse gas emissions by encouraging physical activity, and reducing vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit; and

WHEREAS, the Planning Commission, after giving all public notices required by State Law and the Concord Municipal Code, held a duly noticed public hearing on October 16, 2013, on the Initial Study and Negative Declaration (collectively, "Negative Declaration") and on the proposed Amendment; and

WHEREAS, the Planning Commission based upon all pertinent documents and public testimony, passed and adopted Planning Commission Resolution No. 13-16PC (maintained at the offices of the City of Concord Planning Division) recommending that the City Council adopt the Negative Declaration pursuant to 14 Cal. Code of Regs. §§ 15070-15075, as the appropriate environmental document a copy of which is incorporated herein by reference only and is filed with the City Clerk, and recommended incorporation of revisions into the Transportation and Circulation Element, and passed and adopted Planning Commission Resolution No. 13-18PC (maintained at the

offices of the City of Concord Planning Division) recommending City Council approval of the Amendment; and

WHEREAS, the Amendment has incorporated a comprehensive public participation process including stakeholder meetings, community workshops and study sessions to receive input from residents, businesses and property owners, as well as City officials; and

WHEREAS, the City Council has reviewed the proposed Amendment; and

WHEREAS, prior to acting on the Amendment, on December 10, 2013, the City Council passed and adopted City Council Resolution No. 13-84 (maintained at the offices of the City of Concord City Clerk), adopting the Negative Declaration; and

WHEREAS, the Negative Declaration is Attachment 1 to the City Council Resolution No. 13-84, and such resolution, including the Negative Declaration, is incorporated herein by reference; and

WHEREAS, the City Council after giving all public notices required by State law and the Concord Municipal Code, held a duly noticed public hearing on December 10, 2013, to consider the Amendment; and

WHEREAS, at such public hearing, the City Council considered all testimony and information received at the public hearing, the oral report from City staff, the written report from City staff dated December 10, 2013, exhibits presented, pertinent plans and documents, the Negative Declaration, and other materials and information contained in the record of proceedings relating to the Amendment, which are maintained at the offices of the City of Concord Planning Division (collectively, "Environmental Information"), and thereafter declared their intent to adopt the Amendment.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD DOES RESOLVE AS FOLLOWS:

Section 1. The City Council does hereby approve a Complete Streets text amendment to the Transportation and Circulation Element of the Concord 2030 General Plan and further makes the following findings:

Section 2. The Amendment is internally consistent with all other provisions of the General

Plan, as evidenced by review of the changes.

Section 3. The Amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

Section 4. The City's Complete Streets Policy addresses Complete Streets Principles (Serving all users, Context Sensitivity, Routinely Addressed by All Departments, All Projects and Phases) and Implementation (Plan Consultation and Consistency, Street Network/Connectivity, Bicycle and Pedestrian Committee Consultations, Evaluation), and commits the City to incorporate Complete Street policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358).

Section 5. The Amendment is internally consistent, is consistent with the Transportation and Circulation Element of the Concord 2030 General Plan, is consistent with the Concord 2030 General Plan in general, and is consistent with applicable law.

Section 6. After the adoption of the Amendment, the Amendment shall prevail over any conflicts contained in the existing Development Code and all other adopted planning goals, objectives and policies of the City. Conflicts shall be resolved by the Planning Manager whose determination is subject to the appeal process contained in the Municipal Code.

Section 7. The City Council hereby adopts the Complete Streets Text Amendment to the Transportation and Circulation Element of the Concord 2030 Urban Area General Plan, consistent with Attachment 1 hereto.

Section 8. This resolution shall become effective immediately and the Amendment shall become effective in 30 days from the date of adoption.

PASSED AND ADOPTED by the City Council of the City of Concord on December 10, 2013, by the following vote:

AYES: Councilmembers - E. Birsan, D. Helix, L. Hoffmeister, R. Leone, T. Grayson

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

ABSENT: Councilmembers - None

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I HEREBY CERTIFY that the foregoing Resolution No. 13-4823.1 was duly and regularly adopted at a regular meeting of the City Council of the City of Concord on December 10, 2013.

Mary Rae Lehman, CMC
City Clerk

APPROVED AS TO FORM:

Mark S. Coon
City Attorney

Attachment 1: Transportation Element Amendment

Attachment 2.a

Regional/Subregional Transportation Mitigation Program

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
100 Gregory Lane, Pleasant Hill, California 94523 (510) 671-5250

RECEIVED

APR 1 6 1997

TRAFFIC ENGINEERING

TRANSPAC REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP)

This Program is intended to fulfill the requirement for a Regional Transportation Mitigation Program (RTMP) established by the Contra Costa Transportation Authority as part of each jurisdiction's compliance with the Measure C Growth Management Program. RTMP requirements are applicable to jurisdictions with statutory land use authority in Central Contra Costa TRANSPAC area.

This Program creates a requirement for an interjurisdictional agreement(s) to mitigate traffic impacts should a proposed development meet or exceed the established interregional trip threshold for Routes of Regional Significance.

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1. The RTMP is geared to an assessment of the impacts of peak hour and interregional trips on Routes of Regional Significance. Nexus and rough proportionality requirements are to be individually addressed as part of the proposed development's environmental assessment under the California Environmental Quality Act, (CEQA) as amended. For the purposes of the RTMP, "interregional trip" is defined as any trip outside of the "home" jurisdiction in which the development is located.

2. The RTMP requires the execution of an interjurisdictional agreement(s) to mitigate the impacts of development generating peak hour and interregional trips at or above the threshold established below on Routes of Regional Significance (Note: a jurisdiction may voluntarily choose to address impacts of interregional trips on roads other than Routes of Regional Significance.).

3. The requirements of the RTMP are to be followed if it is first determined that a development project generates 100 or more peak hour trips and subsequently is determined to generate 50 or more interregional trips in any peak hour on a Route of Regional Significance as defined in the Central County Action Plan and/or the Comprehensive Countywide Transportation Plan. Jurisdictions are to execute a developer sponsored mitigation agreement(s) with all impacted TRANSPAC jurisdictions. Interjurisdictional agreements with other Regional Transportation Planning Committees (RTPC) or jurisdictions outside of the TRANSPAC area need only be executed if a RTMP reciprocity agreement(s) has been established with TRANSPAC or any of its member jurisdictions.

   For the purpose of determining if the 50 interregional trip threshold is met, a cumulative trip analysis must be completed as part of the CEQA assessment. This cumulative analysis is to review trips not only generated by the proposed development, but also trips from "related past, present, and reasonably foreseeable probable future projects." If such cumulative analysis meets the trip threshold and results in impacts, the proposed development is responsible for mitigating its proportionate share of the impacts via an interjurisdictional agreement(s).

4. The required CEQA environmental assessment for a development project is to be used to determine if impacts on Routes of Regional Significance need to be mitigated.

A. If a development project meets or exceeds the threshold established above and the environmental assessment can be accomplished by a Negative or Mitigated Negative Declaration, the jurisdiction will undertake a focused traffic study to determine if the requirements of the RTMP apply. The traffic study will assess traffic impacts on Routes of Regional Significance beyond the home jurisdiction.

Should the requirements apply, the interjurisdictional agreement(s) on mitigation measures, actions and/or fees would require the voluntary consent and sponsorship of the project applicant. (Note: if such voluntary consent is not achieved, CEQA requires that an EIR be prepared, see Section 4B.) The agreement(s) will be developed in cooperation with affected jurisdictions and are to include the identification, implementation and monitoring mechanism(s) for mitigation of impacts (e.g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.)

B. If a development project meets or exceeds the threshold and the environmental assessment requires the preparation of an Environmental Impact Report (EIR), the EIR will include an analysis of traffic impacts outside the home jurisdiction to determine if the requirements of the RTMP apply. Should the requirements apply, an interjurisdictional agreement(s) establishing the developer responsibility to mitigate impacts (e.g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.) is required. The agreement(s) will be developed in cooperation with the affected jurisdictions and include the identification, implementation and monitoring mechanism(s) for mitigation requirements.

C. If a development project does not exceed the threshold (even under the cumulative analysis) and the required CEQA assessment is accomplished through a Categorical Exemption, Negative or Mitigated Negative Declaration, the jurisdiction is not required to develop an interjurisdictional agreement(s). Such development projects are likely to be small infill projects which are to be encouraged to promote jobs/housing balance, if residential, or increased services and sustainability, if non-residential.

D. It is also possible that after a traffic analysis has been completed under 4A or 4B above, the participating jurisdictions may determine that the development does not create or increase congestion on a Route of Regional Significance and/or that the traffic increase is insignificant relative to the existing traffic volumes and/or capacity of the Route, and, as a result, does not warrant the development/execution of an interjurisdictional agreement. Under such circumstances, the parties may determine, and should document, that an interjurisdictional agreement is not necessary.

5. The RTMP is to be reviewed eighteen (18) months after local jurisdiction approval. Based on the experience with the implementation of the RTMP, its provisions may be revised. TRANSPAC may also amend the RTMP, at any time, with the approval of its member jurisdictions.

TRANSPAC Transportation Partnership and Cooperation

RESOLUTION NO. 96-03

A RESOLUTION ADOPTING THE REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP)

WHEREAS, TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa is a voluntary association of the five Central County cities and the central area of the unincorporated area of Contra Costa County; and

WHEREAS, a Regional Transportation Mitigation Program is required by Measure C (1988), the Contra Costa Transportation Improvement and Growth Management Program administered by the Contra Costa Transportation Authority; and

WHEREAS, the RTMP addresses the regional transportation impacts of development; and

WHEREAS, TRANSPAC developed a draft RTMP in consultation with its members jurisdictions; and

WHEREAS, all of TRANSPAC's member jurisdictions have adopted the draft RTMP; and

WHEREAS, the RTMP fulfills the requirements of the Measure C Growth Management Program; and

WHEREAS, the RTMP needs to be incorporated into the Central County Action Plan for Routes of Regional Significance adopted by TRANSPAC on December 1, 1994

NOW THEREFORE BE IT RESOLVED, that based on the actions of its member jurisdictions, TRANSPAC adopts the Regional Transportation Mitigation Program (RTMP) to fulfill the requirements of the Measure C Growth Management Program; and

BE IT FURTHER RESOLVED, that the adopted RTMP is incorporated by reference into the Central County Action Plan for Routes for Regional Significance adopted by TRANSPAC on December 1, 1994; and

BE IT FURTHER RESOLVED, that a copy of this Resolution and the adopted RTMP will be forwarded to the Contra Costa Transportation Authority.

ADOPTED BY TRANSPAC AT A REGULAR MEETING ON December 12, **1996 BY THE FOLLOWING VOTE:**

AYES: Bishop, McManigal, Pierce, Regalia, Woodburn
NOES: None
ABSENT: Williamson

Bill McManigal
BILL MCMANIGAL
CHAIRMAN

ATTEST:

Barbara A. Neustadter
BARBARA A. NEUSTADTER, TRANSPAC MANAGER

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10/30/96

TRANSPAC SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM (STMP)

This Program is intended to fulfill the requirement for a Subregional Transportation Mitigation Program (STMP) established by the Contra Costa Transportation Authority as part of each jurisdiction's compliance with the Measure C Growth Management Program. STMP requirements are applicable to jurisdictions with statutory land use authority in the Central Contra Costa TRANSPAC area.

This program creates a requirement for an interjurisdictional agreement(s) to mitigate traffic impacts of net new peak hour vehicle trips should a proposed development meet or exceed the established interregional net new peak hour vehicle trip threshold for Routes of Regional Significance and that result in significant cumulative traffic impacts on such Routes. As provided under CEQA, an impacted jurisdiction may request an analysis of and mitigation from a proposed development outside that jurisdiction even if the established thresholds in the STMP may not have been met.

1. While the standard for project notifications to TRANSPAC and other RTPCs remains at 100 net new peak hour vehicle trips, the STMP is geared to an assessment of the cumulative impacts of net new peak hour vehicle trips and net new peak hour interregional vehicle trips on Routes of Regional Significance. Nexus and rough proportionality requirements are to be individually addressed as part of the proposed development's environmental assessment under the California Environmental Quality Act, (CEQA) as amended. For the purposes of the STMP, "interregional trip" is defined as any trip with origin or destination outside of the "home" jurisdiction in which the development is located.

2. The STMP requires the execution of an interjurisdictional agreement(s) to mitigate the cumulative impacts of development generating peak hour and interregional vehicle trips at or above the thresholds established in paragraph 3 for the development and for Routes of Regional Significance (Note: a jurisdiction may voluntarily choose to address impacts of interregional trips on roads other than Routes of Regional Significance).

3. STMP requirements are to be followed if it is first determined that a development project generates 500 or more net new peak hour vehicle trips and subsequently is determined to generate 100 or more interregional net new vehicle trips in any peak hour on a Route of Regional Significance as defined in the Central County Action Plan and/or the Comprehensive Countywide Transportation Plan. Jurisdictions are to execute a mitigation agreement(s) with all impacted TRANSPAC jurisdictions.

Interjurisdictional agreements are strongly encouraged to be executed to address impacts on TRANSPAC jurisdictions by outside jurisdictions. TRANSPAC jurisdictions also expect to execute such agreements with jurisdictions impacted by TRANSPAC area projects as well.

For the purpose of determining if the above thresholds are met (i.e. 500 net new peak hour project vehicle trips and 100 net new interregional peak hour vehicle trips) and assessing cumulative traffic impacts on Routes of Regional Significance, a cumulative trip analysis must be completed as part of the CEQA assessment. This cumulative analysis is to review incremental trips (net new peak hour vehicle trips) not only generated by the proposed development, but also trips from "related past, present, and reasonably probable future projects" as defined by CEQA. If such cumulative analysis meets the trip thresholds and results in significant cumulative traffic impacts, the proposed development is responsible for mitigating its proportionate share of the impacts via an interjurisdictional agreement(s). Cumulative impacts are generally defined as a) existing traffic counts plus b) approved projects which have not yet been constructed or operated plus c) pending projects under review and consideration for approval by the proper agency(ies) plus d) any anticipated projects for which environmental review (e.g. Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report/Study) has been completed.

4. The required CEQA environmental assessment for a development project is to be used to determine if cumulative impacts on Routes of Regional Significance need to be mitigated.

   A. If a development project meets or exceeds the thresholds established in Section 3 above and the environmental assessment can be accomplished by a Negative or Mitigated Negative Declaration, the jurisdiction will undertake a focused traffic study to determine if the requirements of the STMP apply. The traffic study will assess cumulative traffic impacts on Routes of Regional Significance beyond the home jurisdiction.

      Should the requirements apply, the interjurisdictional agreement(s) on mitigation measures, actions and/or fees would require the voluntary consent and sponsorship of the project applicant. (Note: if such voluntary consent is not achieved, CEQA requires that an EIR be prepared, see Section 4B.) The agreement(s) will be developed in cooperation with affected jurisdictions and are to include the identification, implementation and monitoring mechanism(s) for mitigation of impacts (e.g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.)

B. If a development project meets or exceeds the thresholds and the environmental assessment requires the preparation of an Environmental Impact Report (EIR), the EIR will include an analysis of cumulative traffic impacts outside the home jurisdiction to determine if the requirements of the STMP apply. Should the requirements apply, an interjurisdictional agreement(s) establishing the developer responsibility to mitigate project impacts (e. g. Central County Action Plan and Countywide Comprehensive Transportation Plan mitigation measures, actions, payment of fees, etc.) is required. The agreement(s) will be developed in cooperation with the affected jurisdictions and include the identification, implementation and monitoring mechanism(s) for mitigation requirements. Early consultation with affected jurisdictions is suggested.

C. If a development project does not exceed the thresholds as determined under the cumulative analysis) and the required CEQA assessment is accomplished through a Categorical Exemption, Negative or Mitigated Negative Declaration, the jurisdiction is not required to develop an interjurisdictional agreement(s). Such development projects are likely to be small infill projects which are to be encouraged to promote jobs/housing balance, increased services and sustainability.

D. It is also possible that after a traffic analysis has been completed under 4A or 4B above, the participating jurisdictions may determine that no significant cumulative traffic impacts are expected to occur on Routes of Regional Significance. Similarly, it may be determined that the development does not create or increase congestion on a Route of Regional Significance and/or that the traffic increase is insignificant relative to the existing traffic volumes and/or capacity of the Route, and, as a result, does not warrant the development/execution of an interjurisdictional agreement. Under such circumstances, the parties may determine, and should document, that an interjurisdictional agreement is not necessary.

5. TRANSPAC may amend the STMP with the approval of its member jurisdictions at any time.

Attachment 3.a

Housing Compliance and Progress Reports

STATE OF CALIFORNIA -BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN JR., Governor

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3177 / FAX (916) 327-2643
www.hcd.ca.gov

January 5, 2011

Mr. Daniel E. Keen, City Manager
City Manager's Office
City of Concord
1950 Parkside Drive
Concord, CA 94519

Dear Mr. Keen:

RE: Review of the City of Concord's Adopted Housing Element

Thank you for submitting Concord's housing element adopted on November 16, 2010 and received for review on November 29, 2010. The Department is required to review adopted housing elements and report the findings to the locality pursuant to Government Code Section 65585(h).

The adopted element addresses the statutory requirements described in the Department's October 26, 2010 review. Therefore, we are pleased to find Concord's adopted element in compliance with State housing element law (Article 10.6 of the Government Code). Among other things, the element now includes adequate analyses of the development potential of non-vacant sites to be redeveloped for residential uses.

The Department commends Concord on its program to adopt minimum densities for multifamily housing in mixed-use and high density residential zoning districts along with its commitment to rezone at least 15 acres of land to a density of 33 to 100 dwelling units per acre. This program, as well as others in the element, facilitates infill and mixed-use developments near transit hubs and in downtown Concord resulting in walkable and vibrant neighborhoods while promoting the feasibility of developing housing for lower-income families and workers.

The Department is pleased to report Concord now meets specific requirements for several State funding programs designed to reward local governments for compliance with State housing element law. For example, the Housing Related Parks Program (HRPP), Local Housing Trust Fund and the Building Equity and Growth in Neighborhoods (BEGIN) Programs include housing element compliance either as a threshold or competitive factor in rating and ranking applications. Additional information about these and other programs are available on the Department's website at http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hecompl011708.pdf.

For your information, the HRPP, authorized by Proposition 1C, is an innovative new program rewarding local governments for the approval of housing for lower-income households and provides grant funds to eligible local governments for every qualifying housing start, beginning calendar year 2010. More specific information about the HRPP is available on the Department's website at http://www.hcd.ca.gov/hpd/hrpp/.

The Department appreciates the ongoing effort of Mr. Phillip Woods, Planning Manager, for his dedication and diligence was beneficial throughout the review process and is a great asset to the City. We wish Concord success in implementing the housing element and look forward to following its progress through the General Plan annual progress reports pursuant to Government Code Section 65400. If the Department can provide assistance in implementing the housing element, please contact Jess Negrete, of our staff, at (916) 323-3185.

Sincerely,

Glen A. Campora

Glen A. Campora
Assistant Deputy Director

City of Concord
Permit Center
1950 Parkside Drive
Concord, California 94519-2578
(925) 671-3064
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(925) 671-3364
Planning & Economic Development
Housing Division

Concord

City Council
Daniel C. Helix, Mayor
Timothy S. Grayson, Vice Mayor
Edi E. Jackson
Laura M. Hoffmeister
Ronald L. [illegible]

[illegible]

March 27, 2013

Sent via: **E-Mail**
(Original via Regular Mail)

Linn Warren, Director
Department of Housing and Community Development
Division of Housing Policy Development
P.O. Box 952053
Sacramento, CA 94252

Subject: Submittal of the City of Concord's General Plan Annual Progress Report

Dear Mr. Warren:

The City of Concord is submitting our General Plan Annual Progress Report (Attachment 1) to the State of California on the status of the *Concord 2030 Urban Area General Plan* and its implementation. On March 26, 2013, the Concord City Council considered and accepted the Report. The General Plan Annual Progress Report includes a summary of General Plan amendments for calendar year 2012 and Concord's progress in meeting its share of regional housing needs during the reporting period from 2007 to 2012. The General Plan Annual Progress Report complies with the requirements of the California State Government Code Section 65400 (b) by providing a progress report to the legislative body on the status of the General Plan and the Housing Element and the progress in its implementation. The progress report is now being submitted for your review. If you have any questions, please contact me at (925) 671-3370.

Sincerely,

Joan Ryan, AICP
Senior Planner-Housing

cc: Scott Morgan, State Clearing House Director, Governor's Office of Planning and Research; e-mail: Scott Morgan@opr.ca.gov
Melinda Coy, e-mail: mcoy@hcd.ca.gov
John Montagh, Economic Development and Housing Manager
Carol Johnson, Planning Manager
Ray Kuzbari, Transportation Manager

Attachment: City of Concord's General Plan Progress Staff Report with Exhibit A: 2012 Annual Housing Element Progress Report with Tables A, A, A3, B and C

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Concord REPORT TO MAYOR AND COUNCIL

AGENDA ITEM NO. **3.i**

TO THE HONORABLE MAYOR AND COUNCIL:

DATE: March 26, 2013

SUBJECT: GENERAL PLAN ANNUAL PROGRESS REPORT

Report in Brief

The City Council is requested to review and accept the annual progress report on the status of the *Concord 2030 Urban Area General Plan* and its implementation. This report also documents the City's progress in 1) providing its share of regional housing needs; and 2) removing governmental constraints to the maintenance, improvement, and development of housing. On February 20, 2013, the Planning Commission considered the General Plan Annual Progress Report (Attachment A) and recommended acceptance of the report by the Council.

Staff recommends that the City Council review and accept the General Plan Progress Report as submitted to the Planning Commission on February 20, 2013 and authorize its submittal to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development.

Background

The purpose of the report is twofold. First, it informs the State of California of the City's planning activities and assists in facilitating the legislative process as it pertains to land use and local planning issues. Second, it also serves to appraise the City Council of the progress toward implementation of policies of the *Concord 2030 Urban Area General Plan (2030 General Plan)* and assists in formulating future implementation priorities. State Government Code § 65400 requires that the local legislative body review and accept the annual progress report. This report on the City's *2030 General Plan* covers planning activities during calendar year 2012.

The Planning Commission has reviewed the General Plan Progress Report and voted to forward a recommendation to the City Council to accept the report.

Discussion

In 2007, the City of Concord updated its General Plan and adopted the *Concord 2030 Urban Area General Plan.* Additional discussion on the individual elements of the *2030 General Plan* is provided in Attachment A.

Progress toward General Plan implementation in 2012, included:

1) The adoption of major amendments to the *2030 General Plan* to reflect the additional development potential of the Community Reuse Project (CRP) Area Plan for the former Concord Naval Weapons Station (CNWS) on January 24, 2012;
2) The adoption of the City's new Development Code on July 24, 2012; and
3) Continued review of development projects for conformance to the policies of the *2030 General Plan.*
4) Obtaining the designation for approximately 620 acres surrounding the downtown Concord BART Station as a Priority Development Area (PDA) in January 2012. This designation is made through the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). Areas designated as PDAs become eligible for technical assistance and funding for planning and capital projects. The PDA designation encourages and promotes transit-oriented development and infill housing as part of a wider regional development and conservation strategy called FOCUS within the San Francisco Bay Area.
5) Receipt of two planning grants: A) a $480,000 grant from MTC for preparation of a Specific Plan and associated environmental documentation for the Downtown Concord BART Station PDA; and B) a $200,000 grant toward preparation of an Infrastructure Plan for the CRP Area Plan for the CNWS, laying the groundwork for future development of up to 12,200 housing units and the provision of 3,500 acres of open space.

The City's current Housing Element was adopted on November 16, 2010, and covers the period from January 1, 2007 to June 30, 2014. It includes policies, programs, and quantified objectives to guide the City's development decisions and is designed to implement the removal of governmental constraints to the maintenance, improvement and development of housing in Concord. The Housing Element of the General Plan requires a separate annual progress report, which is presented here in conjunction with the annual progress report on the overall General Plan.

The Housing Element Annual Progress Report (APR) has been prepared in accord with the suggested guidelines issued by the Governor's Office of Planning and Research. The APR (Exhibit A to Attachment A) indicates that only five new housing units received permit approval in calendar year 2012, and no substantial rehabilitations of housing units occurred. This follows two previous years where very few new building permits for new housing units were issued in calendar year 2010 (0) and calendar year 2011 (5). Table C of the APR summarizes the City's implementation of each policy/program within the Housing Element to date.

The economic downturn caused by the Great Recession continues to have a substantial impact on residential development within the City of Concord, as has been the case during the last five years. Submittals for new developments have been quite limited. The number of vacant homes due to foreclosures had been substantial and sales prices dropped significantly during the recessionary period, but by the end of 2012 sales prices were leveling out. As of January 2013, Concord's average home prices are on the increase, as statistics

for Concord reflect a 27.4% increase in year over year sales price for single family homes. Even so, Concord has thus far experienced little residential construction activity since 2006. In 2012, some partially completed projects that had been placed on hold for a few years began construction once again. This continues, although slowly, with developers willing to build only in small phases and initiate new phases once built homes are sold. Currently, there are some indications of returning interest with applications in for Phase II of the Renaissance multi-family development, other small subdivisions and numerous inquiries on other sites.

The Analysis of Concord's Progress in Meeting the City's Regional Housing Needs Analysis (RHNA) is shown in Attachment A (Table 1) with a summary for the planning period of 2007-2014. Concord's 'fair share' of the regional housing need for the planning period provided is 3,043 residential units, broken down by income category as shown in Attachment A (page 4), as was determined by the Association of Bay Area Governments.

The City has approved several housing development projects since January 1, 2007, including approval of 342 housing units (5 built), and therefore has an unmet remaining need of 2,701 housing units. This unmet RHNA of 2,701 total units is calculated as 639 units of Very Low Income (31 to 50% of Median Household Income) housing, 425 units of Low Income (51 to 80% of Median Household Income) housing, 493 units of Moderate (81 to 120% of Median Household Income) housing, and 1,144 units remaining of Above Moderate Income (greater than 120% of Median Household Income) housing.

The State Department of Housing and Community Development updates the State Income Limits each year, reflecting median income and household income levels for very low, low, and moderate income households for California's Counties. Current income levels for Contra Costa County are reflected on Attachment B. In July 2013, the City will receive new housing goals for the 2014-2022 RHNA period and these new housing goal numbers will be used to update the City's Housing Element.

Fiscal Impact

Acceptance of the General Plan and Housing Element Progress Reports does not have a fiscal impact on the City.

Public Contact

Posting of the Council agenda.

Recommendation for Action

Staff recommends the City Council approve the recommendation of the Planning Commission and accept the General Plan Annual Progress Report, including the Housing Element Annual Progress Report, and direct staff to submit the report to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development.

Valerie J. Barone
City Manager
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Prepared by: Joan Ryan, AICP
Senior Planner
Joan.ryan@cityofconcord.org

Reviewed by: Carol Johnson, AICP
Planning Manager
Carol.johnson@cityofconcord.org

Approved by: Victoria Walker
Dir. Comm. and Econ. Develop.
Victoria.walker@cityofconcord.org

Attachment A – Planning Commission Report (dated February 20, 2013) including Exhibit A: 2012 Annual Housing Element Progress Report with Tables A, A2, A3, B and C

Attachment B – 2013 State Income Limits for Contra Costa County

Attachment C – Draft Planning Commission minutes from February 20, 2013

Concord **REPORT TO PLANNING COMMISSION**

DATE: February 20, 2013

SUBJECT: **GENERAL PLAN ANNUAL PROGRESS REPORT**

Recommendation: **Consider and recommend to the City Council acceptance of the General Plan Annual Progress Report for submission to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development.**

I. Introduction

The Planning Commission is requested to review and accept a report on the progress of the General Plan including the implementation of the Housing Element. The report's purpose is to apprise State government of local planning activities and facilitate the legislative process as it pertains to land use and local planning issues. The information provided in this report is intended to assist the Commission in tracking policy implementation in the City's Housing Element and in formulating future priorities.

II. Background

The State Government Code § 65400 (b) (1) requires that the planning agency of local governments prepare an annual progress report to the legislative body, which in Concord's case is the City Council, on the status of the General Plan and progress in its implementation, including meeting its share of regional housing needs pursuant to §65584. The annual report includes progress pertaining to the City's Housing Element, a required element of the City's General Plan. The annual report allows the Commission to evaluate the status of the General Plan and determine a recommendation to the City Council. This is the tenth report on the City's General Plan and covers calendar year 2012.

In March 2010, the Department of Housing and Community Development formalized the reporting process and adopted new forms and definitions for the Annual Housing Element Progress Report to achieve consistency in reporting among jurisdictions. The Report serves as a tool for the State to use in monitoring progress as to how Statewide housing needs and goals are being addressed.

III. Analysis

A. Status of the General Plan Implementation Progress

In 2007, the City of Concord updated its General Plan, the *Concord 2030 Urban Area General Plan.* The following discussion summarizes the implementation progress of the various elements of the General Plan during calendar year 2012.

Land Use Element

The Land Use Element constitutes the framework for land use planning in Concord to the year 2030. This Element designates the location and extent of land use categories such as housing, business, industry, public facilities, and open space. It includes policies and a land use diagram. The two primary achievements during 2012 included the following:

1) ***Development Code*** - On July 24, 2012, the City Council adopted the 2012 Development Code, after a lengthy planning and public outreach process. The new code provides consistency with the Concord 2030 General Plan (2007) and is intended to help the City carry out its economic development programs. The Development Code streamlines the approval process for new businesses and supports local business growth while ensuring that property is upgraded to enhance the City's appearance and image. The regulations also respond to new trends in subdivision design, while protecting the quality of existing Concord neighborhoods. A strong emphasis is placed on sustainable development, including the protection of hillsides, creeks, and mature trees.

   In addition to the former Concord Naval Weapons Station area (discussed in item 2 below), the General Plan land use designations were changed for 757 acres or 2.2 percent of the Concord planning area (over 1,300 parcels). The two largest impacts from these map changes were: A) an increase in open space area; and B) a reduction in the size of the downtown, as follows:

   A. Open space area increased by approximately 200 acres. The definition of open space was clarified to include trails and privately owned areas dedicated as permanent open space within residential subdivisions.

   B. Area designated as Downtown Mixed Use decreased by about 120 acres as the downtown boundary was redrawn to focus high density development in the central downtown core. Much of the area west of State Route 242 was changed from Downtown to West Concord Mixed Use and automotive uses on Market Street were changed to Service Commercial.

   C. Many other changes were map corrections, rather than substantive amendments including:
      - Open Space lands had been incorrectly designated as utility right-of-way or some other undesignated area.
      - The City Hall complex had an incorrect land use of CMU, rather than Public/Quasi-Public.
      - Several low density residential developments were found to be medium density residential, and historic low density residential closely intermingled with other land uses near downtown became North Todos Santos land use.

   In addition:
   - Per the Housing element, properties chosen as "housing opportunity sites" were reclassified from lower density to medium or high density residential.
   - A transit station overlay was established for the Downtown and North Concord BART stations allowing additional development density and intensity incentives within the overlay area.
   - An Affordable Housing Incentive Program (Section 122-581) was established which meets the goal of promoting affordable housing on land designated for multi-family residential.
   - A North Todos Santos land use designation was created for consistency with the General Plan.

2) ***Community Reuse Project*** - On January 24, 2012, the City Council adopted major amendments to the General Plan to reflect the additional development potential of the Community Reuse Project (CRP) Area Plan for the former Concord Naval Weapons Station. By approving the CRP Area Plan and incorporating it into the City's General Plan, the City laid the groundwork for the future development of up to 12,200 housing units, and the provision of 3,500 acres of open space.

   - The former Concord Naval Weapons Station area was provided with more detailed planning. Two land use classifications, (Concord Naval Weapons Station- Inland Area and Tidal Area) were replaced with the following more precise new land use designations:
     - CRP - Neighborhood and Village Districts
     - CRP – Transit Oriented Development Districts
     - CRP – Non-Residential Development Districts
     - CRP – Open Space
     - Military includes the port and industrial buildings of the former Tidal area, as well as the Military Ocean Terminal Center and Coast Guard Housing.

3) ***Processing Projects*** - In addition, the City continued the processing of development projects for conformance to the Land Use Element. These included projects such as: An adaptive reuse of the former Fitzpatrick Chevrolet Dealership (Service Master Use Permit), 7-Eleven Use Permit, Krispy Kreme Doughnuts Use Permit, Sun Valley Mall Master Sign Program, McDonalds Use Permit, and ARCO AM/PM and Popeye's Use Permit.

4) ***Priority Development Area*** – The City applied for and was granted the designation of the Downtown Concord BART area as a Priority Development Area (PDA) which allowed staff to submit for a PDA grant for future planning of the area. Staff submitted and obtained a PDA grant for $480,000 to prepare a Specific Plan and appropriate environmental documentation for the 500-acre Downtown Concord Specific Plan Area and an additional $200,000 to study and prepare infrastructure plans for the CRP Area Plan.

<u>Growth Management Element</u>

The Growth Management Element establishes policies and standards for traffic levels of service, and to establish performance standards for parks, fire, police, sanitary facilities, water service and flood control. This comprehensive, long range element balances the demands for public facilities generated by new development with plans, capital improvement programs and development mitigation programs. The progress towards implementation includes the ongoing review of development projects for conformance to the Growth Management Element.

A complete re-write of this Element was approved in January 2012 as part of the Concord Reuse Project Area Planning process. The rewrite ensures that the Element complies with County Measure J requirements and will enable the City to receive return-to-source funds from Contra Costa Transportation Authority (CCTA) for local transportation improvements.

The revised Element includes a new table and map showing traffic level of service benchmarks at signalized intersections for Congestion Management Plan intersections, the central business district, BART stations and other sites.

Economic Vitality

The original development estimates for the General Plan's 25 year planning period were changed to reflect current economic and market conditions. The estimated population, number of households, housing units and jobs at 2030 buildout are lower than the original 2007 General Plan document.

The status of the Redevelopment Agency was updated acknowledging the dissolution of the Agency, loss of redevelopment funds and referencing that the City was named as the Successor Agency for managing non-housing assets and obligations.

Transportation and Circulation Element

The Transportation and Circulation Element provides guidance and specific actions to ensure the continued safe and efficient operation of the City's circulation system. The Element indicates the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. These are correlated with the Land Use Element. Progress towards implementation includes ongoing review of development projects for conformance to the Transportation and Circulation Element. A community workshop for Complete Streets was also held on July 25, 2012. On October 17, 2012, the Planning Commission adopted a resolution recommending the City Council adopt a Complete Streets policy.

In addition, major revisions to policies were completed as part of the Reuse Planning process. This includes the design of neighborhoods for walking, bicycling, and transit as the preferred mode of travel with the goal of supporting a multi-modal system of transportation with linkages to North Concord BART. The plan includes the extension of the existing street network into the CRP Area Plan to maintain continuity.

Parks, Open Space, and Conservation Element

The Parks, Open Space, and Conservation Element provides guidance for preservation of the City's open spaces, natural resources, as well as identifying the parks and recreation facilities available to local residents. The Element incorporates policies to address the acquisition, management, preservation, and conservation of parks, open space, and natural resources. The progress towards implementation includes ongoing review of development projects for conformance to the Parks, Open Space, and Conservation Element. In addition, the adopted Development Code established standards to implement General Plan creek and riparian habitat protection policies.

Safety and Noise Element

The Safety and Noise Element identifies the natural and man-made hazards that exist within the City, and mitigates their potential impacts through both preventative and responsive measures. The Element provides policies for the protection and safety of the general public concerning air quality, noise, seismic and geologic hazards, flooding, hazardous materials, and wildland fires. The progress towards implementation includes ongoing review of development

projects for conformance to the Safety and Noise Element. In addition, a Local Hazard Mitigation Plan was updated in March 2012.

Public Facilities and Utilities Element

The Public Facilities and Utilities Element addresses service and infrastructure needs for development. The Element provides policies for the public services that Concord provides including wastewater collection, law enforcement, childcare programs and cultural arts, and education programs. The progress towards implementation includes ongoing review of development projects for conformance to the Public Facilities and Utilities Element. Policy PF-2.2.3 was amended to exclude child care facilities in Downtown Pedestrian and Heavy Industrial designations. In addition, revised projections of school students at buildout decreased from over 7,400 to approximately 6,800 students.

Housing Element

The City's Housing Element was adopted on November 16, 2010, after considerable public input and covers the period from January 1, 2007 to June 30, 2014. It includes updated policies, programs, and quantified objectives to guide the City's development decisions and is designed to implement the removal of governmental constraints to the maintenance, improvement and development of housing in Concord.

The progress towards implementation includes ongoing review of development projects for conformance to the Housing Element. Progress also includes the established Affordable Housing Incentive Program through the adopted Development Code, which meets the goal of promoting affordable housing in land designated for multi-family residential.

The City was also successful in submittal of an application to the Association of Bay Area Governments and the Metropolitan Transportation Commission for designation of the Downtown Concord BART Station Planning Area as a Priority Development Area (PDA). The PDA designation encourages and promotes transit-oriented development and infill housing as part of a wider regional development and conservation strategy called FOCUS within the San Francisco Bay Area. Areas designated as PDAs become eligible for technical assistance and funding for planning and capital projects. Applications to ABAG and MTC later in the year for funding were also successful and the City was granted $480,000 toward the City's Downtown Concord BART Specific Plan efforts and $200,000 toward Infrastructure Planning associated with the CRP Area Plan.

B. Local Efforts to Remove Governmental Constraints

The City has taken several steps to remove governmental constraints that hinder implementation of the General Plan. These include adoption of a comprehensive Development Code Update to remove inconsistencies with the General Plan, and approving several resolutions to assist development through the deferral of the collection of fees until later in the development process (at certificate of occupancy) and by reducing fees in an effort to generate housing starts (in-lieu fee for inclusionary housing).

General Plan Amendments

The City amended the Concord 2030 General Plan during Calendar Year 2012. The Reuse Plan Amendment was approved on January 24, 2012 to achieve consistency between the General Plan and Concord Reuse Project Area Plan, adopting the CRP Area Plan as part of the General Plan and re-designating the 2030 Urban Area General Plan and the 2030 General Plan. At that time, the Council also approved options for the provision of additional affordable housing as part of the CRP Area Plan to be incorporated into the City's Housing Element Update for 2013. Along with those, the Council adopted the Addendum to the Certified Final EIR for the CRP Area Plan, re-affirming findings of significance, mitigations and overriding considerations.

C. Housing Element Annual Progress Report

The Housing Element Annual Progress Report has been prepared in accord with the suggested guidelines issued by the Governor's Office of Planning and Research. The report includes the Housing Element Annual Progress Report (Exhibit A) that includes the following:

- **Cover Sheet**
- **Table A** – Summary Building Permits Issued for New Construction
- **Table A2** – Summary of Building Permits Issued for Rehabilitated Units (These must meet specific criteria i.e., substantial rehabilitation/long-term affordability restrictions)
- **Table A3** – Summary Building Permits for Moderate/Above Moderate-Income Units.
- **Table B** – Regional Housing Needs Allocation Progress
- **Table C** – Program Implementation Status

Tables A and B for the 2012 calendar year indicate there were only five new housing units permitted in calendar year 2012, and no substantial rehabilitations. This follows a year where no new building permits for new housing were issued in calendar year 2010 and only five permits were issued in 2011. Table C summarizes the City's implementation of each policy/program within the Housing Element to date.

The economic downturn of the Great Recession continues to have a substantial impact on development within the City, as has been the case during the last five years (2008-12). Submittals for new developments have been extremely limited, particularly for housing. The number of vacant homes due to foreclosures has been substantial but is lessening and sales prices are now leveling out. In 2012, partially completed projects previously on hiatus, continued slowly building out phases and a few entitled projects have begun pre-construction processing once again. Developers have indicated some interest in re-engaging on previously entitled projects that have been on hold, awaiting a rebound of the economy.

The City faces harsh challenges with respect to affordable housing, and has lost $8.6 million for affordable housing since California dissolved redevelopment agencies statewide, while also currently anticipating 8 to 10 percent cuts to its affordable housing funds from federal programs (CDBG).

D. Progress in Meeting the City's Share of Regional Housing Needs Allocation

Concord's 'fair share' of the regional housing need for the Housing Element planning period (2007 to 2014) was determined by the Association of Bay Area Governments. The Regional Housing Needs Allocation (RHNA) for the City of Concord indicates the City is required to provide 3,043 residential units, broken down as follows, by income category.

Regional Housing Needs Allocation

2007-2014	Income category
639	Very-low Income
426	Low Income
498	Moderate Income
1,480	Above-Moderate Income
3,043	**Totals**

The State Department of Housing and Community Development's regulations require that the need under each category must be met individually, and excess units in one income category cannot be used to reduce the unaccommodated need from the other categories.

Analysis of Concord Progress in Meeting Regional Housing Needs

Table 1 provides a summary of Concord's progress in meeting regional housing needs for the planning period of 2007-2014. The City has approved several housing development projects since 2007. The information in the table shows the number of residential units that have been approved. The City has approved **342** housing units since January 1, 2007 and has an unmet remaining need of **2,701** housing units.

Table 1: Concord's Progress in Meeting Regional Housing Needs

Project Name	Very Low	Low	Moderate	Above Moderate	Total Units
Total RHNA (2007-2014)	639	426	498	1,480	3,043
Approved (2007-2012)					
Kings Crest				3	3
Palmero Condominiums				224	224
Poetry Gardens Townhomes		1		27	28
Ridgeview Estates (built)				5	5
Villa De La Vista			1	11	12
Chestnut Subdivision				10	10
Copperleaf Subdivision				11	11
Enclave Townhomes			4	22	26
Farry Grove Subdivision				5	5
Ramirez Triplex				3	3
Willows Subdivision				7	7
Pine Street Townhomes				8	8
Potential Units		1	5	336	342
Remaining Need	639	425	493	1,144	2,701

The City's new RHNA numbers are anticipated to be finalized by July 2013 for the next planning period of 2014-2022.

IV. Fiscal Impact

The General Plan Progress Report will not have a fiscal impact on the City.

V. Public Contact

This item has been posted at the Civic Center at least 10 days prior to the public hearing.

VI. Summary and Recommendations

The General Plan Annual Progress Report provides the Planning Commission with information regarding the implementation of the General Plan and Housing Element. It provides pertinent information to the Office of Planning and Research to identify necessary modifications and improvements to General Plan Guidelines. The Housing Element Annual Progress Report (Exhibit A) includes information on the City's progress in addressing the regional housing need allocation, including the number of housing units permitted by income level, status of programs and efforts to remove governmental constraints.

Staff recommends that the Planning Commission recommend acceptance of the General Plan Annual Progress Report by the City Council and submission of the report to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development.

VII. Motion

I (Comm. _____) hereby move that the Planning Commission recommend acceptance of the General Plan Annual Progress Report by the City Council and submission of the report to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development. (Seconded by Comm. ____ .)

Prepared by: _____
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Reviewed by: John Montagh
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ATTACHMENTS

Exhibit A: 2012 Annual Housing Element Progress Report with Tables A, A2, A3, B and C

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Concord

Reporting Period Jan. 1, 2012 - Dec. 31, 2012

Table A
Annual Building Activity Report Summary - New Construction
Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information									Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development See instructions	Deed Restricted Units See Instructions	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income					
(9) Total of **Moderate and Above Moderate** from Table A3 ▶											
(10) Total by income Table A/A3 ▶ ▶			0	0	0	0	0				
(11) Total **Extremely Low-Income** Units*											

* Note: These fields are voluntary

EXHIBIT A

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Concord

Reporting Period Jan. 1, 2012 - Dec. 31, 2012

Table A2
Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program it its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA whichmeet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity				0	
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	0	0	0	0	

* Note: This field is voluntary

Table A3
Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for Moderate	1					1	1
No. of Units Permitted for Above Moderate	4					4	4

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Concord

Reporting Period Jan. 1, 2012 - Dec. 31, 2012

Table B

Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2007	2008	2009	2010	2011					Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	639	0	0	0	0	0	0				0	639
	Non-deed restricted		0	0	0	0	0	0				0	
Low	Deed Restricted	426	0	0	0	0	0	0				0	426
	Non-deed restricted		0	0	0	0	0	0				0	
Moderate	Deed Restricted	498	0	6	0	0	1	1				8	490
	Non-deed restricted		0	0	0	0	0	0				0	
Above Moderate		1,480	97	48	61	0	4	4				214	1,266
Total RHNA by COG. Enter allocation number:		3,043											
Total Units ► ► ►			97	54	61	0	5	5				222	2,821
Remaining Need for RHNA Period ► ► ► ► ►													

Note: units serving extremly low-income households are included in the very low-income permitted units totals.

CITY OF CONCORD
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Planning & Economic Development
Housing Division

Concord

CITY COUNCIL
Timothy S. Grayson, Mayor
Ronald E. Leone, Vice Mayor
Edi E. Birsan
Daniel C. Helix
Laura M. Hoffmeister

Thomas J. Wentling, City Treasurer

Valerie J. Barone, City Manager

March 26, 2014

Sent via: **E-Mail**
(Original via Regular Mail)

Linn Warren, Director
Department of Housing and Community Development
Division of Housing Policy Development
P.O. Box 952053
Sacramento, CA 94252

Subject: Submittal of the City of Concord's General Plan Annual Progress Report

Dear Mr. Warren:

The City of Concord is submitting our General Plan Annual Progress Report (Attachment 1) to the State of California on the status of the *Concord 2030 Urban Area General Plan* and its implementation. On March 25, 2014, the Concord City Council considered and accepted the Report. The General Plan Annual Progress Report includes a summary of General Plan amendments for calendar year 2013 and Concord's progress in meeting its share of regional housing needs during the reporting period from 2007 to 2013. The General Plan Annual Progress Report complies with the requirements of the California State Government Code Section 65400 (b) by providing a progress report to the legislative body on the status of the General Plan and the Housing Element and the progress in its implementation. The progress report is now being submitted for your review. If you have any questions, please contact me at (925) 671-3370.

Sincerely,

Joan Ryan, AICP
Senior Planner-Housing

cc: Scott Morgan, State Clearing House Director, Governor's Office of Planning and Research; e-mail Scott Morgan@opr.ca gov
Melinda Coy, e-mail mcoy@hcd ca gov
John Montagh, Economic Development and Housing Manager
Carol Johnson, Planning Manager
Ray Kuzbari, Transportation Manager

Attachment: City of Concord's General Plan Progress Staff Report with Exhibit A: 2012 Annual Housing Element Progress Report with Tables A, A, A3, B and C

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Concord REPORT TO MAYOR AND COUNCIL

AGENDA ITEM NO. **3.i**

TO THE HONORABLE MAYOR AND COUNCIL:

DATE: March 25, 2014

SUBJECT: GENERAL PLAN ANNUAL PROGRESS REPORT

Report in Brief

The City Council is requested to review and accept the annual progress report on the status of the *Concord 2030 General Plan* and its implementation. This report also documents the City's progress in 1) providing its share of regional housing needs; and 2) removing governmental constraints to the maintenance, improvement, and development of housing. On March 5, 2014, the Planning Commission considered the General Plan Annual Progress Report (Attachment A) and recommended acceptance of the report by the Council.

Staff recommends that the City Council review and accept the General Plan Progress Report as submitted to the Planning Commission on March 5, 2014 and authorize its submittal to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development (HCD).

Background

The purpose of the report is twofold. First, it informs the State of California of the City's planning activities and assists in facilitating the legislative process as it pertains to land use and local planning issues. Second, it also serves to appraise the City Council of the progress toward implementation of policies of the *Concord 2030 General Plan* and assists in formulating future implementation priorities. State Government Code § 65400 requires that the local legislative body review and accept the annual progress report. This report on the City's *2030 General Plan* covers planning activities during the calendar year 2013.

The annual report includes progress pertaining to the City's Housing Element, a required element of the City's General Plan. In 2010, HCD formalized the reporting process and adopted new forms and definitions for the Annual Housing Element Progress Report to achieve consistency in reporting among jurisdictions. The annual report serves as a tool for the State of California's use in monitoring progress toward meeting statewide housing needs and goals.

The Planning Commission has reviewed the General Plan Annual Progress Report and voted (5-0) to forward a recommendation to the City Council to accept the report.

Discussion

In 2007, the City of Concord updated its General Plan and adopted the *Concord 2030 General Plan.* Additional discussion on the individual elements of the *2030 General Plan* is provided in Attachment A.

Progress toward General Plan implementation in 2013, included:

1) The adoption of a Complete Streets Amendment to the Transportation and Circulation Element of the *2030 General Plan* to reflect goals, principles, and policies that more explicitly address the concept of "Complete Streets" as required by State legislation to promote the needs of all users including pedestrians, bicyclists, and public transit patrons, as well as motorists.

2) The adoption of a Clean-Up Amendment to the Development Code expanding provisions for temporary uses and revising provisions for temporary signs for new automobile dealerships.

3) The preparation of a Specific Plan and environmental documentation for the approximately 600 acres surrounding the downtown Concord BART Station. The Specific Plan is anticipated to be completed and forwarded to the City Council for consideration in May 2014. The Specific Plan will, among other things, serve as a tool to obtain additional grant funding for the downtown.

4) The development of strategic planning to support implementation of the first phase of development of the Community Reuse Project Area Plan, with primary focus on the transit oriented development and village districts. The City has been involved in negotiations with the U.S. Navy on land values and land transfer options.

5) Continued review of development projects for conformance with the policies of the *2030 General Plan.* These include the Renaissance Apartments (Phase II), the Climate Action Plan and processing of a few minor subdivisions.

The City's current Housing Element was adopted on November 16, 2010, and covers the period from January 1, 2007 to June 30, 2014. It includes policies, programs, and quantified objectives to guide the City's development decisions and is designed to implement the removal of governmental constraints to the maintenance, improvement and development of housing in Concord. The Housing Element of the General Plan requires a separate annual progress report, which is presented here in conjunction with the annual progress report on the overall General Plan.

Housing Element Annual Progress Report

The Housing Element Annual Progress Report (APR) has been prepared in accord with the suggested guidelines issued by the Governor's Office of Planning and Research. The APR (Exhibit A to Attachment A) indicates that only two new housing units received permit approval in calendar year 2013, and two substantial rehabilitations of housing units occurred. This follows two previous years where very few new building permits for new housing units were issued in calendar year 2011 (5) and calendar year 2012 (5).

Table C of the APR (located at the back of Attachment A) summarizes the City's implementation of each policy/program to date within the Housing Element adopted in 2010. The table provides a listing of programs and policies with the status for each, as noted in the last two columns.

The economic recession continues to have an impact on residential development within the City, and has impacted new housing starts over the last five years. However, Concord's average home prices are increasing, as statistics for Concord reflect a 28.3% increase in year over year sales price (Feb. 2014) for

residential properties with average median sales prices at approximately $386,000. Currently, there are indications of returning development interest with increased activity in the City's Permit Center with inquiries for multi-family development, small subdivisions and other commercial projects.

The analysis of the City's progress in meeting the City's Regional Housing Needs Allocation (RHNA) is shown in Attachment A (page 6 of report) with a summary for the planning period of 2007-2014. Concord's 'fair share' of the regional housing need for the current planning period as determined by the Association of Bay Area Governments (ABAG) is 3,043 total residential units, divided by income category.

The City has approved several housing development projects since January 1, 2007, including approval of 518 housing units (10 built), and therefore has an unmet remaining need of 2,525 housing units. This unmet RHNA of 2,525 total units is calculated as 637 units of Very Low Income (31 to 50% of Median Household Income) housing, 425 units of Low Income (51 to 80% of Median Household Income) housing, 493 units of Moderate (81 to 120% of Median Household Income) housing, and 970 units of Above Moderate Income (greater than 120% of Median Household Income) housing.

The State Department of Housing and Community Development updates the State Income Limits each year, reflecting median income and household income levels for very low, low, and moderate income households for California's Counties. Current income levels for Contra Costa County are reflected on Attachment B, as of March 3, 2014.

Housing Element Update 2014-2022

The City is currently in the process of preparing the Housing Element Update for Cycle 5, which covers the next planning period of 2014-2022. The City's new RHNA numbers totaling 3,478 will be used to update the City's Housing Element. The numbers are new for the next cycle and are not added to the prior cycle. It is important to remember that the City is not responsible for ensuring these units are constructed. The City's obligation is to provide properly zoned land with sufficient development capacity for private development of the RHNA housing units. In addition, the City is to offer programs and policies that promote an environment where housing construction is encouraged to provide housing for a range of incomes and residents, including those with special needs. On April 8, a joint Planning Commission/City Council study session is scheduled to review progress on the preparation of the Housing Element Update prior to submitting the draft document to HCD in July 2014.

Fiscal Impact

Acceptance of the General Plan and Housing Element Progress Reports does not have a fiscal impact on the City.

Public Contact

Posting of the Council agenda.

Recommendation for Action

Staff recommends the City Council approve the recommendation of the Planning Commission and accept the General Plan Annual Progress Report, including the Housing Element Annual Progress Report, and direct staff to submit the report to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development. Pursuant to Government Section 15378(b)(5), the General Plan Annual Progress Report is not considered a "project" and no further environmental review is required.

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Attachment A – Planning Commission Report (dated March 5, 2014) including Exhibit A: 2013 Annual Housing Element Progress Report with Tables A, A2, A3, B and C

Attachment B – 2014 State Income Limits for Contra Costa County

Attachment C – Draft Planning Commission minutes from March 5, 2014

Concord **REPORT TO PLANNING COMMISSION**

DATE: March 5, 2014

SUBJECT: **GENERAL PLAN ANNUAL PROGRESS REPORT**

Recommendation: **Consider and recommend to the City Council acceptance of the General Plan Annual Progress Report for submission to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development.**

I. Introduction

The Planning Commission is requested to review and accept a report on the progress of the General Plan including the implementation of the Housing Element. The report's purpose is to apprise State government of local planning activities and facilitate the legislative process as it pertains to land use and local planning issues. The information provided in this report is intended to assist the Commission in tracking policy implementation in the City's Housing Element and in formulating future priorities.

II. Background

California Government Code §65400(a)(2) requires that the planning agency of local governments prepare an annual progress report to the legislative body, which in Concord's case is the City Council, on the status of the General Plan and progress in its implementation, including meeting its share of regional housing needs pursuant to Government Code §65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to Government Code §65583(c)(3). The annual report is due by April 1 of each year, and must also be presented to the Office of Planning and Research, and the State Department of Housing and Community Development (HCD).

The annual report includes progress pertaining to the City's Housing Element, a required element of the City's General Plan. The annual report allows the Commission to evaluate the status of the General Plan and determine a recommendation to the City Council. This is the eleventh report on the City's General Plan and covers calendar year 2013.

In March 2010, the State HCD formalized the reporting process and adopted new forms and definitions for the Annual Housing Element Progress Report to achieve consistency in reporting among jurisdictions. The annual report serves as a tool for the State of California's use in monitoring progress as to how statewide housing needs and goals are being addressed.

III. Analysis

A. Status of the General Plan Implementation Progress

In 2007, the City of Concord updated its General Plan, the *Concord 2030 Urban Area General Plan.* The following discussion summarizes the implementation progress of the various elements of the General Plan during calendar year 2013.

Land Use Element

The Land Use Element constitutes the framework for land use planning in Concord to the year 2030. This Element designates the location and extent of land use categories such as housing, business, industry, public facilities, and open space. It includes policies and a land use diagram. The five primary achievements during 2013 included the following:

1) ***Complete Streets Amendment*** – On December 10, 2013, the City Council adopted Resolution No. 13-4823.1, approving a Complete Streets Text Amendment to the Transportation and Circulation Element of the *Concord 2030 General Plan*. The Transportation and Circulation Element has been reorganized and revised so that the goals, principles, and policies more explicitly address the concept of "Complete Streets" as required by State legislation, which involves designing a transportation system that meets the needs of all users, including pedestrians, bicyclists, and public transit patrons, as well as motorists. The project also describes the types of streets that together make up the City's street network as well as mapping their physical location. Model cross-sections of the street types showing desired characteristics for each type are also provided. Revised service objectives are also included to reflect Complete Streets concepts.

2) ***Development Code*** – On September 24, 2013, the City Council adopted the Second Development Code Clean-Up Amendment adding expanded provisions for temporary uses and revising the provisions for temporary signs for new automobile dealerships. The Development Code streamlines the approval process for new businesses and supports local business growth while ensuring that property is upgraded to enhance the City's appearance and image.

3) ***Downtown Concord Specific Plan*** – The City kicked off the preparation of a Specific Plan and appropriate environmental documentation for the 600-acre Downtown Concord Specific Plan. This project was primarily funded through a Priority Development Area (PDA) grant through the Metropolitan Transportation Commission (MTC) for $480,000. The Downtown Concord Specific Plan is anticipated to be completed in May 2014. The goals of the plan are geared toward economic development, and realizing the development potential of the downtown consistent with the land use densities adopted through the General Plan in 2007. The Specific Plan will also serve as a tool to obtain additional grant funding for the downtown.

4) ***Community Reuse Project*** – During 2013, the City has been progressing on the planning efforts for the future development of up to 12,200 housing units in the Reuse Area. The City has been conducting strategic, specific planning to support implementation of the first phase of development of the Community Reuse Project Area Plan. Primary focus has been on the transit oriented development and village districts.

   The City has predominately been involved in negotiations with the U.S. Navy on land values and land transfer options. The City is awaiting Navy completion of federal environmental compliance documents that will allow commencement of property transfer. Initial parcel transfers are slated for 2015. Actual development may occur in 2016.

5) ***Processing Projects*** – In addition, the City continued the processing of development projects for conformance to the Land Use Element. These included projects such as: Phase II of the Renaissance project, a multi-family, 171-unit apartment building; the

Climate Action Plan; the Olive Drive Subdivision; and design review of the Lazy Dog Restaurant at the Willows Shopping Center.

Growth Management Element

The Growth Management Element establishes policies and standards for traffic levels of service, and to establish performance standards for parks, fire, police, sanitary facilities, water service and flood control. This comprehensive, long range element balances the demands for public facilities generated by new development with plans, capital improvement programs and development mitigation programs. The progress towards implementation includes the ongoing review of development projects for conformance to the Growth Management Element.

No specific updates were made to this Element.

Economic Vitality

The original development estimates for the General Plan's 25 year planning period were changed to reflect current economic and market conditions. The estimated population, number of households, housing units and jobs at 2030 buildout are lower than the original 2007 General Plan document.

No specific updates were made to this Element.

Transportation and Circulation Element

The Transportation and Circulation Element provides guidance and specific actions to ensure the continued safe and efficient operation of the City's circulation system. The Element indicates the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, and is correlated with the Land Use Element. Progress towards implementation includes ongoing review of development projects for conformance to the Transportation and Circulation Element.

In December 2013, an Amendment to the Transportation and Circulation Element of the *Concord 2030 General Plan* was adopted to more explicitly address the concept of "Complete Streets" which involves designing a system, for all users, including pedestrians, bicyclists, and public transit patrons as well as motorists. Model cross-sections of the street types showing desired characteristics for each type were provided and revised service objectives were included to reflect Complete Streets concepts, including the types of streets that comprise the City's street network and mapping of their physical location.

Parks, Open Space, and Conservation Element

The Parks, Open Space, and Conservation Element provides guidance for preservation of the City's open spaces, natural resources, as well as identifying the parks and recreation facilities available to local residents. The Element incorporates policies to address the acquisition, management, preservation, and conservation of parks, open space, and natural resources. The progress towards implementation includes ongoing review of development projects for conformance to the Parks, Open Space, and Conservation Element. In addition, the adopted Development Code established standards to implement General Plan creek and riparian habitat protection policies.

Safety and Noise Element

The Safety and Noise Element identifies the natural and man-made hazards that exist within the City, and mitigates their potential impacts through both preventative and responsive measures. The Element provides policies for the protection and safety of the general public concerning air quality, noise, seismic and geologic hazards, flooding, hazardous materials, and wildland fires. The progress towards implementation includes ongoing review of development projects for conformance to the Safety and Noise Element.

Public Facilities and Utilities Element

The Public Facilities and Utilities Element addresses service and infrastructure needs for development. The Element provides policies for the public services that Concord provides including wastewater collection, law enforcement, childcare programs, and cultural arts and education programs. The progress towards implementation includes ongoing review of development projects for conformance to the Public Facilities and Utilities Element.

Housing Element

The City's Housing Element was adopted on November 16, 2010, after considerable public input and covers the period from January 1, 2007 to June 30, 2014. It includes updated policies, programs, and quantified objectives to guide the City's development decisions and is designed to implement the removal of governmental constraints to the maintenance, improvement and development of housing in Concord. The progress towards implementation includes ongoing review of development projects for conformance to the Housing Element.

The City retained a consultant in the September of 2013 to prepare the City's Housing Element Update 2014-2022 for Cycle 5. The project was kicked off in September and two Roundtables were held on November 20, 2013 for market rate and affordable developers to understand needs and challenges associated with development in the City of Concord. The Update project will continue into 2014 and the Draft Update is anticipated to be submitted to State Housing and Community Development in July 2014, with the goal of certification by December 2014.

The City also progressed on the preparation of the Downtown Concord Specific Plan, initiated in January 2013, based on $480,000 in grant funding received from the Association of Bay Area Governments and the Metropolitan Transportation Commission. The Specific Plan encourages and promotes transit-oriented development and infill housing as well as promoting multi-modal circulation. The project held eight (8) Downtown Steering Committee meetings, four Technical Advisory Committee meetings and two Community Workshops during 2013 during the progression of the project.

B. Local Efforts to Remove Governmental Constraints

The City has taken several steps to remove governmental constraints that hinder implementation of the General Plan. These include adoption of a Climate Action Plan, Complete Streets Amendment, Development Code technical revisions to clarify interpretations and streamline processing, and the ongoing preparation of a Downtown Specific Plan for the 600-acre downtown area adjacent to and surrounding the Concord BART Station. The City recently submitted a copy of the Long Range Property Management Plan

approved by the Successor Agency to the City's Redevelopment Agency and more recently approved by the City's Oversight Board. The City is currently in the process of preparing an update to the City's Housing Element 2014-2022 for Cycle 5 and in the process of conducting an adequate sites analysis for the next cycle.

General Plan Amendments

The City amended the Concord 2030 General Plan during Calendar Year 2013. The Complete Streets Amendment was approved on December 10, 2013 so that goals, principles, and policies more explicitly address the concept of "Complete Streets" within the Transportation and Circulation Element, as required by State legislation. The Amendment focused on designing a transportation system, which meets the needs of all users, including pedestrians, bicyclists, and public transit patrons as well as motorists.

C. Housing Element Annual Progress Report

The Housing Element Annual Progress Report has been prepared in accord with the suggested guidelines issued by the Governor's Office of Planning and Research. The report includes the Housing Element Annual Progress Report (Exhibit A) that includes the following:

- **Cover Sheet**
- **Table A** – Summary Building Permits Issued for New Construction
- **Table A2** – Summary of Building Permits Issued for Rehabilitated Units (These must meet specific criteria i.e., substantial rehabilitation/long-term affordability restrictions)
- **Table A3** – Summary Building Permits for Moderate/Above Moderate-Income Units.
- **Table B** – Regional Housing Needs Allocation Progress
- **Table C** – Program Implementation Status

Tables A and B for the 2013 calendar year indicate there were only two new housing units permitted in calendar year 2013, and no substantial rehabilitations. This continues a trend where no building permits for new housing were issued in calendar year 2010, only five permits were issued in 2011, and another five in 2012. Table C summarizes the City's implementation of each policy/program within the Housing Element to date.

The economic downturn of the last recession continues to have a lingering impact on development within the City. Submittals for new developments for larger projects have been limited, particularly for housing. The number of vacant homes due to foreclosures was substantial but has been lessening and sales prices were increasing again in 2013. The main housing project processed during the year, Phase II of the Renaissance apartment project, was approved with a re-formulated design; but no other major housing projects were submitted for entitlement processing. Developers have indicated some interest in re-engaging on previously entitled projects that have been on hold, awaiting a rebound of the economy.

The City faces harsh challenges with respect to affordable housing, and has lost $8.6 million for affordable housing since California dissolved redevelopment agencies statewide. On December 10, 2013, the Successor Agency for the Redevelopment Agency for the City of Concord approved a Long Range Property Management Plan (LRPMP) that addresses the disposition and use of the former Redevelopment Agency's real properties. On February 6,

2014, the Oversight Board provided the final approval necessary, prior to sending the LRPMP off to the Department of Finance for approval. The LRPMP could allow the City to retain certain properties for governmental purposes and for future development that fulfilled the former Redevelopment Agency's plan. A number of these key properties would provide key housing development opportunities in the downtown.

D. Progress in Meeting the City's Share of Regional Housing Needs Allocation

Concord's 'fair share' of the regional housing need for the Housing Element planning period (2007 to 2014) was determined by the Association of Bay Area Governments. The Regional Housing Needs Allocation (RHNA) for the City of Concord indicates the City is required to provide 3,043 residential units, broken down as follows, by income category.

Regional Housing Needs Allocation

2007-2014	Income category
639	Very-low Income
426	Low Income
498	Moderate Income
1,480	Above-Moderate Income
3,043	**Totals**

The State Department of Housing and Community Development's regulations require that the need under each category must be met individually, and excess units in one income category cannot be used to reduce the unaccommodated need from the other categories.

Analysis of Concord Progress in Meeting Regional Housing Needs

Table 1 provides a summary of Concord's progress in meeting regional housing needs for the planning period of 2007-2014. The City has approved several housing development projects since 2007. The information in the table shows the number of residential units that have been approved. The City has approved **513** housing units since January 1, 2007 and has an unmet remaining need of **2,522** housing units.

Table 1: Concord's Progress in Meeting Regional Housing Needs

Project Name	Very Low	Low	Moderate	Above Moderate	Total Units
Total RHNA (2007-2014)	639	426	498	1,480	3,043
Approved (2007-2013)					
Kings Crest (built)				3	3
Palmero Condominiums				224	224
Poetry Gardens Townhomes		1		27	28
Ridgeview Estates (built)				5	5
Villa De La Vista			1	11	12
Chestnut Subdivision				10	10
Copperleaf Subdivision				11	11
Enclave Townhomes			4	22	26
Farry Grove Subdivision				5	5
~~Ramirez Triplex~~ (expired)				~~3~~	~~3~~
Renaissance Apts. (Phase II)				171	171
Willows Subdivision				7	7

Pine Street Townhomes				8	8
Olive Drive Subdivision				6	6
Various-Rehabilitated w/ Resale Restriction	2				2
Potential Units	**2**	**1**	**5**	**510**	**518**
Remaining Need	637	425	493	970	2,525

The City's new RHNA numbers have been finalized for the next planning period of 2014-2022 and are shown below. The numbers are new for the next cycle and are not added to the prior cycle. ABAG representatives have indicated that they have assumed ten percent (10%) development within the Concord Reuse Area, in calculations of the City's RHNA. The City's Housing Element Update will be geared toward planning for these new RHNA numbers. It is important to remember that the City is not responsible for building these units, but instead for providing the properly zoned land capacity to make it possible to build and programs and policies that promote an environment where housing construction is encouraged to provide housing for a range of incomes, and residents including those with special needs.

Table 1
Final Regional Housing Need Allocation Comparison

Planning Period	Very Low 0-50%	Low 51-80%	Moderate 81-120%	Above Moderate 120%	Total
2007-2014	639	426	498	1,480	3,043
2014-2022	798	444	559	1,677	3,478

Source: Concord Housing Element, Nov. 2010
ABAG Memo to City Managers, dated June 3, 2013

E. CEQA Status

Pursuant to the provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and pursuant to Section 15378(b)(5), the General Plan Annual Progress Report is not considered a "project" subject to the CEQA guidelines, and therefore, no further environmental review is required.

IV. Fiscal Impact

The General Plan Progress Report will not have a fiscal impact on the City.

V. Public Contact

This item has been posted at the Civic Center at least 10 days prior to the public hearing.

VI. Summary and Recommendations

The General Plan Annual Progress Report provides the Planning Commission with information regarding the implementation of the General Plan and Housing Element. It provides pertinent information to the Office of Planning and Research to identify necessary modifications and improvements to General Plan Guidelines. The Housing Element Annual Progress Report (Exhibit A) includes information on the City's progress in addressing the regional housing need allocation,

including the number of housing units permitted by income level, status of programs and efforts to remove governmental constraints.

Staff recommends that the Planning Commission recommend acceptance of the General Plan Annual Progress Report by the City Council and submission of the report to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development.

VII. Motion

I (Comm. _____) hereby move that the Planning Commission recommend acceptance of the General Plan Annual Progress Report by the City Council and submission of the report to the Governor's Office of Planning and Research and to the State Department of Housing and Community Development. Pursuant to Section 15378(b)(5), the General Plan Annual Progress Report is not considered a "project" and no further environmental review is required. (Seconded by Comm. ____ .)

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ATTACHMENTS

Exhibit A: 2013 Annual Housing Element Progress Report with Tables A, A2, A3, B and C

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Concord

Reporting Period Jan. 1, 2013 - Dec. 31, 2013

Table A

Annual Building Activity Report Summary - New Construction
Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information									Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development See Instructions	Deed Restricted Units See Instructions	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income					
(9) Total of Moderate and Above Moderate from Table A3 ►											
(10) Total by income Table A/A3 ► ►			0	0	0	0	0				
(11) Total Extremely Low-Income Units*											

* Note: These fields are voluntary

EXHIBIT A

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Concord

Reporting Period Jan. 1. 2013 - Dec. 31, 2013

Table A2
Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program it its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA whichmeet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity		2		2	City provided financial assistance for two substantial rehabilitations for Very Lown Income Households with Resale Restriction and Regulatory Agreement recorded.
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	0	2	0	2	

* Note: This field is voluntary

Table A3
Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for **Moderate**	0					0	0
No. of Units Permitted for **Above Moderate**	2					2	4

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction City of Concord

Reporting Period Jan. 1, 2013 - Dec. 31, 2013

Table B

Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2007	2008	2009	2010	2011	2012	2013			Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	639	0	0	0	0	0	0	0			0	639
	Non-deed restricted		0	0	0	0	0	0	0			0	
Low	Deed Restricted	426	0	0	0	0	0	0	0			0	426
	Non-deed restricted		0	0	0	0	0	0	0			0	
Moderate	Deed Restricted	498	0	6	0	0	1	1	0			8	490
	Non-deed restricted		0	0	0	0	0	0	0			0	
Above Moderate		1,480	97	48	61	0	4	4	2			216	1,264
Total RHNA by COG. Enter allocation number		3,043											
Total Units ▶ ▶ ▶			97	54	61	0	5	5	2			224	
Remaining Need for RHNA Period ▶ ▶ ▶ ▶ ▶													2,819

Note: units serving extremly low-income households are included in the very low-income permitted units totals.

Attachment 3.c

Adopted General Plan Principles and Policies for Trip Reduction, Complete Streets, Transit, Pedestrian Circulation, Bicycle Network, and Safety

Trip Reduction

Principle T-1.3 **Minimize single occupancy vehicle travel in Concord.**

Policy T-1.3.1 Work with employers to develop Transportation Demand Management plans to increase carpooling and encourage the use of public transportation, bicycling, and walking; consider other trip-reduction approaches such as telecommuting, shuttles, and transit passes.

Policy T-1.3.2: Continue to promote a wide variety of transportation alternatives and modes to serve all residents and businesses to enhance the quality of life.

Policy T-1.3.3: Ensure that streets are designed to balance the needs of multiple travel modes, including vehicles, pedestrians, bicycles, and transit.

Policy T-1.3.4: Ensure that development in nearby communities incorporates measures to mitigate traffic impacts on Concord's transportation system. As appropriate, the level of service benchmarks established in this chapter may be used to determine mitigation measures and/ or fees for such development.

Policy T-1.3.5 Consider developing one or several Transportation Demand Management programs for downtown and other areas with concentrations of employees in which employers with 50 or more employees can participate by paying a fee; identify ways for employers with fewer employees to participate where appropriate.

Complete Streets

Principle T-1.4: **Provide Complete Streets that Serve Residents and Visitors Using All Modes of Transportation.**

Policy T-1.4.1 Create a complete street network that provides facilities for all users to travel throughout Concord.

Policy T-1.4.2 When prioritizing limited funds among potential complete street improvements, focus on the following types of improvements first:

1. Safety: Regardless of location, improvements including sidewalk connectivity projects, that enhance the safety of all roadway users, including drivers, cyclists, pedestrians, and transit users.

2. Sidewalk and Bicycle Access to schools, parks, and transit stops: locations often accessed by children and other non-drivers.

3. Downtown streets: Visited by the majority of Concord residents; common places for people to walk to access businesses.

4. Reuse Area Access: Tie the Concord Community Reuse Area into the rest of the City.

Policy T-1.4.3 Develop and apply a streamlined complete streets checklist for review of proposed transportation improvement projects.

The checklist should clearly define what changes are to be considered in project development and what considerations will determine whether they are appropriate. It should also define which types of projects are and are not subject to its use, requiring documentation and approval of the Director of Community and Economic Development, or similar position, for projects exempted from complete streets requirements.

Policy T-1.4.4 Review street reconstruction, development projects, and utility projects to identify opportunities to implement complete streets principles, including the concepts identified in this Element and the priorities of any adopted trails, bicycle, or pedestrian plans.

Policy T-1.4.5 When planning for complete streets, include groups and individuals representing the many populations who use the City's streets when planning for Concord's street network; use their input in collecting data to prioritize and track implementation of complete streets upgrades.

Policy T-1.4.6 Where right-of-way and adjacent land uses limit the space available for complete street infrastructure, consider 'road diets' to reduce the number of vehicle travel lanes or narrow lane widths; such 'road diets' should be subject to study to understand the potential for impacts on all modes of transportation.

A road diet reduces the number of vehicle travel lanes. The chief initial consideration is the number of vehicles using the roadway before such a project is implemented. For example, caution is warranted when considering reducing the number of through lanes on a roadway that does not provide excess capacity based on average daily or peak hour traffic volumes. The analysis should weigh a potential change in traffic operations, safety and diversions to other streets against the potential benefits to pedestrian and bicycle travel.

Policy T-1.4.7 Incorporate neighborhood traffic management techniques, such as traffic circles, narrow lanes, and bulbouts in appropriate residential areas; such techniques should be evaluated to ensure they improve bicycle and pedestrian travel without compromising the overall connectivity of the auto network.

Policy T-1.4.8 Develop street design guidelines; include typical standard sections and design details, consistent with the guidance in this Element. As part of this process, determine the narrowest lane widths and tightest corner radii that can balance the needs of public safety providers with the needs of cyclists and pedestrians and typical vehicle types.

Policy T-1.4.9: Design and improve streets to facilitate safe crossings, including accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; design and operate this infrastructure to meet the needs of people with different disabilities and of people of different ages.

Policy T-1.4.10 Coordinate internally and with other agencies to plan for and prioritize the provision of a complete streets network.

Policy T-1.4.11 Train City staff involved in street design in the application and integration of multi-modal infrastructure and techniques.

Policy T-1.4.12 Consider expanding the mandate of the Parks, Recreation and Open Space Commission to include bicycle and pedestrian transportation to ensure that cyclists and pedestrians have an advocate and commission focus within the City.

Principle T-1.5: Foster Practical Parking Solutions.

Policy T-1.5.1: Ensure adequate parking facilities are provided for public convenience and to promote economic development, where consistent with other objectives such as promoting public transit use, walking and bicycling.

As noted in Policy T-1.3.2 below, the definition of "adequate" parking facilities may vary depending on context, and the availability of alternative travel modes.

Policy T-1.5.2: Allow flexible parking standards for developments within one-half mile of a BART station, one-quarter mile of a public parking facility, affordable housing developments, and in other locations where alternative modes of travel are available or where shared parking is provided.

Policy T-1.5.3: Promote shared parking solutions.

Where peak parking demands do not overlap, as with an office building and a dinner restaurant, then shared parking allows for more efficient use of space. The total amount of land or building area needed for parking also can be reduced.

Policy T-1.5.4: Coordinate with Caltrans and transit providers to develop Park and Ride sites.

Policy T-1.5.5: Locate and design off-street parking lots in a way which makes them less visually prominent.

Parking in higher density and mixed use areas should be located beneath or behind buildings rather than between buildings and the street.

Transit

Principle T-1.6: Promote a Well-Integrated and Coordinated Transit Network.

Policy T-1.6.1: Coordinate with public transportation agencies to facilitate safe, efficient, and convenient pedestrian access to transit stops; work with agencies to relocate stops when necessary.

Policy T-1.6.2: Explore the establishment of a local shuttle service to supplement CCCTA and BART service within Concord.

The City's "Redevelopment Strategy and Implementation Action Plan" adopted in December 2000, identifies shuttle services to enable easy, convenient access to regional shopping areas, such as The Willows and Sun Valley Mall. Although the Redevelopment Agency has been dissolved, the City can continue to work with local transit providers to encourage "small-scale" transportation alternatives, such as a jitney, that can provide connections between BART stations, bus stops, parking structures, and nodes of commerce throughout Concord, including the North Concord business area and the Concord Reuse Project area.

Policy T-1.6.3: Work with public transportation agencies to provide high-quality, efficient, coordinated transit service that encourages the use of multiple modes of travel, such as cycling to transit stops, and reaches destinations important to transportation-dependent populations such as youth, seniors, and persons with disabilities.

The City works with CCCTA, Tri-Delta Transit and BART to ensure equitable transit service is provided to residents and businesses. Bicycle access to transit can be supported through the provision of secure bicycle racks at transit stops, provision for bicycles on transit, and connections to local and regional bicycle trails.

Policy T-1.6.4: Explore innovative approaches to providing bus and shuttle transit on the Concord Reuse Project site which achieve the service goals established by the CRP Area Plan.

Pedestrian Circulation

Principle T-1.7: Provide Safe and Convenient Pedestrian Circulation.

Policy T-1.7.1: Develop off-street pedestrian linkages, including approaches such as connections allowing pedestrians to travel through the ends of cul-de-sacs, pedestrian paths, bridges over creeks and roadways, and pedestrian underpasses, to minimize walking distance and enhance pedestrian circulation throughout the City; consider planned development on the CRP site when establishing such linkages.

Policy T-1.7.2: Use innovative and effective walkway features to enhance the pedestrian experience, including buffers between pedestrians and vehicle traffic, wide sidewalks, illuminated crosswalks, signalized crossings, bulb-outs, pedestrian-scale lighting, benches, and other street furniture; include trees wherever possible, selecting species that do not negatively impact sidewalks as they grow.

Policy T-1.7.3: Facilitate pedestrian circulation near high activity centers.

Policy T-1.7.4: Prioritize pedestrian connections from new development to nearby open spaces and trails.

Plans for the Concord Reuse Project include connections from the sidewalk system to a network of off-road walkways and regional park trails.

Policy T-1.7.5 Continue to prioritize compliance with the ADA in providing sidewalk, crosswalk, and transit stop improvements.

Policy T-1.7.6: Develop a pedestrian transportation plan that focuses on and identifies current deficiencies in the City's pedestrian circulation system for commute, non-commute and school related trips and prioritizes implementation of the resulting strategies by either specific location or by area of the city; the plan should also identify where implementation can be completed in conjunction with routine street projects and funding opportunities for implementation.

Develop the plan in coordination with local community organizations and consider utilizing their support to collect data for the plan. Establish an approach to ongoing data collection in support of the plan.

This will be done in concert with the Safe Routes to Schools program, the Capital Improvement Program and the Transportation Improvement Program, with priority given to pedestrian circulation improvements that will enhance pedestrian safety and promote walkability.

Policy T-1.7.7: Incorporate urban design measures in commercial and mixed use districts which accommodate pedestrians and support walking.

Examples of such measures include ample shade trees, buildings constructed to the front setback line, ground floor storefronts with window displays, frequent building entrances, benches and other street furniture, and parking lots and loading areas located behind buildings rather than along the street.

Bicycle Network

Principle T-1.8: Provide a Safe and Comprehensive Bicycle Network.

Policy T-1.8.1: Implement strategies and actions for enhanced bicycle circulation throughout the City.

Policy T-1.8.2 Provide bicycle parking at libraries, schools, community centers, and other community facilities and work with property owners to provide easily accessible parking at their buildings.

Policy T-1.8.3 Develop a Bicycle Master Plan to fully plan for bicycle transportation throughout the City, using public input to ensure a variety of current and potential cyclists participate. The project should include ongoing data collection during implementation. Consider the following issues:

- *Connectivity between current or expected origins and destinations, including shopping, planned development on the CRP site, schools, parks, medical care, and places of employment.*
- *Locations that may have pent up demand for bicycle transportation but do not currently have high bicycle traffic because they are currently difficult to access by bicycle.*
- *Locations with a history of collisions between cyclists and vehicles.*
- *Needs of bicycle user groups, including children and seniors.*
- *Use of parallel routes, canal trails, and other creative routing techniques that allow cyclists to avoid streets with heavy, higher-speed vehicle traffic.*
- *Connectivity with regional trails as envisioned in the Contra Costa Countywide Bicycle and Pedestrian Plan and trails plans from neighboring jurisdictions.*
- *Funding strategies to construct bicycle facilities identified in the plan and identification of facilities that can be provided in conjunction with street maintenance and improvement projects.*

Policy T-1.8.4: Require provision of bicycle facilities in new developments, where appropriate.

Examples include weather protected bicycle parking and direct and safe access for pedestrians and bicyclists to adjacent routes.

Policy T-1.8.5: Encourage, and where appropriate require, new development to provide bicycle access to parks, schools, and transit stops in the design of new residential neighborhoods.

Safety

Principle T-1.9: Promote Safety for All Modes of Transportation.

Policy T-1.9.1: Develop and implement a bicycle safety program geared to both children and adults, collaborating with Mount Diablo Unified School District, the Police Department, and other departments and organizations to disseminate the training broadly.

Policy T-1.9.2: Develop and implement a public information program to inform drivers of the need to respect the rights of cyclists and pedestrians; collaborate with the Mount Diablo Unified School District, the Police Department, and other departments and organizations to disseminate the training broadly.

Policy T-1.9.3: Incorporate Crime Prevention through Environmental Design (CPTED) principles into review of public and private projects to increase safety for pedestrians, cyclists, and other transportation users, balancing CPTED principles with other design concepts found in this and other elements.

Policy T-1.9.4: Work with the Police Department to prioritize enforcement efforts in strategic locations.

Policy T-1.9.5 Prioritize pedestrian, bicycle, and automobile safety over vehicle speed and level-of-service at intersections and along roadways.

Policy T-1.9.6 Work with the Mount Diablo Unified School District to develop Safe Routes to School programming, including walk and bike to school programs, outreach to students and parents about active transportation, and to expand safe bicycle and pedestrian access to schools.

Aviation System

Principle T-1.10: Support the Preservation and Expansion of Aviation Facilities in the Region-Serving Transportation System.

Policy T-1.10.1: Support Buchanan Field Airport use as a regional and local serving airfield.

Buchanan Field Airport provides convenient facilities for business aircraft and general aviation; it also is an important facility for emergency use. Maintaining it is consistent with the City's emergency preparedness plans and economic development strategy.

Policy T-1.10.2: Encourage the establishment of commercial passenger service and the expansion of business aviation services at Buchanan Field Airport.

Attachment 8

Maintenance of Effort (MoE)

City of Concord

Annual Street Report - Non-Measure C/J Funding

FY 2011/2012 - 2012/3013

	FY 2012	FY 2013
Grand Total Expenditures	$9,482,759.88	$12,012,330.87
Less Fund 472 (Measure C Local)	4,799.76	$3,236.17
Less Fund 474 (Measure C I-680)	$62,933.89	$136,590.67
Less Fund 475 (Measure J Local)	$1,433,760.91	$1,520,535.90
Less Fund 479 (Measure J Regional)		$6,326.25
Total Non-Measure C/J Funding Street Projects	**$7,981,265.32**	**$10,345,641.88**

CITY OF CONCORD
ANNUAL STREET REPORT PREPARATION
STATEMENT OF REVENUES AND EXPENDITURES AND CHANG
FOR FISCAL YEAR ENDED JUNE 30, 2012
AUDIT ID: 17-98-071-95-00

DESCRIPTION	GRAND TOTAL	Fund #450-452 Parkind Dedicat Funds	Fund #461 Traff Mitigation Bailey	Fund #470 ISTEA Fed Grant	Fund #472 Measure C Local	Fund #474 Measure C I-680	Fund #475 Measure J Local	Fund #478 Measure J Ramp	Fund #500 RDA Operat Cap
BEGINNING BALANCES	10,243,587.05	-	279,803.61	(5,913.16)	476,577.28	6,923.59	714,685.43	-	-
REVENUES:									
Gas Tax Apportionments	3,506,369.56	-							
Gas Tax Interest	43,590.54	-							
Gas Tax Reimbursements	-	-							
Proposition 1B	-	-							
Proposition 1B - Interests	13,835.88	-							
Traffic Congestion Relief Fund	-	-							
Traffic Congestion Relief Fund - Interests	(93.85)	-							
ARRA	74,336.27	-							
Measure C/J	1,501,494.56	-			4,799.76	62,933.89	1,433,760.91		
Street Asessments	1,338,784.40	-							
Redevelopment Agency	463,099.93	-							463,099.93
Other Misc State Revenues	1,602,057.85	-							
OSIP	226,907.97	-							
Other Interest	70,291.46	-	3,018.08						
General Fund-Discretionary	2,608,142.52	-							
Transfers In	-	-							
TOTAL REVENUES	11,448,817.09	-	3,018.08	-	4,799.76	62,933.89	1,433,760.91	-	463,099.93
GRAND TOTAL	21,692,404.14	-	282,821.69	(5,913.16)	481,377.04	69,857.48	2,148,446.34	-	463,099.93
EXPENDITURES:									
Administration and Engineering	983,816.15	-	-	-	-	-	-	-	-
Construction	2,397,566.45	-	-	-	43,655.24	38,111.75	479,251.64	-	289,133.21
Maintenance	6,101,401.25	-	-	-	-	-	-	-	173,966.72
Acquisitions	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	9,482,783.85	-	-	-	43,655.24	38,111.75	479,251.64	-	463,099.93
TRANSFERS:	-	-							
TOTAL TRANSFERS	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES AND TRANSFERS	9,482,783.85	-	-	-	43,655.24	38,111.75	479,251.64	-	463,099.93
SCH 4 ADJUSTMENTS:									
Reconcile to Beginning Fund Balance-Gas Tax	(23.97)	-							
Reconcile to Beginning Fund Balance-TCRF	(0.00)	-							
Reconcile to Beginning Fund Balance-Prop 1B	-	-							
Reconcile to Beginning Fund Balance-Article 3/8	-	-							
Reconcile to Beginning Fund Balance-Disc	-	-							
Reconcile to Beginning Fund Balance-Non Disc	-	-	-	-	-	-	-		
Rounding Error	-	-							
TOTAL SCH 4 ADJUSTMENTS	(23.97)	-	-	-	-	-	-	-	-
TOTAL EXP, TRN, ADJ	9,482,759.88	-	-	-	43,655.24	38,111.75	479,251.64	-	463,099.93
ENDING BALANCES	12,209,644.26	-	282,821.69	(5,913.16)	437,721.80	31,745.73	1,669,194.70	-	-

CITY OF CONCORD
ANNUAL STREET REPORT PREPARATION
STATEMENT OF REVENUES AND EXPENDITURES AND CHANGE
FOR FISCAL YEAR ENDED JUNE 30, 2013
AUDIT ID: 17-98-071-95-00

DESCRIPTION	GRAND TOTAL	Fund #450-452 Parkind Dedicat Funds	Fund #461 Traff Mitigation Bailey	Fund #470 ISTEA Fed Grant	Fund #472 Measure C Local	Fund #474 Measure C I-680	Fund #475 Measure J Local	Fund #478 Measure J Ramp	Fund #479 Measure J Street Bond	Fund #500 RDA Operat Cap
BEGINNING BALANCES	12,209,644.26	-	282,821.69	(5,913.16)	437,721.80	31,745.73	1,669,194.70	-	-	-
REVENUES:										
Gas Tax Apportionments	2,623,082.82	-								
Gas Tax Accruals	226,250.76	-								
Gas Tax Interest	33,418.21	-								
Gas Tax Reimbursements	-	-								
Proposition 1B	-	-								
Proposition 1B - Interests	6,747.48	-								
Traffic Congestion Relief Fund	-	-								
Traffic Congestion Relief Fund - Interests	-	-								
ARRA	-	-								
Measure C/J	1,666,688.99	-			3,236.17	136,590.67	1,520,535.90		6,326.25	
CDBG	-	-								
Street Asessments	1,518,805.02	-								
Redevelopment Agency	106,222.16	-								
Other Misc Local Revenues	707,976.91	-								106,222.16
Other Misc State Revenues	2,081,165.86	-								
OSIP	88,253.51	-								
Other Interest	55,874.07	-	2,158.95							
General Fund-Discretionary	2,148,841.72	-								
Transfers In	-	-								
TOTAL REVENUES	11,261,327.53	-	2,158.95	-	3,236.17	136,590.67	1,520,535.90	-	6,326.25	106,222.16
GRAND TOTAL	23,470,971.79	-	284,980.64	(5,913.16)	440,957.97	168,336.40	3,189,730.60	-	6,326.25	106,222.16
EXPENDITURES:										
Administration and Engineering	860,401.16	-	-	-	-	-	99,999.60	-	-	-
Construction	4,004,426.22	-	-	-	434,396.65	-	668,439.05	-	195,685.25	43,691.21
Maintenance	8,184,257.43	-	-	(5,913.26)	5,913.28	125,251.92	309,531.99	-	-	62,530.95
Acquisitions	-	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	13,049,084.81	-	-	(5,913.26)	440,309.91	125,251.92	1,077,970.64	-	195,685.25	106,222.16
TRANSFERS:	-	-								
TOTAL TRANSFERS	-	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES AND TRANSFERS	13,049,084.81	-	-	(5,913.26)	440,309.91	125,251.92	1,077,970.64	-	195,685.25	106,222.16
SCH 4 ADJUSTMENTS:										
Reconcile to Beginning Fund Balance-Gas Tax	(16,065.96)	-								
Reconcile to Beginning Fund Balance-TCRF	-	-								
Reconcile to Beginning Fund Balance-Prop 1B	(5,209.71)	-								
Reconcile to Beginning Fund Balance-Article 3/8	-	-								
Reconcile to Beginning Fund Balance-Disc	-	-								
Reconcile to Beginning Fund Balance-Non Disc	(1,015,478.27)	-	(1,131.36)	-	(1,751.86)	-	(6,743.61)	-	0.01	
Rounding Error	-	-								
TOTAL SCH 4 ADJUSTMENTS	(1,036,753.94)	-	(1,131.36)	-	(1,751.86)	-	(6,743.61)	-	0.01	-
TOTAL EXP. TRN. ADJ	12,012,330.87	-	(1,131.36)	(5,913.26)	438,558.05	125,251.92	1,071,227.03	-	195,685.28	106,222.16
ENDING BALANCES	11,458,640.92	-	286,112.00	0.10	2,399.92	43,084.48	2,118,503.57	-	(189,359.01)	-

Attachment 10

Final Measure J Growth Management Element to Concord's 2030 General Plan

(Adopted January 24, 2012)

4 GROWTH MANAGEMENT

4.1 BACKGROUND AND CONTEXT

The purpose of the Growth Management Element is to provide guidance and specific actions to manage and mitigate the impacts of future urban growth and development within the City of Concord. The Growth Management Element has four key objectives:

- To ensure that new residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth
- To support cooperative transportation and land use planning among Contra Costa cities, towns, and transportation agencies, including the City of Concord
- To support land use patterns within Concord that make more efficient use of the transportation system
- To support infill and revitalization in existing urban and brownfield areas.

This comprehensive, long-range Element establishes goals, principles, policies, and benchmarks for the City's transportation systems and public services. The intent is to balance the demands for transportation improvements and public facilities generated by new development with the plans of service providers, capital improvement programs, transportation improvement programs, and development mitigation programs.

New urban growth and development in the City will increase the need for transportation improvements and infrastructure. The City regards the performance standards and benchmarks in this Element as an important component in assessing and mitigating the impacts of this development. The Growth Management Element not only ensures that adequate transportation infrastructure and public facilities are provided as Concord grows, but also that the quality of life enjoyed by Concord's residents and businesses is preserved and enhanced.

The Growth Management Element responds to the requirements of the Measure J Growth Management Program, approved by Contra Costa County voters in 2004 and administered by the Contra Costa Transportation Authority (CCTA). Measure J authorized a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and Growth Management Program (GMP) approved by the County's voters in 1988. The extension will raise a total of $2 billion, which will help fund transportation improvements. The money is derived from a ½ percent transportation and retail transactions and use tax intended to address existing, major regional transportation problems. The funding is allocated to the 18 cities in Contra Costa County on a per capita basis.

Local jurisdictions receive 18 percent of Measure J sales tax revenues only if they comply with the GMP requirements. To qualify for these funds, each jurisdiction must:

- Adopt a Growth Management Element or Correspondence Table demonstrating compliance;
- Participate in an ongoing cooperative planning process with other jurisdictions in Contra Costa County;
- Adopt a development mitigation program that ensures that new development pays its fair share of the costs of additional facilities needed to support it;
- Disclose the impacts of local land use decisions on the transportation system;
- Adopt a transportation systems management resolution or ordinance;
- Address housing options to demonstrate reasonable progress in providing housing opportunities for all income groups; and
- Adopt an Urban Limit Line (ULL).

The Growth Management Element incorporates specific requirements of Measure J and augments them with additional policies and level of service (LOS) benchmarks. These benchmarks are consistent with those referenced in other elements of the 2030 Concord General Plan, including the Concord Reuse Project (CRP) Area Plan.

4.2 GOALS, PRINCIPLES, AND POLICIES

GOAL GM-1: ORDERLY AND EFFICIENT URBAN GROWTH

Under this goal, the City plans to provide for orderly and efficient growth within Concord's Urban Limit Line (ULL)[1]. The ULL promotes a compact urban development pattern and protects open space resources. The City intends to ensure that new developments within the ULL will be served with adequate public infrastructure and that future services will be provided without impacting existing residents and businesses.

Principle GM-1.1: Promote orderly and efficient growth and protect open space by maintaining an Urban Limit Line.

Policy GM-1.1.1: Allow urban development only within the City's Urban Limit Line.

For purposes of this policy, "urban development" means development requiring one or more basic municipal services, including but not limited to water service, sewer service, and storm drainage.

GOAL GM-2: AN EFFICIENT LAND USE PATTERN

The City is committed to achieving land use patterns that make more efficient use of the transportation system. The intent of the principles and policies below is to encourage infill development within the urban area, support alternative transportation modes, ensure the orderly development of the Concord Reuse Project site, and promote a balance between resident workers and jobs in Concord.

Principle GM-2.1: Support land use patterns that make more efficient use of the transportation system.

Policy GM-2.1.1: Support infill and revitalization in urban and brownfield areas, including the Concord Reuse Project site.

[1] *On November 13, 2007, the City approved Resolution 07-80, thereby adopting Contra Costa County's voter-approved 'Measure L' ULL. The resolution included a provision that if the tidal portion of the Concord Naval Weapons Station is closed and becomes available for civilian or joint use under the City of Concord's planning jurisdiction, the City will initiate proceedings for a voter approved ULL.*

Policy GM-2.1.2: Support transit-oriented mixed-use development.

Principle GM-2.2: Strive to attain a balance between resident workers and jobs in Concord.

Policy GM-2.2.1: Support Concord's economic development programs and seek to attract high quality employment opportunities for local residents and others residing near local job centers.

Policy GM-2.2.2 Give priority in the City's housing programs to persons employed in local and nearby jobs.

Policy GM-2.2.3: Accommodate home business uses that do not create residential neighborhood disruptions due to excessive traffic, parking, noise, pollution, odors, or unsightly storage or activities not consistent with residential surroundings.

GOAL GM-3: ADDITIONAL AFFORDABLE HOUSING OPTIONS

Under this goal, the Growth Management policies meet a specific requirement of the Measure J GMP to address housing options for all income levels in Concord. The Housing Element provides additional goals, policies and programs that promote a balanced supply of housing types, densities and prices to meet the needs of all income groups in Concord.

Principle GM-3.1: Strive to ensure the availability of affordable housing.

Policy GM-3.1.1: Promote housing opportunities for all income levels.

Policy GM-3.1.2: Ensure that implementation of Growth Management measures does not impede development of affordable housing.

The City's progress in implementing the Housing Element will continue to be addressed in the annual report submitted by the City to the State Department of Housing and Community Development and will further be addressed in the biennial compliance checklist required by Measure J.

GOAL GM-4: REDUCE THE NUMBER AND LENGTH OF COMMUTE TRIPS MADE BY SINGLE OCCUPANT VEHICLES

Under this goal, the City seeks to reduce the number and length of commute trips by encouraging implementation of Transportation Demand Management (TDM) measures. These measures complement other General Plan policies supporting land use patterns that make more efficient use of the transportation system.

Principle GM-4.1: Promote reduced commute trips and lengths.

Policy GM-4.1.1: Encourage new development to develop and implement TDM measures which reduce commuting by single occupant vehicles and instead promote and encourage transit, ridesharing, bicycling, walking, and other measures for the journey to work.

The City's TDM measures are specified in the adopted "Concord Transportation Demand Management Program Ordinance." The Concord TDM Program serves to promote and encourage the use of alternatives to commuting by single-occupant vehicles. It supports regional efforts to relieve traffic congestion, thereby reducing noise, pollution and energy consumption. TDM measures may include but are not limited to promoting the use of transit, ridesharing, bicycling, walking, flexible work hours and telecommuting as alternatives to single- occupant vehicles.

Principle GM-4.2: Support transit, bicycling and walking.

Policy GM-4.2.1: Require new development to incorporate transit, bicycle and pedestrian access where feasible and appropriate, consistent with the General Plan Transportation and Circulation Element and the Countywide Bicycle and Pedestrian Master Plan.

See the Transportation and Circulation Element for additional policies on this topic.

GOAL GM-5: A COOPERATIVE REGIONAL TRANSPORTATION AND LAND USE PLANNING PROCESS

Under this goal, the polices meet specific requirements of the Measure J GMP that support a cooperative transportation and land use planning process in Contra Costa County. The City will participate in an ongoing process with other jurisdictions and agencies to create a balanced, safe and efficient transportation system and to manage the impacts of growth.

Principle GM-5.1: Support cooperative transportation and land use planning in Contra Costa County.

Policy GM-5.1.1: Continue to participate in multi-jurisdictional transportation planning efforts.

Policy GM-5.1.2: Adopt the Central County Action Plan process for notification and review of the traffic impacts of proposed new developments and work with TRANSPAC (Transportation Partnership and Cooperation) and CCTA to develop, implement and update local and regional actions specified in the adopted Central County Action Plan for Routes of Regional Significance as indicated in Figure 4.1 and listed in Table 4-1.

TRANSPAC is the Regional Transportation Planning Committee for Central Contra Costa County. It primarily (although not exclusively) operates under the umbrella of CCTA. Routes of Regional Significance defined by TRANSPAC in the Central County Action Plan include freeways and major arterials (listed in Table 4-1) serving heavy volumes of commute trips through the region. The City's participation in TRANSPAC activities include development and update of the Central County Action Plan and cooperating in the assessment and mitigation of traffic impacts in neighboring jurisdictions.

Figure 4.1: Routes of Regional Significance in Concord

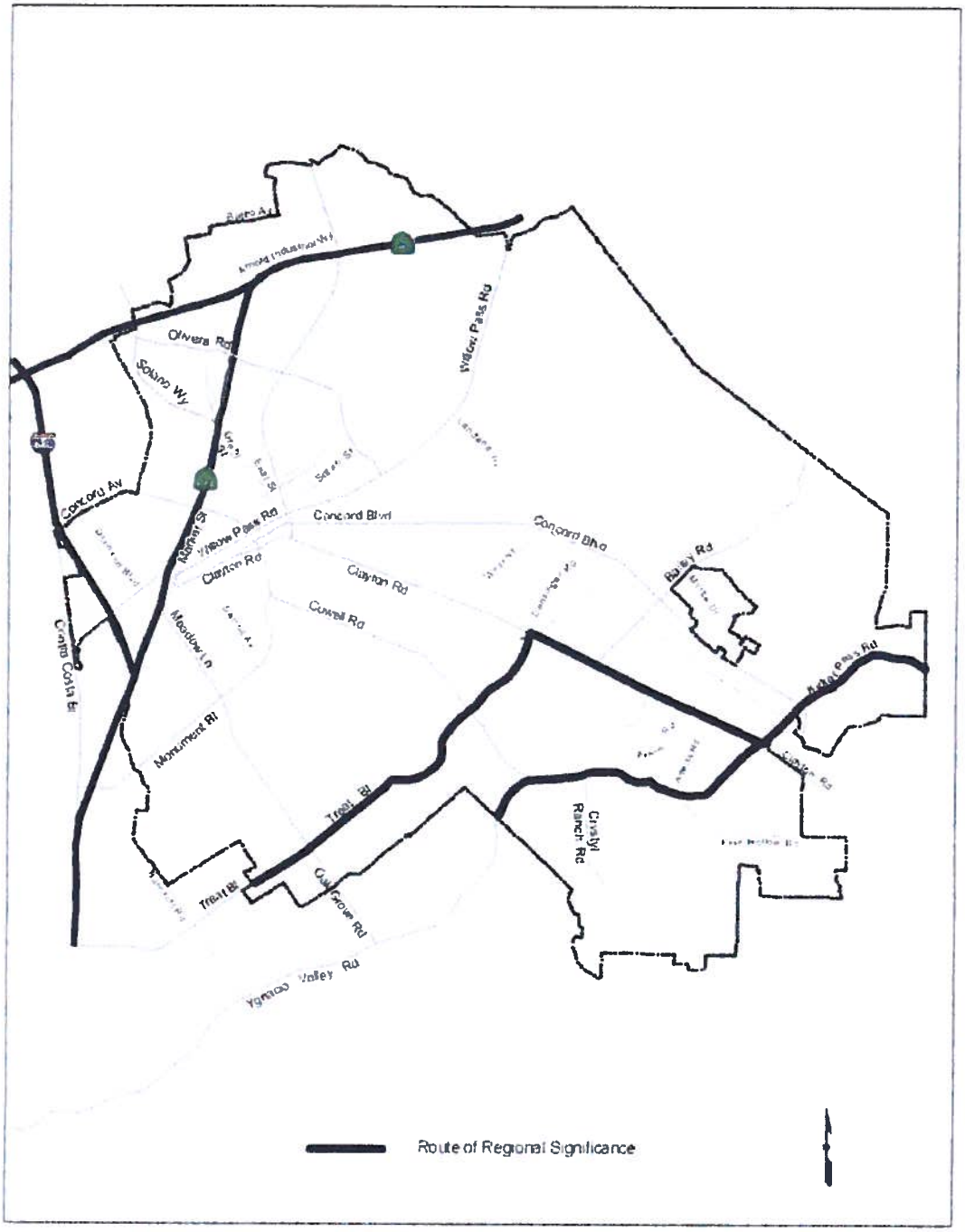


Table 4-1: Routes of Regional Significance

Freeway/Arterial	From	To
I-680	Northern City Limit	Southern City Limit
SR 242	SR 4	I-680
SR 4	Western City Limit	Eastern City Limit
Kirker Pass Road	Eastern City Limit	Clayton Road
Ygnacio Valley Road	Western City Limit	Clayton Road
Clayton Road	Treat Boulevard	Kirker Pass Road
Treat Boulevard	Western City Limit	Clayton Road

Source: Contra Costa Transportation Authority, 2008.

Policy GM-5.1.3: Circulate traffic impact analyses to affected jurisdictions and to TRANSPAC for review and comment.

Policy GM-5.1.4: Work with TRANSPAC on future updates to the Subregional Transportation Mitigation Program (STMP).

The TRANSPAC STMP is intended to fulfill the requirement for a regional transportation mitigation program established by CCTA as part of each jurisdiction's compliance with Measure J. The STMP creates a requirement for inter-jurisdictional agreements to mitigate the impacts of net new peak hour vehicle trips should a proposed development meet or exceed established thresholds for Routes of Regional Significance and result in significant cumulative traffic impacts on such Routes. The STMP process is described in detail in the Central County Action Plan for Routes of Regional Significance.

Policy GM-5.1.5: Apply the CCTA travel demand forecasting model and *Technical Procedures* for analysis

of General Plan Amendments and major development projects estimated to generate 100 or more net new peak hour vehicle trips. The model should be used to disclose and evaluate the potential impacts of new development on the local and regional transportation systems. When using the model, make findings of consistency with adopted Action Plans for Routes of Regional Significance or findings of special circumstances, including imposition of appropriate mitigation measures by the City and CCTA, in the event adopted standards for Routes of Regional Significance will be exceeded.

The impacts of development on Multi-modal Transportation Service Objectives (MTSOs) should be specifically evaluated. MTSOs have been established in the Central County Action Plan to ensure that Routes of Regional Significance continue to perform acceptably for multiple travel modes as future development occurs.

Policy GM-5.1.6: Assist CCTA in maintaining its travel demand modeling system by providing information on proposed transportation improvements, including those adopted as part of the City's ten-year Capital Improvement and Transportation Improvement Program (CIP/TIP), proposed land use changes and development projects, and ABAG's biennial projections for households and jobs within the City.

Policy GM-5.1.7: Participate in the preparation of the CCTA Countywide Comprehensive Transportation Plan (CTP) and work with TRANSPAC and CCTA on developing plans, programs and studies to address countywide transportation planning and growth management issues.

The CTP is CCTA's broadest policy and planning document and presents the Authority's vision and goals. It outlines

strategies for addressing transportation and growth management issues within Contra Costa County and also brings together the various Action Plans for Routes of Regional Significance.

Policy GM-5.1.8: Participate in facilitation efforts by the Contra Costa Transportation Authority to resolve disputes related to the development and implementation of Action Plans and other programs described in the Growth Management Element.

Policy GM-5.1.9: Prepare a biennial checklist for the purposes of reporting to CCTA on compliance with the Measure J Growth Management Program.

GOAL GM-6: MANAGE FUTURE TRAFFIC CONGESTION

Under this goal, the Growth Management Element incorporates principles and policies to manage future traffic congestion by incorporating level of service (LOS) benchmarks for City intersections and roadway segments. The benchmarks will be used by the City to determine appropriate mitigation measures for future projects, and to help inform land use planning and transportation investments. "Benchmarks" are used rather than "standards" so that the City has the flexibility to develop place-based transportation solutions. These solutions balance transportation goals with other General Plan goals related to land use and environmental sustainability.

Principle GM-6.1: Manage future traffic congestion by maintaining traffic level of service benchmarks for local roadways.

Policy GM-6.1.1: Use the level of service (LOS) benchmarks listed in Table 4-2 to describe the performance of the City's signalized intersections and roadway segments.

Table 4-2: Levels of Service Benchmarks for Signalized Intersections and Roadway Segments in Concord

Location	Level of Service (LOS)	Range of Volume/Capacity (v/c) Ratios
Central Business District[2], within one-half mile of a BART Station, or on transit routes[3].	LOS E	Up to 1.00 v/c
Outside the Central Business District, outside one-half mile of a BART Station, and not on transit routes.	LOS D	Up to 0.90 v/c
Designated Congestion Management Plan (CMP) Routes:		
1. CMP Monitoring Intersections operating at LOS F in 1991 (per the CMP)[4] and roadway segments connecting to one or more of such intersections; and	LOS F	Greater than 1.00 v/c
2. All remaining CMP Monitoring Intersections and roadway segments[5] connecting to one or more of such	LOS E	Up to 1.00 v/c

[2] *Figure 4.2 provides an area map of the Central Business District. The Central Business District is generally defined as the area bound by Concord Avenue and Salvio Street to the north; Willow Pass Road, Clayton Road and Galindo Street to the south; Port Chicago Highway, Oakland Avenue and Mesa Street to the east; and I-680 to the west.*

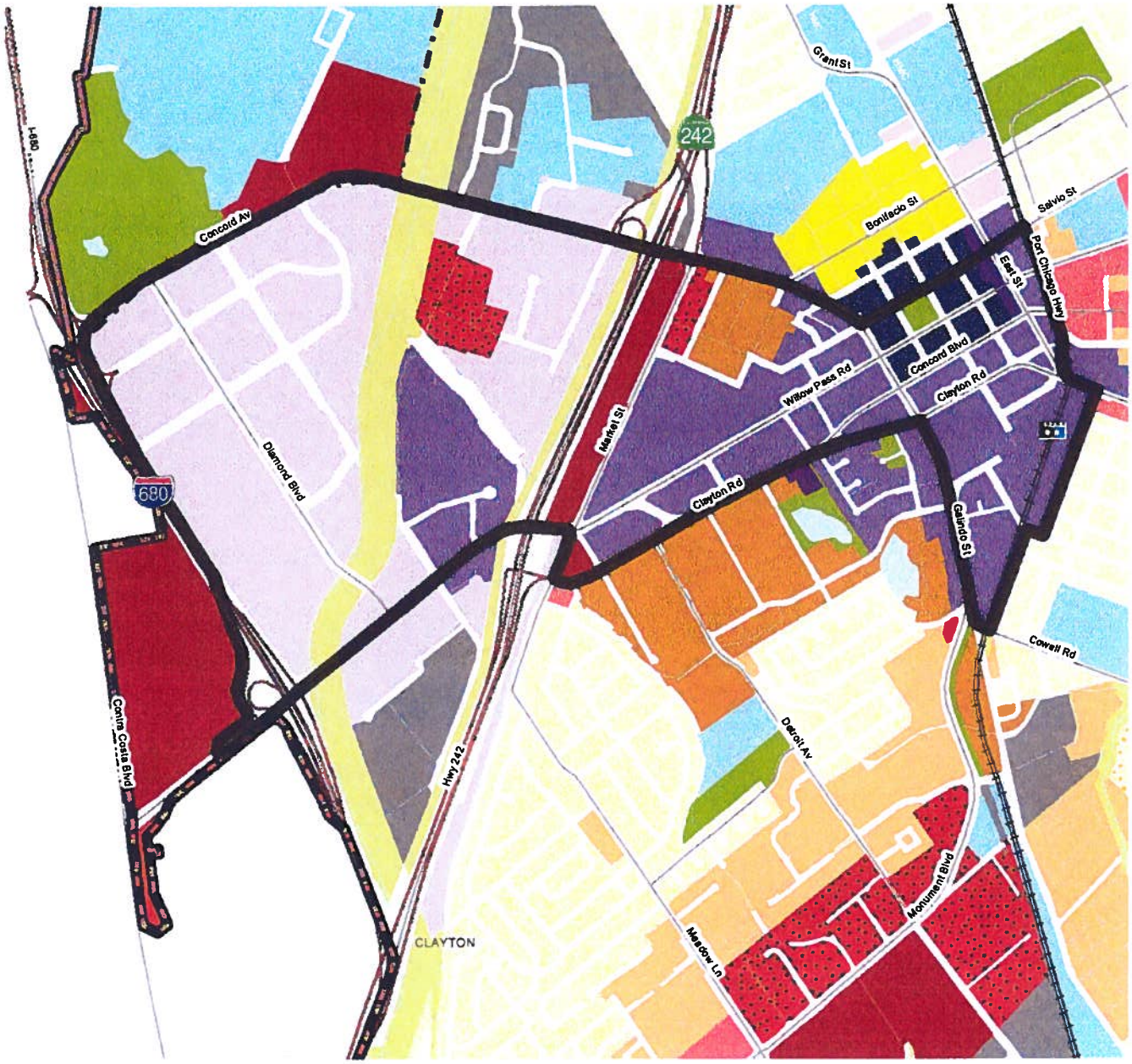
[3] *Transit routes are generally defined as serving two or more transit lines.*

[4] ***Figure 4.3** provides an area map of CMP Monitoring Intersections.*

[5] *LOS F if roadway segment is located between LOS E and LOS F Monitoring Intersections.*

Figure 4-2

Concord 2030 General Plan Central Business District



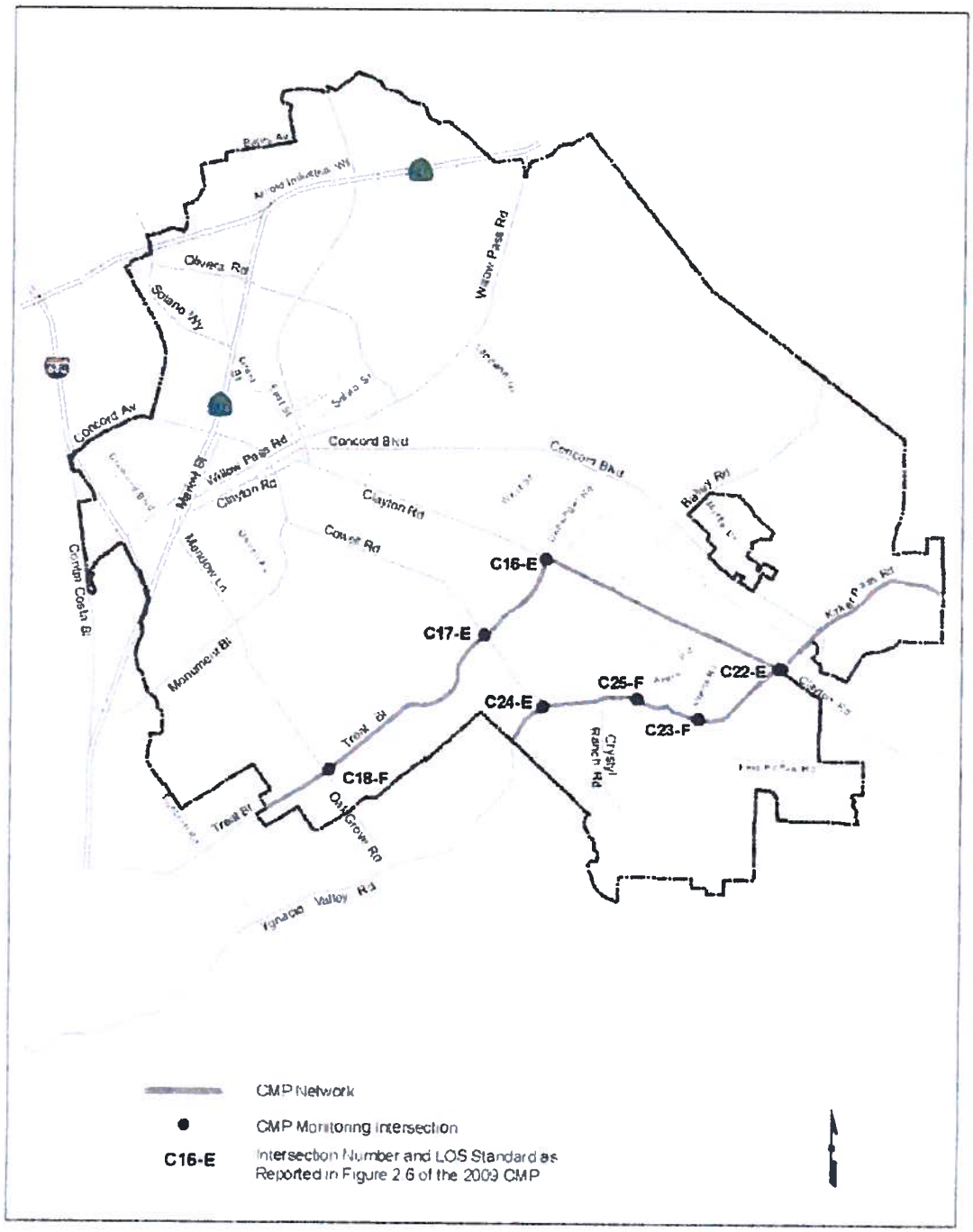
2030 General Plan Land Use

- Rural Residential (RR)
- Low Density Residential (LDR)
- Medium Denstiy Residential (MDR)
- High Density Residential (HDR)
- North Todos Santos (NTS)
- Community Office (CO)
- Commercial Mixed Use (CMU)
- Neighborhood Commerical (NC)
- Regional Commerical (RC)
- Service Commerical (SC)
- Downtown Pedestrian (DTPD)
- Downtown Mixed Use (DTMU)
- West Concord Mixed Use (WCMU)
- Business Park (BP)
- Industrial Mixed Use (IMU)
- Heavy Industrial (HI)
- CRP neighborhood and village districts (See Figure 3-3 for detail)
- CRP non-residential development districts (See Figure 3-3 for details)
- CRP TOD districts (See Figure 3-3 for detail)
- CRP open space (See Figure 3-3 for detail)
- Military (MIL)
- Public/Quasi-Public (PQP)
- Hospital/Medical Center (PQPHMC)
- Open Space (OS)
- Parks and Recreation (P)
- Rural Conservation (RCON)
- Wetlands/Resource Conservation (WRC)
- Unclassified (U)
- BART Station
- BART Track
- City Limits
- Sphere of Influence
- Central Business District

N

Sources: City of Concord, Dyett & Bhatia, Arup, 2011
Date: 04/11/2012
Path: S:\data\concord\arc_projects\planning\GPA\ARUP_reuse\GP\FIG4-2-NEW8x11.mxd

FIGURE 4.3 LOS for CMP-Monitored Intersections in the City of Concord



Policy GM-6.1.2: Require a traffic impact study for General Plan Amendments and major development projects estimated to generate 100 or more net new peak hour vehicle trips, based on local conditions.

All traffic impact studies will be consistent with the Technical Procedures published by CCTA. Trip generation review also may be required for new development projects and General Plan Amendments estimated to generate less than 100 net new peak hour vehicle trips, based on local conditions.

Policy GM-6.1.3: Identify City-sponsored capital improvement projects necessary to maintain acceptable levels of service, consistent with the City's CIP/TIP.

A financial plan listing funding sources for such projects as well as the intended project phasing shall be identified in the City's CIP/TIP.

GOAL GM-7: DEVELOPMENT MITIGATION

The City will continue to implement a comprehensive program which links the review and approval of new development to forecasts and plans for transportation improvements, public services, and public facilities.

Principle GM-7.1: Mitigate the impacts of new development on public facilities and services.

Policy GM-7.1.1: Continue to require new development to pay a local traffic impact fee based on its proportional share of the cost to construct citywide transportation improvements to mitigate development impacts.

The revenue provided from this program shall not be used to replace developer funding of any project-specific improvements that are required above and beyond the citywide improvements identified in this program.

Likewise, Measure J funds will not be used in lieu of developer funding for transportation projects deemed necessary to mitigate the impacts of specific development projects.

Policy GM-7.1.2: Participate in the TRANSPAC Sub-regional Transportation Mitigation Program to fund the regional transportation improvements needed to mitigate the impacts of new development on the regional transportation system.

Principle GM-7.2: Establish performance standards for public services and facilities.

Performance standards for public services and facilities such as parks, schools, and utilities have been established through other elements of this General Plan. For example, the Parks, Open Space, and Conservation Element establishes a standard of five acres of parkland per every 1,000 residents. Future developers must dedicate land or pay an in-lieu fee to ensure that this standard is met as new housing is constructed. The intent is to establish a clear linkage between future urban growth and the adequacy of community services and facilities.

Policy GM-7.2.1: Require new development to contribute to or participate in the establishment and improvement of parks, fire, police, sanitary sewer, water, and flood control systems in proportion to the demand generated by project occupants and users. The City will manage a development mitigation program that ensures that development pays its share of the costs associated with the provision of these facilities, consistent with the policies in other elements of the General Plan.

Policy GM-7.2.2: Approve new development projects only after making findings that one or more of the following conditions are met:

a. An adopted mitigation program will result in performance standards being achieved before or at the time of project occupancy;

b. Implementation of project-specific mitigation measures are needed in order to ensure maintenance of performance standards, and such measures will be required of the project applicant; or

c. Capital improvement projects planned by the City or a special district(s) will result in maintenance of the performance standards.

Policy GM-7.2.3: Identify City-sponsored capital projects necessary to maintain levels of performance in the City's CIP/TIP.

A financial plan listing funding sources for such projects as well as the intended project phasing is identified in the City's CIP/TIP. Life-cycle costs associated with capital improvements, including park and recreational improvements as well as transportation and infrastructure improvements, should also be considered in this process.

Policy GM-7.2.4: Review and update the City's development impact fee schedule to ensure that new development pays its proportional share of the costs associated with the provision of public facilities.