



Staff Report

Date: September 27, 2016

To: City Council

From: Valerie J. Barone, City Manager

Reviewed by: Victoria Walker, Director of Community and Economic Development

Prepared by: Laura Simpson, Planning Manager
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(925) 671-3369

Subject: **Considering adoption of Resolution No. 16-77 adopting the Bicycle, Pedestrian and Safe Routes to Transit Plan, Appendices, and Infrastructure Design Guidelines.**

Statutorily exempt from California Environmental Quality Act pursuant to CEQA Guidelines Section 15262 (Article 18. Statutory Exemptions) which states that planning studies such as the Bicycle, Pedestrian and Safe Routes to Transit Plan do not require the preparation of an Environmental Impact Report or Negative Declaration.

Report in Brief

After two years of plan development and public outreach, the Draft Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan was released for public review on April 25, 2016. In May, a number of public review meetings, including a community workshop, three study sessions were held to receive input on the Draft Plan. In June and July, staff worked with consulting firm Alta Planning and Design to review over 385 comments and incorporate changes into the Draft Plan. On August 3rd, the Planning Commission reviewed the Draft Plan, and approved Resolution 16-21 recommending that the City Council adopt the Bicycle, Pedestrian and Safe Routes to Transit Plan, its Appendices, and Infrastructure Design Guidelines.

Planning Commission, Plan Advisory Committee (PAC), and public comments were received and incorporated into the final Bicycle, Pedestrian and Safe Routes to Transit Plan, Appendices, and Infrastructure Design Guidelines (collectively, "Plan") published

on September 23, 2016, attached to City Council Resolution 16-77 and incorporated therein as Exhibits 1, 2, and 3.

Recommended Action

Approve Resolution No. 16-77 (Attachment 1) adopting the Bicycle, Pedestrian, and Safe Routes to Transit Plan, Appendices, and Infrastructure Design Guidelines (Exhibits 1, 2, and 3 to Resolution No. 16-77). The Plan is a planning study that qualifies for a Statutory Exemption pursuant to California Environmental Quality Act Guidelines Section 15262.

Background

As part of its goal to reduce greenhouse gas emissions pursuant to the California Global Warming Solutions Act of 2006, the State has emphasized the importance of “Complete Streets” by enacting the California Complete Streets Act of 2008 (also known as AB 1358). AB 1358 requires that when a city or county revises their General Plan, it will identify how to provide for the mobility needs of all users of the roadways, and view “all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”.

On December 11, 2012, the City Council adopted a Complete Streets Policy to plan and design the City’s transportation system to meet the needs of all users, including pedestrians, bicyclists and public transit patrons, as well as motorists. Thereafter, on December 10, 2013, the City Council approved an Amendment to the *2030 General Plan* Transportation and Circulation Element to include “Complete Streets” as part of the General Plan. After the Council adopted the Complete Streets policies into the General Plan, Council determined that the next step was to build upon those efforts and prepare a Bicycle and Pedestrian Plan.

Funding for the Bicycle and Pedestrian planning effort was initially seeded by a \$100,000 Metropolitan Transportation Commission (MTC) grant accepted by the City Council in 2013. This amount was supplemented by an additional \$200,000 of funding secured by a second grant through MTC’s Regional Measure 2 (RM-2) Safe Routes to Transit grant program, which was accepted by the City Council in July of 2014. The City’s winning proposal for the Safe Routes to Transit RM-2 grant included a partnership with the Contra Costa County Health Services Department (CCHS) and the Monument Impact organization. The City in turn provided \$20,000 of matching Measure J funds and staff resources to manage and prepare the plan. Alta Planning + Design was selected as the consultant to prepare the Plan.

The Draft Bicycle, Pedestrian, and Safe Routes to Transit Plan (Plan) was released to the public and discussed by the Plan Advisory Committee (PAC) at their regular meeting held on April 25, 2016. This was followed by a citywide public workshop on May 5, 2016 to introduce the Draft Plan and receive feedback from participants. Study

sessions on the Draft Plan were held at Planning Commission on May 18th and City Council on May 10th, followed by the Parks Recreation and Open Space Commission on May 11th. The Draft Plan returned to the PAC for further discussion on May 23, 2016.

During the review period from May through July, Alta Planning + Design received over 385 public comments on the Draft Plan. The Plan includes revisions based on these comments. New Complete Streets and shared use path studies were evaluated and added. The Purpose section now includes a section on safety to underscore the public's desire for creating safe and comfortable routes to walk and bike in Concord. Bike Concord was recognized as a key partner in helping deliver strategic programs that will help the City realize the Plan's goals. Additionally, the Plan recommends the City produce an annual report to update the public on progress toward implementing its recommendations.

The PAC reviewed the Draft Plan on July 25, 2016, after all revisions had been incorporated, with the exception of an errata list, and their comments are discussed further in this report.

The Planning Commission reviewed the Draft Plan on August 3, 2016, and approved Resolution 16-21 recommending that the City Council adopt the Bicycle, Pedestrian and Safe Routes to Transit Plan, its Appendices, and Infrastructure Design Guidelines. As stated above, Planning Commission, PAC, and public comments were received and incorporated into the final Plan published on September 23, 2016; that version is being presented for the City Council's consideration.

Discussion

In December of 2012, the City Council approved a General Plan Amendment to incorporate Complete Streets policies into the Transportation Element of the *2030 General Plan*. The goal of Complete Streets policies is to plan and design the City's transportation system to meet the needs of all users, including pedestrians, bicyclists and public transit patrons, as well as motorists. After the Council adopted the Complete Streets policies into the General Plan, it was determined that the next step was to build upon those efforts and prepare a Bicycle and Pedestrian Plan. The Plan is consistent with the *2030 General Plan* and implements the Complete Streets policies.

The Plan is a citywide document, and as such, includes the downtown area as delineated in the Concord Downtown Specific Plan adopted in 2014. The Plan is consistent with the Concord Specific Plan and serves to implement Infrastructure Measures of the Specific Plan.

The five-member Plan Advisory Committee (PAC), chaired by Mayor Laura Hoffmeister, included a representative from the Planning Commission, a representative from Parks, Recreation, and Open Space, two at-large representatives, and one alternate. The PAC

met monthly over the planning period. The PAC developed a vision statement (in italics below) and recommended four primary goals for the Plan as follows:

“The City of Concord envisions an environment that supports walking, bicycling and active living, and enables people of all ages and abilities to comfortably access jobs, schools, recreation, shopping and transit by foot or on bicycle as a part of daily life.”

- Goal 1: Safety-** Prioritize travel safety for all modes of transportation;
- Goal 2: Design-** Design active transportation projects that are accessible and comfortable for people of all ages and abilities;
- Goal 3: Network-** Identify and implement a complete and convenient active transportation network; and
- Goal 4: Programs-** Increase awareness and support of walking and bicycling through education, encouragement, and evaluation programs.

The Plan envisions Concord as a community where bicycling, walking and transit can serve the transportation needs of all users. The Plan helps make that vision a reality by outlining a strategy to develop a safer and more comfortable walking and bicycling network. The physical improvements would be complemented by programs designed to educate and encourage safe use of the expanded transportation network. To achieve this goal, the Plan helps position the City for future grant funding for bicycle, pedestrian and transit access improvements by identifying prioritized capital improvement projects to meet the community need, valued at \$146 million. The Plan also contains evaluation programs to encourage forward progress by documenting progress towards the goals.

The Plan provides a clear strategy for the development of a comprehensive bicycling and walking network. The Plan seeks to enable and encourage walking and bicycling as a reasonable and feasible alternative form of transportation through recommended improvements like filling in sidewalk gaps, establishing new bicycle routes, enhancing existing bicycle routes, providing wayfinding, amenities, and establishing secure and reliable places to park bicycles. The Plan also identifies recommendations to improve pedestrian and bicycle access to transit stops and stations and identifies a number of programs to educate and encourage all residents about walking, bicycling, and sharing the road safely, as well as good behavior for road users.

The Plan provides a detailed prioritized inventory identifying hundreds of projects, a strategy for implementation, potential funding sources, cost estimates that take into account typical design and construction costs, as well as long-term maintenance costs. In addition to the inventory, the Plan developed conceptual designs of three major corridors for potential future bicycle and pedestrian improvements. The corridors studied are Monument Boulevard, Clayton Road, and Willow Pass Road. These conceptual

corridor plans demonstrate what is possible within given roadway limitations on three of Concord's major transportation corridors and are shelf-ready projects. This means that the conceptual designs could be used for grant applications to fund the remaining planning, design and construction phases.

The Plan's recommendations for infrastructure improvements can all be implemented within the City's existing public rights-of-way. Implementation of the Plan as written does not require obtaining private property, easements, or the removal of any vehicular lanes of traffic. Traffic impacts resulting from the Plan's recommended projects are limited to narrowing existing vehicular lanes of travel where feasible and situations that may require the removal of existing on-street parking. Where on-street parking would be removed, the Plan calls for further study and neighborhood input before these proposals are further developed.

As a companion to the Plan, Alta developed a separate Bicycle and Pedestrian Facility Design Guidelines manual (Attachment 3). The Design Guidelines manual identifies standards for infrastructure improvements based on existing State and Federal engineering standards and best practices. The Design Guidelines manual takes into account construction costs, durability, and identifies where design flexibility is possible.

As a part of the Plan's creation, staff from Alta conducted a thorough review of the City's Municipal Code. They present a number of recommendations in the Plan to update the City's code provisions relating to bicycle and pedestrian usage of the public right-of-way, bicycle licensing, and bicycle parking standards and methods. These shelf-ready recommendations will be brought forward for future community, Planning Commission and Council review as part of future Development Code updates.

PAC Comments on the Draft Plan

At the PAC meeting held on Monday, July 25th, several comments were received from PAC members and members of the public representing Bike Concord. Mayor Laura Hoffmeister, who served as Chair of the PAC, requested that a table be prepared by the consultant indicating which newly proposed Complete Street and shared use path (SUP) studies had been added to the Plan since the public draft was released and the estimated costs for each study. That table is shown below with New Complete Street Studies listed first, then New Shared Use Paths:

Category	Location	Cross Street A	Cross Street B	Cost
New Complete Street Studies	Oak Grove Rd	Chalomar Rd	Minert Rd	\$ 50,000
	Willow Pass Rd	6th St	Port Chicago Hwy	\$ 75,000
	Market St	Meadow Ln	Concord Ave	\$ 100,000
	Clayton Rd	Market St	Sutter St	\$ 50,000
	Cowell Rd	Babel Ln	Ygnacio Valley Rd	\$ 100,000
	Ygnacio Valley Rd	Clayton Rd	City Limit	\$ 250,000
	Systron Dr	Trailside Cir	Monument Blvd	\$ 50,000
	Galindo St	Concord Blvd	Cowell Rd	\$ 50,000
	Willow Pass Rd	Market St	Colfax St	\$ 100,000
	Franquette Ave / Waterworld Pkwy	CA-242 undercrossing	Waterworld driveway	\$ 250,000
New Shared Use Path Studies (SUP)*	Galindo Creek	Monument Blvd	Contra Costa Canal Spur trail	\$ 150,000
	Lime Ridge Bikeway	Cowell Rd	Turtle Creek Rd	\$ 100,000
	Franquette Ave	I-242 trail underpass	Iron Horse Regional Trail	\$ 50,000
	Turtle Creek Rd	Turtle Creek Rd	Galindo Creek Trail	\$ 35,000
	Claycord Ave	Silverleaf Ln	Concord Blvd	\$ 50,000
	Denkinger Rd	Clayton Rd	Concord Blvd	\$ 100,000
	Galindo Creek Trail	Cowell Rd	Ayers Rd	\$ 150,000
	Lime Ridge Bikeway	Ygnacio Woods Ct	Cowell Rd	\$ 100,000

TOTAL ESTIMATED COST

NEW COMPLETE STREET AND SUP STUDIES \$ 1,810,000

*Shared Use Path is a path shared by pedestrian and cyclists.

PAC member Claire Linder, acknowledged that the General Plan Policy T-1.9.5. "Prioritize pedestrian, bicycle, and automobile safety over vehicle speed and level-of-service at intersections and along roadways," had been added to the Plan Appendices, Plan and Policy Review on page B-6. However, Ms. Linder indicated that she believed it should be less buried in the document and in a more central place in the Plan, such as the Introduction section. Staff noted that all relevant General Plan Policies are listed in

the Appendices of the Plan; however, safety was discussed in the Introduction as a primary goal of the plan.

A representative of Bike East Bay recommended that the Monument Corridor community be mentioned in the demographics section of the Plan, as that community represents a significant portion of the community that is transit-dependent, and has lower accessibility to cars. She indicated that the Monument Corridor Community was, in part, the reason the City had received a grant for the project. Mayor Laura Hoffmeister indicated this might also be indicated in the Acknowledgements section. That acknowledgement has been included in the Plan.

The PAC will continue to meet as necessary to review and approve applications for grants for implementation of the Plan, until a permanent PAC is established by City Council, anticipated in early 2017.

Planning Commission Comments on the Draft Plan

On August 3rd, 2016, the Planning Commission held a hearing on the Draft Plan. The Commissioners asked for clarification on funding sources for implementation of the improvements identified in the Plan, and Concord's competitiveness for grant opportunities. They expressed support for bicycle paths connecting with parks and trails and bike lockers. They expressed that the Plan is a very good starting point to encourage more bicycle and pedestrian facilities in new development and throughout the city and that the Plan should be annually reviewed.

At the Planning Commission meeting, Bike Concord submitted a draft resolution proposing that the General Plan Policy T.1.9.5 be prioritized within the Plan, over General Plan Policy T.1.1.3, regarding the Level of Service benchmark. Transportation Manager Ray Kuzbari explained that safety is weighed on each project for all modes of travel and balanced with road capacity. The Planning Manager explained that General Plan Policy T.1.4.6, specifically discusses that when considering road diets, impacts on all modes of transportation should be studied to weigh benefits of diversion of traffic against safety. Because one General Plan policy cannot be prioritized over another, staff also explained that the effect of that resolution would be to amend the City's General Plan, which would not be allowable pursuant to the Concord Development Code. Commissioners did express support for the underlying intent of the proposal by Bike Concord.

Public Outreach

Because the City's built environment has a direct impact on residents' health and quality of life, the Plan's public outreach program made an extra effort to reach out to residents who rely on the City's public transit, bicycle, and pedestrian infrastructure throughout the two year plan preparation. Project partners from Monument Impact enabled wider participation by providing Spanish translation, child care services, and refreshments at workshops.

Public outreach for the Plan began in June of 2014 with a series of public events, including visioning workshops hosted at Monument Impact, Mt. Diablo High School, the Monument Crisis Center, and booths hosted at the Tuesday Farmers Markets and Thursday evening Music and Market events, as well as at the Senior Center's Age Strong Live Long Expo.

Project consultants from Alta were also actively involved with public outreach. Alta worked with City staff and staff from BART at the first community workshop to get feedback on community needs in April 2015 and again hosted a successful policy workshop at Centre Concord in July of 2015. Alta also led the most recent city-wide public workshop held at the Senior Center on the evening of May 5, 2016 to introduce the Draft Plan and receive comments.

Bike East Bay and Bike Concord assisted generously with public outreach for the Plan by independently hosting and promoting a number of events.

Project Funding

Concord's annual budget for Capital Improvement Projects is typically \$12 to 15 million dollars per fiscal year. This amount funds routine projects such as street paving and bridge repairs in addition to bicycle and pedestrian improvement projects.

Given the current availability of grants and regional transportation funding, implementing all of the 700+ recommended projects in the Plan is unlikely within the Plan's 20-year horizon. However, Tier 1 priority projects identified in the Plan are estimated to cost about \$18.4 million and have the potential to receive funding for development. The City is anticipating applying for \$15 million in OBAG 2 Grant funds in October 2016 and \$4 to \$5 million in Measure J funds, to implement projects from the Plan. Staff has already applied for over \$4 million in Active Transportation Program grant funds in 2016.

Financial Impact

Preparation of the Plan has been funded by a combination of grants with staff time compensated by the General Fund. In February of 2013, the City Council accepted \$100,000 in Transportation Development Act (TDA) grant funds and enabled a 20% City match using Measure J funds (\$20,000) to support the plan preparation. This funding was supplemented by an additional \$200,000 of RM-2 Grant funding accepted by the Council in July of 2014, for total grant funding of \$320,000 for this project. The TDA funds supporting the project must be depleted prior to June 30, 2016 and the RM-2 Grant requires the project to be completed no later than February 28, 2017.

As noted earlier in this report, after adoption, this Plan will position the City to apply for several types of significant grant opportunities for sidewalk and street improvements and other CIP projects.

Environmental Determination/CEQA¹

CEQA Guidelines Section 15262 states that “[a] project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded does not require the preparation of an EIR or negative declaration but does require consideration of environmental factors. This section does not apply to the adoption of a plan that will have a legally binding effect on later activities.” The City of Concord’s Bicycle, Pedestrian & Safe Routes to Transit Plan (Plan) meets these criteria because the Plan is a planning study that would serve as the basis for future updating of the Concord General Plan related to the education, encouragement, enforcement, and evaluation of future walking and bicycling network improvements and has no legally binding effect on current activities (e.g. development project application review) or later activities (i.e., the General Plan Update).

In consideration of the environmental factors, such as health and safety, aesthetics, historical or other environmental resources, the policies and recommendations included within the Plan would not result in any physical impacts to the environment. Furthermore, implementation of the recommendations identified in the Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case-by-case basis. Therefore, no environmental impacts would occur in connection with the adoption of the Plan.

Public Contact

The City Council Agenda was posted.

Attachments

1. Resolution No. 16-77 adopting the Bicycle, Pedestrian and Safe Routes to Transit Plan (Exhibit 1), Bicycle Pedestrian and Safe Routes to Transit Plan Appendices (Exhibit 2), and Safe Routes to Transit: Bicycle and Pedestrian Facility Design Guidelines (Exhibit 3).
2. PC Resolution No. 16-21 PC recommending City Council approval of the Bicycle, Pedestrian and Safe Routes to Transit Plan, Bicycle Pedestrian and Safe Routes to Transit Plan Appendices, and Safe Routes to Transit: Bicycle and Pedestrian Facility Design Guidelines.
3. The Bicycle, Pedestrian and Safe Routes to Transit Plan, the Appendices and the Facility Design Guidelines may all be viewed and downloaded online at: www.cityofconcord.org/bikeandped. Hard copies will also be available at the meeting, and can be obtained in advance at the Concord City Clerk’s Office, 1950 Parkside Drive, Concord, CA.

¹ California Environmental Quality Act (CEQA) of 1970, Public Resources Code § 21000, et seq., and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations, all as amended from time to time.

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

**A Resolution Adopting the Bicycle, Pedestrian and
Safe Routes to Transit Plan, Appendices, and
Infrastructure Design Guidelines**

Resolution No. 16-77

WHEREAS, the City Council acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation; and

WHEREAS, the City Council recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”; and

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

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

WHEREAS, on December 10, 2013, the City Council approved the Complete Streets Text

1 Amendment to the Transportation and Circulation Element of the General Plan, in order to identify
2 strategies to reduce greenhouse gas emissions, make the most efficient use of urban land and
3 transportation infrastructure, and improve public health by encouraging physical activity, and
4 reducing vehicle miles traveled and to shift from short trips in the automobile to biking, walking and
5 use of public transit; and

6 **WHEREAS**, on June 25, 2014, the City Council approved the addendum to the Final
7 Supplemental Environmental Impact Report (SEIR) to the 2030 Concord General Plan EIR for the
8 Concord Development Code Project, and adopted the Downtown Concord Specific Plan General Plan
9 Amendment as Volume IV of the Concord 2030 General Plan; and

10 **WHEREAS**, in 2014 the City initiated the Bicycle, Pedestrian and Safe Routes to Transit Plan
11 Project to implement the Complete Streets Policy; and

12 **WHEREAS**, after two years of planning workshops, substantial public input, and review by
13 the Bicycle and Pedestrian Advisory Committee (PAC), staff and the consulting firm, Alta
14 Planning+Design, Inc., published a draft Bicycle, Pedestrian and Safe Route to Transit Plan,
15 Appendices and Infrastructure Design Guidelines (collectively, "Draft Plan") for public review and
16 comment on April 25, 2016; and

17 **WHEREAS**, Planning Commission, PAC, and public comments were received and
18 incorporated into the final Bicycle, Pedestrian and Safe Routes to Transit Plan, Bicycle, Pedestrian
19 and Safe Routes to Transit Plan, Appendices, and Infrastructure Design Guidelines (collectively,
20 "Plan") which was published on September 23, 2016, attached hereto and incorporated herein as
21 Exhibits 1, 2, and 3; and

22 **WHEREAS**, the Plan envisions Concord as a community where bicycling, walking and transit
23 can serve the transportation needs of all users, and is consistent with the City's 2030 General Plan, serving
24 to implement the Completes Streets Policy adopted in 2013. The Plan helps make that vision a reality by
25 outlining a strategy to develop a safer and more comfortable walking and bicycling network. The physical
26 improvements would be complimented by programs designed to educate and encourage safe use of the
27 expanded transportation network. The Plan helps position the City for future funding for bicycle, pedestrian
28 and transit access improvements by identifying community needs and addressing those needs with \$146

1 million of identified and prioritized capital improvement projects. The Plan also contains evaluation
2 programs to encourage forward progress by documenting progress towards the Plan’s goals; and

3
4 **WHEREAS**, the Plan is a citywide document, and as such, includes the downtown area as
5 delineated in the Concord Downtown Specific Plan adopted in 2014. The Plan is consistent with the
6 Concord Specific Plan and serves to implement Infrastructure Measures of the Specific Plan; and

7 **WHEREAS**, CEQA¹ Guidelines Section 15262 states that “[a] project involving only
8 feasibility or planning studies for possible future actions which the agency, board, or commission has
9 not approved, adopted, or funded does not require the preparation of an EIR or negative declaration
10 but does require consideration of environmental factors. This section does not apply to the adoption
11 of a plan that will have a legally binding effect on later activities.” The Plan meets these criteria
12 because it is a planning study that would serve as the basis for future updating of the Concord General
13 Plan related to the education, encouragement, enforcement, and evaluation of future walking and
14 bicycling network improvements and has no legally binding effect on current activities (e.g.
15 development project application review) or later activities (e.g. a General Plan Update). In
16 consideration of the environmental factors, the policies and recommendations included within the Plan
17 would not result in any physical impacts to the environment, such as to those factors involving health
18 and safety, aesthetics, historical or other environmental resources. Furthermore, implementation of
19 the recommendations identified in the Plan would be dependent on the availability of funding sources
20 and would be subject to future environmental review on a case-by-case basis. Therefore, no
21 environmental impacts would occur in connection with the adoption of the Plan; and

22 **WHEREAS**, the Planning Commission, after giving all public notices required by State law
23 and the Concord Municipal Code, held a duly noticed public hearing on August 3rd, 2016 on the
24 proposed Plan; and

25 **WHEREAS**, at such public hearing, the Planning Commission considered all oral and written
26

27
28

1 California Environmental Quality Act (CEQA) of 1970, Public Resources Code § 21000, et seq., and implementing State
CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations, all as amended from time to time.

1 information, plans, testimony, and comments received during the public review process, including
2 information received at the public hearing, the oral report from City staff, the written report from City
3 staff dated August 3, 2016, and all other information contained in the record of proceedings and the
4 City’s files relating to the Downtown Bicycle, Pedestrian and Safe Routes to Transit Plan, which are
5 maintained at the offices of the City of Concord Planning Division (collectively, “PC Information”) in
6 accordance with the applicable law, including the requirements of CEQA and the City of Concord
7 Municipal Code; and

8 **WHEREAS**, after consideration of all the PC Information, the Planning Commission declared
9 their intent to recommend that the City Council approve the Draft Plan; and

10 **WHEREAS**, Planning Commission, PAC, and public comments were received and
11 incorporated into the Plan (as defined above); and

12 **WHEREAS**, the City Council, after giving all public notices required by State law and the
13 Concord Municipal Code, held a duly noticed public hearing on September 27, 2016 on the Plan; and

14 **WHEREAS**, at such public hearing, the City Council considered all oral and written
15 information, plans, testimony, and comments received during the public review process, including
16 information received at the public hearing, the oral report from City staff, the written report from City
17 staff dated September 27, 2016, the PC Information, and all other information contained in the record
18 of proceedings and the City’s files relating to the Plan, which are maintained at the offices of the City
19 of Concord City Clerk (collectively, “Project Information”) in accordance with the applicable law,
20 including the requirements of CEQA and the City of Concord Municipal Code; and

21 **WHEREAS**, after consideration of all the Project Information, the City Council declared their
22 intent to approve the Plan.

23 **NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:** that the City Council does
24 hereby make the following findings and approve the Plan:

25 **Section 1. Recitals.** The recitals above are true and correct and are incorporated herein by
26 reference. The recitals constitute findings in this matter and, together with the Project Information,
27 and serve as an adequate and appropriate evidentiary basis for the findings and actions set forth in this
28

1 Resolution.

2 **Section 2.** CEQA. CEQA Guidelines Section 15262 states that “[a] project involving only
3 feasibility or planning studies for possible future actions which the agency, board, or commission has
4 not approved, adopted, or funded does not require the preparation of an EIR or negative declaration
5 but does require consideration of environmental factors. This section does not apply to the adoption
6 of a plan that will have a legally binding effect on later activities.” The Plan meets these criteria
7 because it is a planning study that would serve as the basis for future updating of the Concord General
8 Plan related to the education, encouragement, enforcement, and evaluation of future walking and
9 bicycling network improvements and has no legally binding effect on current activities (e.g.
10 development project application review) or later activities (e.g. a General Plan Update). In
11 consideration of the environmental factors, the policies and recommendations included within the Plan
12 would not result in any physical impacts to the environment, such as to those factors involving health
13 and safety, aesthetics, historical or other environmental resources. Furthermore, implementation of
14 the recommendations identified in the Plan would be dependent on the availability of funding sources
15 and would be subject to future environmental review on a case-by-case basis. Therefore, no
16 environmental impacts would occur in connection with the adoption of the Plan. This determination
17 reflects the independent analysis and judgment of the City of Concord.

18 The documents and other materials that constitute the record of proceedings upon which the
19 City Council has based its recommendations are located in and may be obtained from the City of
20 Concord City Clerk, 1950 Parkside Drive, Building A, Concord, CA 94519.

21 **Section 3.** The Bicycle, Pedestrian and Safe Routes to Transit Plan.

22 a. The Plan is internally consistent, is consistent with the policies of the General Plan, its
23 Amendments, and applicable specific plans, including the Downtown Specific Plan and is consistent
24 with applicable law.

25 b. The Plan will not be detrimental to the public interest, health, safety, convenience, or
26 welfare of the City in that the Plan is a strategic document that proposes implementation strategies
27 toward land use, economic vitality, transportation and circulation, infrastructure, design guidelines
28

1 and funding programs.

2 **Section 4.** Effective Date. This resolution shall become effective immediately upon
3 its passage and adoption.

4
5
6 **PASSED AND ADOPTED** by the City Council of the City of Concord on this 27th day of
7 September, 2016, by the following vote:

8 **AYES:**

9 **NOES:**

10 **ABSTAIN:**

11 **ABSENT:**

12
13 _____
Joelle Fockler, MMC
City Clerk

14
15 **APPROVED AS TO FORM:**

16
17 _____
Susanne Meyer Brown
18 City Attorney

19 Exhibits:

- 20 Exhibit 1: Bicycle, Pedestrian and Safe Routes to Transit Plan
21 Exhibit 2: Appendices
22 Exhibit 3: Infrastructure Design Guidelines

1 **WHEREAS**, on December 10, 2013, the City Council approved an Amendment to the
2 Transportation and Circulation Element of the 2030 General Plan to include the Complete Streets
3 policies and goals into the General Plan;

4 **WHEREAS**, in 2014 the City initiated the Bicycle, Pedestrian and Safe Routes to Transit Plan
5 Project to implement the Complete Streets Policy; and

6 **WHEREAS**, after two years of planning workshops, substantial public input, and review by
7 the Bicycle and Pedestrian Advisory Committee, staff and the consulting firm, Alta Planning+Design,
8 Inc., published a draft Bicycle, Pedestrian and Safe Route to Transit Plan (“Plan”)raft for public
9 review and comment on April 25, 2016; and

10 **WHEREAS**, Planning Commission, public comments were received and incorporated into the
11 final Plan which was published on July 22, 2016, and

12 **WHEREAS**, the Plan envisions Concord as a community where bicycling, walking and transit can
13 serve the transportation needs of all users. The Plan helps make that vision a reality by outlining a strategy to
14 develop a safer and more comfortable walking and bicycling network. The physical improvements would be
15 complimented by programs designed to educate and encourage safe use of the expanded transportation
16 network. The Plan helps position the City for future funding for bicycle, pedestrian and transit access
17 improvements by identifying community needs and addressing those needs with \$146 million of identified
18 and prioritized capital improvement projects. The Plan also contains evaluation programs to encourage
19 forward progress by documenting progress towards the Plan’s goals; and

20 **WHEREAS**, California Environmental Quality Act (CEQA) Guidelines Section 15262 states,
21 “ (a) project involving only feasibility or planning studies for possible future actions which the agency,
22 board, or commission has not approved, adopted, or funded does not require the preparation of an EIR
23 or negative declaration but does require consideration of environmental factors. This section does not
24 apply to the adoption of a plan that will have a legally binding effect on later activities.” The City of
25 Concord’s Bicycle, Pedestrian & Safe Routes to Transit Plan (Plan) meets these criteria because the
26 Plan is a planning study that would serve as the basis for future updating of the Concord General Plan
27 related to the education, encouragement, enforcement, and evaluation of future walking and bicycling
28 network improvements and has no legally binding effect on current activities (e.g. development project

1 application review) or later activities (i.e., the General Plan Update). In consideration of the
2 environmental factors, the policies and recommendations included within the Plan would not result in
3 any physical impacts to the environment, such as to those factors involving health and safety,
4 aesthetics, historical or other environmental resources. Furthermore, implementation of the
5 recommendations identified in the Plan would be dependent on the availability of funding sources and
6 would be subject to future environmental review on a case-by-case basis. Therefore, no environmental
7 impacts would occur in connection with the adoption of the Plan; and

8 **WHEREAS**, the Planning Commission, after giving all public notices required by State law
9 and the Concord Municipal Code, held a duly noticed public hearing on August 3rd, 2016 on the
10 proposed Plan; and

11 **WHEREAS**, at such public hearing, the Planning Commission considered all oral and written
12 information, plans, testimony, and comments received during the public review process, including
13 information received at the public hearing, the oral report from City staff, the written report from City
14 staff dated August 3, 2016, and all other information contained in the record of proceedings and the
15 City’s files relating to the Downtown Bicycle, Pedestrian and Safe Routes to Transit Plan, which are
16 maintained at the offices of the City of Concord Planning Division (collectively, “Project
17 Information”) in accordance with the applicable law, including the requirements of CEQA and the
18 City of Concord Municipal Code; and

19 **WHEREAS**, after consideration of all the Project Information, the Planning Commission
20 declared their intent to recommend that the City Council approve the Bicycle, Pedestrian and Safe
21 Routes to Transit Plan.

22 **NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

23 The Planning Commission hereby recommends that the City Council adopt the Bicycle, Pedestrian and
24 Safe Routes to Transit Plan, and further makes the following findings:

- 25 1. Recitals. The recitals above are true and correct and are incorporated herein by reference. The
26 recitals constitute findings in this matter and, together with the Project Information, and serve as an
27 adequate and appropriate evidentiary basis for the findings and actions set forth in this Resolution.
- 28 2. CEQA. California Environmental Quality Act (CEQA) Guidelines Section 15262 states, “ (a)

1 project involving only feasibility or planning studies for possible future actions which the agency,
2 board, or commission has not approved, adopted, or funded does not require the preparation of an EIR
3 or negative declaration but does require consideration of environmental factors. This section does not
4 apply to the adoption of a plan that will have a legally binding effect on later activities.” The City of
5 Concord’s Bicycle, Pedestrian & Safe Routes to Transit Plan (Plan) meets these criteria because the
6 Plan is a planning study that would serve as the basis for future updating of the Concord General Plan
7 related to the education, encouragement, enforcement, and evaluation of future walking and bicycling
8 network improvements and has no legally binding effect on current activities (e.g. development project
9 application review) or later activities (i.e., the General Plan Update). In consideration of the
10 environmental factors, the policies and recommendations included within the Plan would not result in
11 any physical impacts to the environment, such as to those factors involving health and safety,
12 aesthetics, historical or other environmental resources. Furthermore, implementation of the
13 recommendations identified in the Plan would be dependent on the availability of funding sources and
14 would be subject to future environmental review on a case-by-case basis. Therefore, no environmental
15 impacts would occur in connection with the adoption of the Plan.

16 The documents and other materials that constitute the record of proceedings upon which the
17 Planning Commission has based its recommendations are located in and may be obtained from the
18 City of Concord Planning Division, 1950 Parkside Drive MS/53, Concord, CA 94519.

19 3. The Bicycle, Pedestrian and Safe Routes to Transit Plan.

20 a. The Bicycle, Pedestrian and Safe Routes to Transit Plan is internally consistent, is
21 consistent with the policies of the General Plan, its Amendments, and Specific Plan and is consistent
22 with applicable law.

23 b. The Bicycle, Pedestrian and Safe Routes to Transit Plan will not be detrimental to the
24 public interest, health, safety, convenience, or welfare of the City in that the Bicycle, Pedestrian and
25 Safe Routes to Transit Plan is a strategic document that proposes implementation strategies toward
26 land use, economic vitality, transportation and circulation, infrastructure, design guidelines and
27 funding programs.

28 c. The Planning Commission recommends that the City Council determine that the

1 Bicycle, Pedestrian and Safe Routes to Transit Plan is internally consistent, is consistent with the
2 Complete Streets policies and with the General Plan, its Amendments, and Specific Plan, and is
3 consistent with applicable law.

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

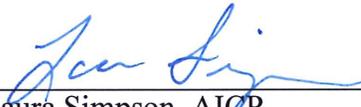
5 **PASSED AND ADOPTED** this 3rd day of August, by the following vote:

6 **AYES:** Commissioners Barbour, Aliano, Anderson, Laub, Obringer

7 **NOES:** None

8 **ABSTAIN:** None

9 **ABSENT:** None

10
11 
12 _____
13 Laura Simpson, AICP
14 Secretary to the Planning Commission

15 **Attachment:**

- 16 1 – Bicycle, Pedestrian and Safe Routes to Transit Plan
- 17 2 – Bicycle, Pedestrian and Safe Routes to Transit Plan Appendices
- 18 3 – Safe Routes to Transit: Bicycle and Pedestrian Facility Design Guidelines