

**Initial Study and Environmental Checklist**  
California Environmental Quality Act



CITY OF CONCORD

1950 Parkside Drive, MS/53  
Concord, CA 94519

PHONE: (925) 671-3152  
FAX: (925) 671-3381

- 
1. Project Title: **Complete Streets General Plan Amendment**
2. Lead Agency Name and Address: **City of Concord  
Community and Economic Development Department  
1950 Parkside Drive, MS/53  
Concord, CA 94519**
3. Contact Person and Phone Number: **Carol Johnson, AICP, Planning Manager, (925) 671-3369**
4. Project Location: **Concord, CA**
5. Project Sponsor's Name and Address: **City of Concord  
Community and Economic Development Department  
1950 Parkside Drive, MS/53  
Concord, CA 94519**
6. General Plan Designation: **N/A (Citywide)**
7. Zoning: **N/A (Citywide)**

## 8. Description of Project:

### Description of the Complete Streets General Plan Amendment

This project is an update to the Concord 2030 General Plan's Transportation and Circulation Element. The proposed update includes a revision of goals, principles, and policies to more explicitly address the concept of "Complete Streets" as required by State legislation. Complete Streets involves designing a transportation system which 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. Lastly, revised service objectives are included to reflect Complete Streets concepts.

Policies and programs in the revised Transportation and Circulation Element are designed to reduce overall environmental impacts to the City's circulation system by encouraging the use of alternative transportation modes.

Key changes to the Transportation and Circulation Element pertaining to Complete Streets include the following:

- **Introduction.** The introductory text specifically incorporates and defines the purposes of the "Complete Streets" concept.
- **Street System.** A complete streets network is defined and mapped within the City. Model cross-sections of the street types showing desired characteristics for each type are also included.
- **Principle T-1.1 Vehicular Circulation.** This existing principle and related vehicular circulation policies now addresses connectivity, reviews the relationship of truck routes to residential neighborhoods, continues to provide and enhance landscaped medians and street edges, and requires that bicycle and pedestrian performance be monitored in addition to vehicle performance for development review and CEQA compliance.
- **Principle T-1.3 Trip Reduction.** This new principle is intended to minimize single occupancy vehicle travel in Concord and includes related policies such as ensuring that streets are designed to balance the needs of multiple travel modes, including vehicles, pedestrians, bicycles, and transit.
- **Principle T-1.4 Complete Streets.** This new principle calls for complete streets that serve residents, employees, and visitors using all modes of transportation. Policies identified under this principle include developing and applying a streamlined complete streets checklist for review of proposed transportation improvement projects and developing street design guidelines with typical standard sections and design details consistent with the guidance in the Transportation and Circulation Element.
- **Principle T-1.7 Pedestrian Circulation.** This existing principle involves providing safe and convenient pedestrian circulation. Among the new policies included are a policy to continue to prioritize compliance with ADA in providing sidewalk, cross-walk, and transit stop improvement.
- **Principle T-1.8 Bicycle Network.** This is an existing principle that has been revised to reflect a Complete Streets emphasis. Revised policies within this principle include developing a Bicycle Master Plan to fully plan for bicycle transportation throughout the City, using public input to ensure a variety of current and potential bicyclists participate, providing bicycle parking at libraries, schools, community centers, and other community facilities and working with property owners to provide easily accessible parking at their buildings.
- **Principle T-1.9 Safety.** This new principle promotes safety for all modes of transportation and incorporates new policies such as working with the Police Department to prioritize enforcement efforts in strategic locations and working 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.

Principles T-1.10 and T-1.11 are not affected by these amendments.

## Background and Context

In 2008, the California Complete Streets Act (Assembly Bill 1358) was approved. The Act requires that local jurisdictions amend the Circulation elements of their General Plans to incorporate goals, policies, data collection techniques and implementation measures “to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.” Note that regional transportation funding will increasingly be tied to compliance with the Complete Streets Act. The proposed Complete Streets policies are also an important component of the proposed Concord Climate Action Plan and are likely to be the element of the Climate Action Plan that is most visible to the community.

9. Surrounding Land Uses and Setting. (Briefly describe the project’s surroundings.):

The Complete Streets General Plan Amendment affects properties and activities located within the city limits of Concord. The City of Concord is located 29 miles east of San Francisco in the north-central region of Contra Costa County. Concord encompasses approximately 19,840 acres, or 31 square miles. The city limits extend to Mallard Reservoir in the north and beyond Ygnacio Valley Road to the City of Walnut Creek in the south. Interstate 680 (I-680) borders the City to the west, and the eastern boundary is defined by the extent of the former Concord Naval Weapons Station and the City of Clayton.

10. Other agencies whose approval may be required (e.g. permits, financing approval, or participation agreement.):

There are no other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement) for the Complete Streets General Plan Amendment.

**Environmental Factors Potentially Affected:**


The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

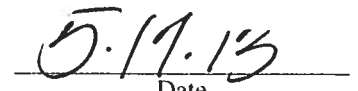
- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics                       | <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Population/Housing                 |
| <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Air Quality                      | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Biological Resources             | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities/Service Systems          |
| <input type="checkbox"/> Geology/Soils                    | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Mandatory Findings of Significance |

**Determination:**

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
 \_\_\_\_\_  
 Signature  
 Carol Johnson, AICP, Planning Manager

  
 \_\_\_\_\_  
 Date  
 May 17, 2013

Issues:

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<b>I. AESTHETICS -- <i>Would the project:</i></b>				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

**Setting:**

Concord's visual character is partially defined by its location within two flat river valleys (Ygnacio Valley and Clayton Valley, with Lime Ridge separating the two), bordered by the rolling Los Medanos Hills to the east, Mount Diablo to the southeast, and Suisun Bay to the north. From the flatland areas of Concord, views of the surrounding hills are prominent. Some of the residential neighborhoods within Concord have views of the Suisun Bay and San Francisco Bay Delta to the north of the City. Mount Diablo State Park, located to the southwest, is visible from many locations throughout the City. In addition to these scenic vistas, Concord is traversed by several creek corridors with dense vegetation and mature trees that contribute to the city's aesthetic quality. Visual connections to Suisun Bay are limited due to the historical development of military and industrial uses. Large-scale industrial and port-related facilities line the bayfront north of State Route-4, while wetlands and the tidal area of the Concord Naval Weapons Stations lie to the east. Views of the hills to the east and south create a sense of identity for city residents, local businesses, and visitors. No state scenic highways traverse the City.

**Discussion/Conclusion:**

- a) **No Impact.** The Complete Streets General Plan Amendment (GPA) is a policy-level amendment. It does not include any site-specific designs or proposals nor does it grant any entitlements for development that would have the potential to degrade the aesthetic quality of the environment or to adversely affect visual resources. The Complete Streets GPA does not propose to change existing land use designations or zoning districts, and anticipates that land uses will be consistent with the designations established by the General Plan. Implementation of the Complete Streets GPA would not allow for development beyond that identified in the City's General Plan nor would it change the City's existing Hillside Preservation policies within the Development Code. The Complete Streets GPA would not adversely affect any identified scenic vistas in the City's General Plan. Therefore, no impacts would occur.
- b) **No Impact.** The nearest State scenic highway is State Route 24 near Walnut Creek, approximately 5 miles southwest of the City. This distance precludes the possibility of impacts on a State scenic highway. No impacts would occur.
- c) **Less Than Significant Impact.** The Complete Streets GPA encourages installation of additional bicycle and pedestrian facilities. Although constructing such facilities could affect the visual character of the City, these facilities would likely be constructed within planned or existing road rights of way or as part of an open space or parks project. Additionally, specific project impacts would be subject to further environmental review once they have been proposed and designed. Impacts would be less than significant.

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
d) <b>No Impact.</b> As discussed under b) and c) above, the proposed Complete Streets GPA is a policy-level amendment that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would increase daytime or nighttime illumination in the City. No lighting is proposed as part of the GPA. Therefore, implementation of the proposed GPA would create no impact associated with increased light and glare.				

**II. AGRICULTURE AND FOREST RESOURCES --Would the project:**

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?				X
d) Results in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

**Setting:**

Concord contains two areas classified by the State Department of Conservation as "grazing lands," which include nearly the entire inland portion of the Concord Naval Weapons Stations (CNWS) and the Line Ridge Open Space. Additionally, a portion of the CNWS located adjacent to Willow Pass Road and Olivera Road is classified as "Farmland of Local Importance." This former CNWS airstrip is also used for cattle grazing. Patches of "Unique Farmland" are also located near the southern border of the City.

**Discussion/Conclusion:**

- a) **No Impact.** The Complete Streets GPA is a policy-level amendment. It does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect agricultural or forestry resources. The GPA does not propose to change existing land use designations or zoning districts, and anticipates that land uses will be consistent with the designations established by the General Plan. Implementation of the GPA would not result in direct conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as these farmland categories do not exist in the City. As such, no impact would occur.
- b) **No Impact.** The Complete Streets GPA would not conflict with agricultural operations that are subject to a Williamson Act Contract because no such contracts exist within the City. No impact would occur.
- c) **No Impact.** No forest land is located within the City limits. Accordingly, no impact would occur.
- d) **No Impact.** No forest land is located within the City limits. As such, project implementation would not result in the loss of

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
forest land or conversion of forest land to a non-forest use. No impact would occur.				
e) <b>No Impact.</b> As previously stated, the Complete Streets GPA is a policy-level amendment that does not provide specific details regarding future land use decisions or the need to rezone/redesignate specific sites for agricultural use. All future street projects, including bicycle lanes and pedestrian paths, would be required to comply with local regulations, including the General Plan, Development Code, and adopted building and health and safety standards. Environmental impacts of these subsequent transportation projects would also be considered pursuant to CEQA on a case-by-case basis following the proposal of a specific improvement project. No impact would occur.				

**III. AIR QUALITY -- Would the project:**

a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

**Setting:**

Air quality issues in the City are under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) as the City is located in the San Francisco Bay Area Air Basin. The San Francisco Bay Area Air Basin comprises a single district, the BAAQMD, and consists of Napa, Marin, San Francisco, Contra Costa, Alameda, San Mateo, and Santa Clara counties, the southern portion of Sonoma County, and the western portion of Solano County. The air basin currently exceeds the 24-hour and the annual state PM<sub>10</sub> standards, as well as the state annual PM<sub>2.5</sub> standard. Furthermore, the air basin is currently designated as a nonattainment area for state and national ozone standards.

Both ozone and PM<sub>10</sub> are considered criteria pollutants because they are two of several prevalent air pollutants known to be hazardous to human health. As required by federal and state air quality laws, the Bay Area 2005 Ozone Strategy has been prepared to address ozone nonattainment issues. The Bay Area 2005 Ozone Strategy was prepared by the BAAQMD in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments. This document describes the Bay Area's strategy for compliance with state 1-hour ozone standard planning requirements and its strategy to improve air quality in the region and to reduce transport to neighboring air basins. The strategy includes stationary source control measures to be implemented through BAAQMD regulations, mobile source control measures to be implemented through incentive programs and other activities, and transportation control measures to be implemented through transportation programs in cooperation with MTC, local governments, transit agencies, and others. The 2010 Clean Air Plan was adopted by the BAAQMD on September 15, 2010. The 2010 Clean Air Plan serves to update the Bay Area ozone plan in compliance with the requirements of the Chapter 10 of the California Health & Safety Code. In addition, the 2010 Clean Air Plan provides an integrated, multi-pollutant strategy to improve air quality, protect public health, and protect the climate. No PM<sub>10</sub> plan has been prepared, nor is one currently required under state air quality planning law.

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

**Discussion/Conclusion:**

a) **No Impact.** The Complete Streets GPA is intended to update the City's Transportation and Circulation Element to design a transportation system that meets the needs of all users including pedestrians, bicyclists, and public transit patrons. The Complete Streets GPA includes policy changes to promote trip reduction, pedestrian circulation, and an enhanced bicycle network (see Principle T-1.3, Principle T-1.7, and Principle T-1.8). The proposed Complete Streets GPA is also a key strategy within the City's Climate Action Plan intended to reduce greenhouse gas (GHG) emissions. New bicycle and pedestrian facilities would offer additional non-motorized transportation options resulting in a net positive effect on the region's air quality. In addition to reducing GHGs, each of these revised policies would help to reduce criteria air pollutants and would not conflict with or obstruct the Bay Area Air Quality Management District's Air Quality Plan.

b) **Less Than Significant Impact.** All federal ambient air quality standards except national standards for ozone and state standards for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> are met in the Concord area. However, the state ambient standards of ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> are regularly exceeded (CARB, 2011). As discussed in a) above, in addition to enhancing the City's bicycle and pedestrian network, these policy changes would help to reduce criteria air pollutants and would not conflict with or obstruct the Bay Area Air Quality Management District's Air Quality Plan. Municipal Code Chapter 86 Article III (Grading, Erosion, and Sedimentation Control) establishes construction management requirements related to air quality issues as part of the grading permit. Accordingly, existing City standards are adequate to ensure that there would be no significant air quality impact from construction activity.

In addition, future installation of bicycle lanes and pedestrian paths would be required to comply with General Plan policies related to air quality and with Development Code requirements regarding odor, conform to the Bay Area 2005 Ozone Strategy and the 2010 Clean Air Plan, and meet National Ambient Air Quality Standards (NAAQS) and BAAQMD thresholds during both construction and operation activities. The proposed GPA also includes a principle and related policies which support trip reduction by ensuring that streets are designed to balance the needs of multiple travel modes, including vehicles, pedestrians, bicycles, and transit. These policies would help reduce adverse effects to air quality through the reduction of fossil fuel consumption. Therefore, the proposed Complete Streets GPA would have less than significant impacts associated with contributing substantially to an existing or projected air quality violation, increasing criteria pollutants during both construction and operational activities, and exposing sensitive receptors to substantial pollutant concentrations.

c) **Less Than Significant Impact.** Please refer to discussion b) above.

d) **Less Than Significant Impact.** Please refer to discussion b) above.

e) **No Impact.** Future bicycle and pedestrian network infrastructure development that might be encouraged by Complete Streets policies related to pedestrian circulation and the preparation of a Bicycle Master Plan are not considered to be emission sources that would result in objectionable odors. No impact would occur.

**IV. BIOLOGICAL RESOURCE -- *Would the project:***

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife				X



	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
Service?				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

**Setting:**

The City of Concord is located in the Bay Area Bioregion. This Bioregion is comprised of a variety of natural communities, which range from Salt Marshes to Chaparral to Oak Woodlands. The primary upland habitat types in the Concord Planning Area include Urban, Annual Grassland, and Chaparral, Foothill Pine-Blue and Oak Woodland. Wetland and aquatic habitats include Coastal Brackish Marsh, Riparian, Estuarine, Riverine, and other lacustrine and palustrine habitats including reservoirs and seasonal wetlands. The most prevalent habitat type is Urban, which encompasses the majority of the area within the City limits and is generally continuous to the west and southwest, adjoining Pleasant Hill and Walnut Creek respectively. To the southeast, urban habitat continues into Clayton. Valley Oak Woodland habitat occurs at several locations within the CNWS Inland Area, occupying approximately 60 acres.

A number of special-status plant and animal species can be found or have the potential to be found within the City of Concord Planning Area including Mt. Diablo manzanita, Mt. Diablo fairy lantern, Diabolo helianthella, Hall's bush mallow, Alameda whipsnake, Mt. Diablo buckwheat, Mt. Diablo Brewer's western flax, California tiger salamander, California red-legged frog, northwestern pond turtle, San Joaquin Kit Fox, Roundleaved filaree, California black rail, California clapper rail, Salt-marsh harvest mouse, Suisun song sparrow, Delta tule pea, Mason's lilaeopsis, and Soft bird's beak. Other special-status or otherwise protected species potentially located in the area include the western pond turtle, bald eagle, golden eagle, and loggerhead shrike.

**Discussion/Conclusion:**

- a) **No Impact.** The Complete Streets GPA is a policy-level amendment. It does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect biological resources. The GPA does not propose to change existing land use designations or zoning districts, and anticipates that land uses will be consistent with the designations established by the General Plan. As such, the GPA would have no direct impact on biological resources. Further, should future transportation improvement projects be proposed in areas where biological resources are present, they would be required to provide site-specific field studies to search for special-status species and to determine whether suitable habitat for any special-status species occur on or near a study area. At the time a transportation improvement project is proposed, the City

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>would conduct the appropriate level of environmental review pursuant to CEQA prior to taking action to consider the approval of the project. No impact would occur.</p> <p>b) <b>No Impact.</b> As discussed under a) above, the proposed GPA does not include any site-specific designs or development proposals, nor does it grant any entitlements for development. Additionally, the proposed GPA does not provide specific details regarding future land use decisions as no course of action associated with the proposed policy changes has been determined. Future transportation improvement projects will require compliance with General Plan policies related to biological resources. Therefore, no impact to federally protected wetlands and riparian resources would occur. Further, the GPA is a key implementation measure of the CAP. In the long-run, the CAP is intended to have a net positive effect on wetlands and riparian areas by including strategies for adaptation and measures to address the effects of rising sea levels and related influences on Suisun Marsh and other low-lying areas within the Concord Planning Area.</p> <p>c) <b>No Impact.</b> Please refer to discussion b) above.</p> <p>d) <b>No Impact.</b> The GPA would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Moreover, Policy T-1.4.6 of the proposed GPA recommends the consideration of a “road diet” or reduction of vehicle travel lanes when feasible which would reduce potential impacts to the movement of wildlife. No impact would occur.</p> <p>e) <b>No Impact.</b> The Development Code includes policies and standards regarding creek and riparian habitat protection as well as tree preservation and protection. Proposed Complete Streets GPA language would not change these policies and would not change these existing development standards. Therefore, no impact would occur.</p> <p>f) <b>No Impact.</b> The City of Concord is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plan. This condition precludes the possibility of the proposed project conflicting with an adopted conservation plan. No impact would occur.</p>				
<b>V. CULTURAL RESOURCES -- Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
<p><b>Setting:</b></p> <p>The land on which Concord is located was originally occupied by a group of Chupcan inhabitants, members of the Miwok linguistic division of American Indians. From the excavation of archaeological sites, it is known that the Chupcan were present in the area as early as 200 BC and maintained relatively continuous occupation until AD 900. The most extensive site that was found was then abandoned completely until 1700, after which it was used again as a campsite. By the early 1800s, the numbers of Chupcans were</p>				

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

so reduced that they offered little resistance to the arriving Spanish settlers. The remaining Chupcan were ultimately assimilated into the new culture.

A review of the Concord Planning Area conducted in 2003 and 2004 by the Northwest Information Center found 12 recorded Native American archaeological resources and 7 historic-period archaeological resources listed with the State Historical Resources Information System. Many of the historic resources in Concord date back to the days of its founding, and are located near Todos Santos Plaza. The City contains two National Register sites as well as 33 additional sites and structures which are designated local historical landmarks as important local historic resources.

**Discussion/Conclusion:**

- a) **Less Than Significant Impact.** Although future transportation improvement projects within the City could conflict with undiscovered paleontological and archaeological resources that would be encountered and potentially impacted by future construction activities, compliance with state regulations pertaining to the discovery of archaeological resources would ensure that this impact is less than significant.

The Complete Streets GPA is a policy-level amendment that does not include any site-specific designs or proposals. nor does it grant any entitlements for development that would have the potential to adversely impact cultural resources. Although the GPA would have no direct impact on cultural resources, future implementation activities could result in ground disturbance during construction that could uncover previously unknown human remains. In this event, adherence to state and local regulations would ensure that this impact is less than significant.

- b) **Less Than Significant Impact.** Please refer to discussion a) above.
- c) **Less Than Significant Impact.** Please refer to discussion a) above.
- d) **Less Than Significant Impact.** Please refer to discussion a) above.

**VI. GEOLOGY AND SOILS -- *Would the project:***

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become			X	

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

**Setting:**

Concord lies within the physiographic region of California referred to as the Coast Ranges geomorphic province, much of which is composed of marine sedimentary and volcanic rocks that form the Franciscan Assemblage. Bordered by the Carquinez Strait to the north and Mt. Diablo to the east, Concord and its vicinity are characterized by northwestern trending mountain ranges, ridges, and valleys. Elevations range from sea level along Suisun Bay to over 1,400 feet above mean sea level in the Los Medanos Hills in the northeast portion of the former CNWS. Concord is largely underlain by Quaternary-age alluvial fan deposits originating from the Diablo Range and estuarine deposits from Suisun Bay. Upland areas of Concord located along the foothills of Mt. Diablo are underlain by bedrock deposits consisting mainly of sandstone, shale, and mudstone.

The City is located in the seismically active San Francisco Bay Area. Active faults that could affect the City include the Concord Fault, San Andreas Fault, Hayward Fault, West Napa Fault, and the Calaveras, Rodgers Creek, Marsh Creek-Greenville, and Diablo Faults. A majority of the City is located in areas of moderate ground shaking intensity; however, to the west of the Concord Fault lays areas of moderately high to extremely high ground shaking amplification. The areas with the highest ground shaking potential are directly surrounding Pacheco Slough.

Because Concord is underlain with stiff alluvial clay containing lenses of sand and silt deposits, liquefaction and landslide potential are both considered high in some places. Additionally, such soils have expansive properties that could result in significant shrinking or swelling, potentially damaging road surfaces and infrastructure lines.

**Discussion/Conclusion:**

- a) **Less Than Significant Impact.**
  - i.- iv. The Complete Streets GPA is a policy-level amendment that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect geologic resources. Future transportation improvement projects would be required to comply with General Plan policies related to geologic safety to prevent significant damage from ground shaking during seismic events. Therefore, impacts related to seismic hazards would be considered less than significant.
- b) **Less Than Significant Impact.** The GPA is a policy-level amendment that does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect geologic resources. As a policy document, the proposed GPA would not result in any direct change in soil erosion. However, future implementation activities could change surface conditions as the result of moving and grading topsoil that could lead to disturbed soils that are more likely to suffer from erosion. All projects that may be built to implement the Complete Streets GPA would be subject to Municipal Code Chapter 86 Article III (Grading, Erosion, and Sedimentation Control) and CBC building code requirements which ensure that projects are developed in a manner that minimizes construction related erosion. Compliance with CBC and Municipal Code requirements would

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
ensure impacts are less than significant.				
<p>c) <b>Less Than Significant Impact.</b> Future implementation of transportation improvement projects on unstable or expansive soils could create risks to life or property and result in adverse impacts such as on-or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Portions of the City are underlain with stiff alluvial clay, which is a soil unit with expansion potential. Structures and infrastructure in these areas can be at risk if they are not engineered and constructed pursuant to appropriate building codes. All projects that may be constructed to implement the Complete Streets GPA would be subject to City engineering and CBC building code requirements which would minimize the potential impacts of expansive soil. Impacts would be less than significant.</p> <p>d) <b>Less Than Significant Impact.</b> Please refer to discussion c) above.</p> <p>e) <b>No Impact.</b> The Central Contra Costa Sanitary District provides waste disposal services within the City of Concord. No septic or alternative wastewater systems would be installed as a result of the proposed project. Therefore, no impacts would occur.</p>				

**VII. GREENHOUSE GAS EMISSIONS -- *Would the project:***

a) Generate greenhouse gases, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

**Setting:**

California has identified reductions in the State's GHG emissions as a priority and has adopted and is implementing legislation to address this objective. Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs the California Air Resources Board (CARB) to develop and implement regulations that reduce statewide GHG emissions. The Climate Change Scoping Plan was approved by CARB in December 2008 and outlines the State's plan to achieve the GHG reductions required in AB 32. The Scoping Plan encourages local governments to adopt a reduction goal for municipal operations emissions and to establish similar goals for community emissions that reflect the State commitment to reduce GHGs.

The Concord General Plan was last updated in July 2012 and includes the following principle and policy:

- Principle S-1.4: Reduce Greenhouse Gas Emissions consistent with State objectives;
- Policy S-1.4.1: Prepare and implement climate action plans for the Concord Reuse Project site and for the city as a whole to reduce greenhouse gas emissions associated with future development and existing urban activities.

In addition, the City has adopted policies related to air quality and other topics that may contribute to efforts to reduce greenhouse gas emissions as the General Plan is implemented.

Concord adopted a CAP for the Concord Reuse Project Area Plan in January 2012. The proposed CAP for the rest of Concord, which is being adopted in tandem with the Complete Streets Amendments, further implements Policy S-1.4. Specifically, the CAP:

- Quantifies GHG emissions, both existing and projected, to the end date of the General Plan, resulting from activities within the City limits;

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>Establishes a level, based on substantial evidence, below which the contribution to GHG from activities covered by the General Plan would not be cumulatively considerable. The quantified emission reduction level in the CAP was determined in consultation with the BAAQMD and Association of Bay Area Governments;</li> <li>Identifies and analyzes GHG emissions resulting from specific actions anticipated to occur within the City limits;</li> <li>Specifies measures, including performance standards, which demonstrate with substantial evidence that if implemented on a project-by-project basis, the specified emissions level would be achieved;</li> <li>Establishes a mechanism to monitor the plan's progress toward achieving the level described in bullet 2 above, and to require amendment if the plan is not achieving the specified levels; and</li> <li>Follows the environmental and public review process prior to adoption.</li> </ul> <p>BAAQMD established thresholds of significance in 2010 for GHG emissions from projects and plans subject to CEQA review similar to those for other regulated air pollutants. However, in March 2012 the Alameda County Superior Court ordered the District to cease use and dissemination of the thresholds until environmental analysis of the thresholds could determine whether they have a significant impact on the environment under CEQA. At the time this environmental document was prepared, that task has not yet been completed.</p> <p><b>Discussion/Conclusion:</b></p> <p>a) <b>Less Than Significant Impact.</b> Implementation of the Complete Streets GPA would provide additional opportunities for bicycle, pedestrian path, and public transit use reducing the number of vehicle trips within the City of Concord. Further, the Complete Streets GPA would assist in implementing the proposed CAP which would result in annual per capita GHG emissions of approximately 3.3 MTCO<sub>2e</sub> in 2020. This is consistent with the statewide GHG emissions reductions targets. The Complete Streets GPA would therefore indirectly reduce the City's contribution to GHG. Impacts would be less than significant.</p> <p>b) <b>Less Than Significant Impact.</b> A number of regulations have been promulgated to reduce GHG emissions in California. AB 32 requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs CARB to develop and implement regulations that reduce statewide GHG emissions. CARB encourages local governments to adopt a reduction goal for municipal operations emissions and similar goals for community emissions with the objective of reducing GHG emissions by 15 percent below current emissions levels by 2020.</p> <p>As previously noted, adoption of the Complete Streets GPA would support the implementation of the City's CAP. Concord's CAP seeks to reduce GHG emissions in a manner consistent with AB 32. As discussed above, implementation of the CAP would result in annual per capita GHG emissions of approximately 3.3 MTCO<sub>2e</sub> in 2020, a reduction that complies with AB 32 directives. Such a reduction is projected to reduce net annual per capita GHG emissions from 5.0 MTCO<sub>2e</sub> in base year 2005 to 3.3 MTCO<sub>2e</sub> in 2020. As previously discussed, this proposed CAP would cover the rest of Concord not addressed within the adopted CAP for the Concord Reuse Project area. Therefore, the project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of greenhouse gases.</p>				
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS -- <i>Would the project:</i></b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

**Setting:**

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. According to the California Health and Safety Code Section 25501 (o), "hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment. Searches of the Department of Toxic Substance Control's EnviroStor database and the State Water Resources Control Board Geotracker database identified 60 sites in Concord that are associated with a hazardous material related release or occurrence (SWRCB 2013, DTSC 2013).

Buchanan Field Airport is located adjacent to the City of Concord and is owned and operated by Contra Costa County. Land use decisions in and around the airport are subject to review by the Airport Land Use Commission, in conformance with an adopted Airport Land Use Plan. The City of Concord has incorporated the provisions of this Plan into its Development Code.

**Discussion/Conclusion:**

- a) **No Impact.** The Complete Streets GPA may be implemented by future transportation improvement projects such as bicycle lanes and sidewalks that would require use of construction materials, such as paints and solvents that may be hazardous through exposure during routine transport, use, or disposal. However, the construction activities associated with these transportation improvement projects would not use these materials in large enough quantities to cause adverse effects. As such, there would be no increase in the use of hazardous materials resulting from adoption of the Complete

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>Streets policies.</p> <p>Although Concord contains sites that are listed in the California Department of Toxic Substances Control's EnviroStor database, future transportation improvement projects will require compliance with General Plan policies related to safety and hazardous materials which are designed to safeguard the public from potential adverse impacts associated with certain land uses including those that are associated with the use, disposal, and transportation of hazardous materials. Potential environmental impacts from specific transportation improvement projects would be analyzed at the time those projects are designed and proposed. Therefore, no impact would occur.</p> <p>b) <b>Less Than Significant Impact.</b> Please refer to discussion a) above.</p> <p>c) <b>Less Than Significant Impact.</b> Please refer to discussion a) above.</p> <p>d) <b>Less Than Significant Impact.</b> Please refer to discussion a) above.</p> <p>e) <b>Less Than Significant Impact.</b> Areas within the City are located within the boundaries of the land use compatibility plan for Buchanan Field Airport. However, the Complete Streets GPA does not include any policies which would promote incompatible land uses near the airport. Impacts would be less than significant.</p> <p>f) <b>No Impact.</b> There are no private airstrips within the vicinity of the City of Concord. This condition precludes the possibility of the proposed project creating aviation safety hazards for people residing or working in the project area. No impacts would occur.</p> <p>g) <b>No Impact.</b> The proposed project recommends strategies to implement complete streets within the City of Concord. It does not include recommendations that would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impacts would occur.</p> <p>h) <b>No Impact.</b> The California Department of Forestry and Fire Protection Fire Severity Map adopted November 7, 2007 indicates that the City does not contain any land designated as a "Very High Fire Hazard Severity Zone" (CAL FIRE, 2007). Therefore, no impact would occur.</p>				
<b>IX. HYDROLOGY AND WATER QUALITY -- <i>Would the project:</i></b>				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			X	



	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structure to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

**Setting:**

Concord sits along the shoreline of the Suisun Bay. Surface water bodies within Concord include Mallard Reservoir, Walnut Creek, Pacheco Creek, Kirker Creek, Mt. Diablo Creek, Pine Creek, Galindo Creek, Grayson Creek, Clayton Canal, Contra Costa Canal, and sloughs and wetlands located along Suisun Bay. Drainage patterns within Concord are shaped by the region's topography which consists of steeper areas located along the foothills of Mt. Diablo, which gradually flatten out onto an alluvial plain and eventually merge with the flat estuarine deposits along the Suisun Bay shoreline. The City of Concord lies primarily within the Mt. Diablo Creek and Walnut Creek watersheds.

Concord is underlain by two groundwater basins, Clayton Valley and Ygnacio Valley, as defined by the California Department of Water Resources.

Flood zone mapping by the Federal Emergency Management Agency (FEMA) indicates that the Concord area is most prone to flooding north of Mallard Reservoir to Suisun Bay, along Pacheco Creek, and near Buchanan Field Airport. Additionally, there are many creeks and culverts in the Concord area that could flood locally during large storm events due to build-up of debris and other factors.

**Discussion/Conclusion:**

- a) **Less Than Significant Impact.** The proposed Complete Streets GPA is a policy-level amendment. It does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect water quality or hydrology. As a policy document, the GPA would have no direct impact on water quality or hydrology. Future implementation of transportation improvement projects within the City could result in both construction and operational impacts to water quality and discharge standards. However, the City enforces erosion control ordinances for new construction to prevent sediment from entering creeks and

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>storm drains. Further, all new transportation improvement projects in the City are subject to the requirements of a National Pollution Discharge Elimination System (NPDES) Stormwater permit issued by the State Water Resources Control Board and overseen jointly by the San Francisco Bay and Central Valley Regional Water Quality Control Boards. The NPDES includes a number of management practices and control techniques to reduce discharge of pollutants in storm water in Contra Costa County and address municipal government activities, new construction, and storm water treatment. Compliance with the provisions of the NPDES and the City's Grading, Erosion, and Sedimentation Control Ordinance would reduce the impacts of future transportation improvement activities. Therefore, water quality and waste discharge impacts would be less than significant.</p> <p>b) <b>No Impact.</b> The Complete Streets GPA does not recommend measures that would require additional water from groundwater supplies or that would substantially interfere with groundwater recharge. Therefore, there would be no impact.</p> <p>c) <b>Less Than Significant Impact.</b> The proposed project encourages the City to construct bicycle and pedestrian facilities. Although these improvements may indirectly result in slight alterations to drainage patterns, the changes would be minimal and would occur subject to existing federal and state regulations. The GPA does not include any policy revisions which would directly alter drainage patterns or streams. Further, future transportation improvement projects would be required to comply with the provisions of the NPDES and City's Grading, Erosion, and Sedimentation Control Ordinance. Therefore, the proposed Complete Streets GPA would result in less than significant impacts to drainage and runoff as no construction is proposed and future construction would be subject to the regulations identified above.</p> <p>d) <b>Less Than Significant Impact.</b> Please refer to discussion c) above.</p> <p>e) <b>Less Than Significant Impact.</b> Please refer to discussion c) above.</p> <p>f) <b>Less Than Significant Impact.</b> Please refer to discussion a) above.</p> <p>g) <b>No Impact.</b> Areas of the City of Concord are located within the FEMA-designated 100-year flood zone. However, as discussed above, this GPA is a policy-level document that does not include any site-specific designs and does not grant any entitlements for development. Therefore, the proposed project would not place structures in a 100-year flood zone and no impact would occur.</p> <p>h) <b>No Impact.</b> Please refer to discussion g) above.</p> <p>i) <b>No Impact.</b> There are no dams or levees upstream of the City of Concord. No impacts would occur.</p> <p>j) <b>No Impact.</b> Although tsunamis can occur and cause tidal surges in San Francisco Bay, these events are extremely rare and would not result in wave run-up capable of causing flood damage within the city. San Francisco Bay greatly attenuates tsunamis that might reach the Golden Gate area. No bodies of water large enough to cause a seiche are present near the project site. As a policy-level document, the Complete Streets GPA would have no direct impact on inundation by seiche, tsunami, or mudflow.</p>				
<b>X. LAND USE AND PLANNING -- Would the project:</b>				
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

**Setting:**

Single-family residential is the most significant land use within the City limits occupying approximately 6,270 acres. Commercial and mixed-use development is clustered along the major transportation routes that radiate outward from Concord's downtown, notably Clayton Road, Monument Boulevard, Willow Pass Road, and areas around the intersection of State Route 242 and Interstate 680. Office and industrial uses are located adjacent to transportation infrastructure. Schools and parks are distributed throughout the residential neighborhoods in the City.

**Discussion/Conclusion:**

- a) **Less Than Significant Impact.** The Complete Streets GPA is a policy-level document that does not include any site-specific proposals or grant any entitlements for development that would have the potential to physically divide the community or conflict with adopted plans. The GPA does not propose to change existing land use designations or zoning districts and anticipates that land uses will be consistent with the designations established by the General Plan. Further, transportation improvement projects recommended by the Complete Streets GPA, such as an enhanced bicycle and pedestrian network, would improve connectivity throughout the community. This is a net positive impact.  
  
Future specific transportation improvement project proposals would be subject to the appropriate level of environmental review pursuant to CEQA. Without project-specific information, it would be speculative to identify environmental impacts at this time. As such, land use impacts would be less than significant.
- b) **Less Than Significant Impact.** Please refer to discussion a) above.
- c) **No Impact.** Concord is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other conservation plan. This condition precludes the possibility of the proposed project conflicting with an adopted conservation plan. No impacts would occur.

**XI. MINERAL RESOURCES -- *Would the project:***

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

**Setting:**

Mineral and aggregate resources exist throughout Concord, particularly in developed residential areas east of Clayton Road between Bailey and Kirker Pass, and along the southern city limits. Access to these mineral and aggregate resources is restricted by existing development in residential neighborhoods east of Clayton. Identified resources along the southern city limits are in an undeveloped area.

**Discussion/Conclusion:**

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
a) <b>No Impact.</b> The Complete Streets GPA is consistent with the land uses envisioned in the General Plan and Development Code and would not conflict with an adopted specific plan or remove policies that currently protect mineral resources. Existing code requirements will ensure that there would be no impact to mineral resources.				
b) <b>No Impact.</b> Please refer to discussion a) above.				

**XII. NOISE – Would the project:**

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

**Setting:**

The major existing noise source in Concord is vehicle traffic. Specifically, State Route 242 (SR-242), SR-4, and Interstate 680 generate the most continuous, high noise levels. Other noise sources include overhead aircraft related to the Buchanan Field Airport and rail noise associated with the BART tracks. Noise produced by existing industry has a negligible effect on the City's residential noise environment, as the major industrial noise emitters—Tesoro refinery in unincorporated North Concord and the Kaiser Quarry to the south—are located away from sensitive receptors.

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. Conversely, traffic volume does not have a major influence on traffic noise levels. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. In addition, trucks and older automobiles produce engine and exhaust noise, and trucks also generate wind noise. While tire noise from autos is generally located at ground level, truck noise sources can be located as high as 10 to 15 feet above the roadbed due to tall exhaust stacks and higher engines; sound walls are not effective for mitigating such noise unless they are very tall.

**Discussion/Conclusion:**

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>a) <b>Less Than Significant Impact.</b> The Complete Streets GPA is a policy-level document. It does not include any site-specific designs or development proposals, nor does it grant any entitlements for development. The GPA includes policy revisions that promote transit-oriented development and bicycle/pedestrian facilities. Future transportation improvement projects will be required to comply with General Plan policies related to noise and vibration standards. Existing code requirements are adequate to ensure that there would be no adverse impacts related to a temporary or permanent increase in noise levels. Additionally, among the policies recommended in the GPA is the consideration of a “road diet” or the reduction of the number of vehicle travel lanes which would reduce the level of roadway noise. Further, the increased landscaping and street tree planting called for by the Complete Streets GPA would serve to absorb sound. Therefore, no adverse impacts would occur, and the possibility of a positive noise impact exists.</p> <p>b) <b>Less Than Significant Impact.</b> Please refer to discussion a) above.</p> <p>c) <b>Less Than Significant Impact.</b> Please refer to discussion a) above.</p> <p>d) <b>Less Than Significant Impact.</b> Please refer to discussion a) above.</p> <p>e) <b>Less Than Significant Impact.</b> Potential noise impacts from Buchanan Field Airport were previously analyzed in the 2030 Concord General Plan EIR and found to be less than significant with implementation of applicable General Plan policies. Additionally, the Concord Development Code includes an Airport Overlay District that requires projects within the Airport Influence Area to comply with the Contra Costa County Airport Land Use Compatibility Plan. Impacts would be less than significant as the Complete Streets GPA is a policy-level document that does not contain site-specific development plans or authorize entitlements for development to occur.</p> <p>f) <b>No Impact.</b> The project site is not located within the vicinity of a private airstrip. No impacts would occur.</p>				

**XIII. POPULATION AND HOUSING -- *Would the project:***

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**Setting:**

The Concord Planning Area will accommodate a population of approximately 167,360 people at buildout, an increase of about 35 percent over the current estimated population of 124,440. A majority of this growth is associated with the Concord Reuse Project. Growth is also expected to occur on scattered infill sites and on underutilized properties in and around the Downtown and BART station areas.

**Discussion/Conclusion:**

- a) **Less Than Significant Impact.** The Complete Streets GPA includes policy revisions to promote an expanded bicycle and

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>pedestrian network as well as an improved public transit system. However, no specific transportation improvement projects are identified within the proposed project. Prior to approval of a specific transportation improvement project, the City would conduct the appropriate level of environmental review pursuant to CEQA. It would be speculative to identify environmental impacts without project-specific information at this time. Impacts would be less than significant.</p> <p>b) <b>No Impact.</b> The Complete Streets GPA contains policy revisions which promote additional bicycle lanes, sidewalks, trails, and transit facilities. However, any physical improvements associated with these transportation improvement strategies would likely be constructed within planned or existing road rights of way. Accordingly, the proposed GPA would not displace or decrease housing units in the City. No impact would occur.</p> <p>c) <b>No Impact.</b> Please refer to discussion b) above.</p>				

**XIII. PUBLIC SERVICES -- Would the project:**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

**Setting:**

The Contra Costa County Fire Protection District provides fire and life safety services within the City of Concord. The Fire District currently has four fire stations throughout the City. The Fire District is comprised of four divisions including emergency operations, information services, support services, and administrative services.

The Concord Police Department provides police protection in the City. The Police Department is headquartered at 1350 Galindo Street in Concord. Currently, the Police Department is comprised of three divisions, field operations, professional standards unit, and investigations and administrative services.

The Mount Diablo Unified School District provides school services for the City. The school district boundaries encompass the entire City. Currently, the district operates 14 elementary schools, four middle schools, and eight high schools.

Park and recreation services are discussed under the Recreation section below.

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

**Discussion/Conclusion:**

- a) **Less Than Significant Impact.** The proposed Complete Streets GPA includes policies that are designed to address the need for an improved bicycling, pedestrian, and transit network. Policies related to capital improvements to provide additional transportation improvement projects consistent with Complete Streets concepts have the potential to compete for limited financial resources that may otherwise be available to pay for operating expenses for fire and police services. However, this potential conflict would likely be minimal because such projects would likely be funded by other transportation related funding sources or grants and all expenditures would be prioritized through the Capital Improvement Program for public service providers to ensure continuation of services.

Although the reduced road widths under the Complete Streets GPA would lower capacity and have the potential to reduce emergency vehicle response time, the Police Department and Fire District would review any future road redesign or restriping projects to ensure that these issues are addressed.

The proposed Complete Streets policies would not directly increase the demand for public services. At the time future specific transportation improvement projects are proposed, the City would conduct the appropriate level of environmental review pursuant to CEQA. prior to taking any action to consider the approval of such projects. That analysis would include an evaluation of the capacity of emergency service providers, public schools, parks, and libraries to serve the new development. Impacts would be less than significant.

- b) **Less Than Significant Impact.** Please refer to discussion a) above.  
 c) **Less Than Significant Impact.** Please refer to discussion a) above.  
 d) **Less Than Significant Impact.** Please refer to discussion a) above.  
 e) **Less Than Significant Impact.** Please refer to discussion a) above.

**XV. RECREATION -- *Would the project:***

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

**Setting:**

The City of Concord Recreation and Parks Department provides parks and recreation services to the Concord community. Recreation and Parks operates and maintains four community parks, two open spaces areas, 17 neighborhood parks, one skate park, a youth sports complex, and Krueger Fields. The City also operates and maintains the Diablo Creek Golf Course, Sleep Train Pavilion, Centre Concord, and Todos Santos Plaza. Recreation and Parks also organizes and manages sports programs, after-school care, a variety of leisure classes, and Camp Concord. In addition, Parks and Recreation hosts a variety of special events such as the Farmer's Market in Todos Santos Plaza, July 4<sup>th</sup> Jubilee and Parade, and National Night Out.

**Discussion/Conclusion:**

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>a) <b>Less Than Significant Impact.</b> The Complete Streets GPA does not propose changing existing land use designations or development standards and would have minimal impacts on parks and recreation. Implementation of the Complete Streets policies is not expected to result in substantial population growth and would not result in increased demand for, use of, or physical deterioration of parks and recreational facilities.</p> <p>The Complete Streets policies promote the expansion of bicycle and pedestrian facilities, which could provide additional recreational opportunities within the City or increase access to the city's parks and open spaces. Construction of bicycle and pedestrian facilities could potentially impact or traverse existing parks, but such impacts would be limited because such facilities would primarily be constructed within existing street rights-of-way. As such, potential adverse environmental effects of construction would not rise to a level of significance.</p> <p>b) <b>Less Than Significant Impact.</b> The Complete Streets GPA includes the preparation of a Bicycle Master Plan which could result in new recreational facilities. However, impacts of these new recreational facilities would be reviewed at the time the Bicycle Master Plan is prepared. Impacts would be less than significant.</p>				

**XVI. TRANSPORTATION/TRAFFIC -- Would the project:**

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrians and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location those results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

**Setting:**

Roadways are the primary existing transportation facilities within the City. The existing roadway network consists of highways, thoroughfares, arterials, collectors, and local streets. Existing bicycle, pedestrian, and transit facilities are also present in the City. The following are some of the major roadways in the City limits: Interstate 680, State Routes 4 and 242, Willow Pass Road, Clayton



	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

Road, Monument Boulevard, Ygnacio Valley Road, Treat Boulevard, and Concord Avenue.

Buchanan Field Airport is located adjacent to the City limits and is operated and maintained by Contra Costa County. Transit service in Concord is provided by County Connection bus and two Bay Area Rapid Transit (BART) stations within the City.

**Discussion/Conclusion:**

- a) **Less Than Significant Impact.** The proposed Complete Streets GPA includes policies intended to expand the existing pedestrian and bicycle network and to promote a comprehensive transit system. The Transportation and Circulation Element now includes vehicular circulation policies to addresses connectivity, review the relationship of truck routes to residential neighborhoods, continue to provide and enhance landscaped medians and street edges, and requires that bicycle and pedestrian performance be monitored in addition to vehicle performance for development review and CEQA compliance. Although the GPA encourages the installation of additional walking and bicycling facilities, no direct physical changes to the circulation system are proposed.

The Complete Streets GPA also clarifies that LOS thresholds established in the latest Highway Capacity Manual (HCM) for automobile and non-automobile modes shall be used at signalized intersections as applicable. For the automobile mode, LOS designations from A to F are based on average delay per vehicle at the intersection. For non-automobile modes, LOS designations from A to F are based on quality of service associated with a trip through the intersection, as perceived by the traveler. LOS measures and thresholds established in the HCM may be refined over time as the HCM is periodically updated. No negative impacts are anticipated from this LOS clarification.

Implementation of the Complete Streets policies would increase the availability of transit service, add additional bicycle and pedestrian facilities over time, and discourage single-occupancy vehicle use. Each of these strategies has the potential to reduce the number of vehicle trips, improve volume-to-capacity ratios, and reduce intersection congestion within the City. Therefore, impacts associated with traffic would be less than significant.

- b) **Less Than Significant Impact.** Please refer to discussion a) above.
- c) **No Impact.** The project would not generate any air traffic nor would it include structures which could obstruct flight patterns. As such, no impacts would occur.
- d) **Less Than Significant Impact.** The Complete Streets GPA is a policy-level document. It does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely affect traffic. The Complete Streets GPA does not propose any specific changes to the circulation system that would result in design hazards such as sharp curves or dangerous intersections. Any future redesign of roadways would be subject to site-specific environmental review to address the potential for road design hazards. Impacts would be less than significant.
- e) **Less Than Significant Impact.** As noted above, the Complete Streets GPA is a policy-level document and does not propose any changes to the circulation system which could affect emergency vehicles. Any future project would be subject to environmental review to ensure that no adverse effects to emergency access occur. Impacts would be less than significant.
- f) **Less Than Significant Impact.** The Complete Streets GPA is intended to support CAP implementation efforts related to bicycle, pedestrian, and transit network improvements. As such, the GPA would not conflict with any local policies or ordinances supporting multimodal access and alternative transportation and would have a positive net effect on these transportation sources. Impacts would be less than significant.

**XVII. UTILITIES AND SERVICES SYSTEMS -- *Would the project:***

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

**Setting:**

Central Contra Costa Sanitary District (CCCSD) permits, inspects, and treats wastewater discharged by the business and residences of Concord as well as Orinda, Moraga, Lafayette, Alamo, Danville, San Ramon, Pleasant Hill, Pacheco, Clayton, Clyde, and Martinez in Contra Costa County. Wastewater within CCCSD is primarily conveyed to the Central Contra Costa Sanitary District Treatment Plant (CCCSDTP) through pipes by the force of gravity. Where hills prevent natural flow, pumping facilities are used to convey water over these inclines. Currently, there are 18 pump stations within the CCCSD used to collect and convey waste to the CCCSDTP for treatment. Opened in 1948, and upgraded several times in its 64-year history, the CCCSDTP treats an average of approximately 45 million gallons of wastewater per day generated in a 146-square-mile area by approximately 450,000 residents and numerous businesses. Located in Martinez, the plant has a treatment capacity of 55 million gallons per day (mgd) and 240 mgd of wet weather flow. The Plant Operations Building houses the Control Center, a state-of-the-art computerized system that monitors and controls every phase of the treatment process. The facility is staffed 24 hours a day, 365 days a year. Wastewater moves through CCCSD's 1,500 miles of sewer lines, finally arriving at the plant's headworks to begin treatment. Most of the wastewater is treated to a secondary level, disinfected by ultraviolet light, and then discharged into Suisun Bay. Approximately 600 million gallons per year are treated to a tertiary level through additional filtration and disinfection before being distributed as Recycled Water for landscape irrigation, industrial processes, and plant operations.

Contra Costa Water District (CCWD) acts as the City's water supplier, providing water service to the City from the Sacramento/ San Joaquin Delta. CCWD serves treated and raw (untreated) water to approximately 510,000 people in a service area covering 137,127 acres in central and eastern Contra Costa County. Its customers also include 10 major industries, 36 smaller industries, and approximately 50 agricultural users. Formed in 1936 to provide water for irrigation and industry, CCWD is now one of the largest

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact

urban water districts in California. The District provides treated water to Concord as well as Clayton, Clyde, Pacheco, Port Costa, and parts of Martinez, Pleasant Hill, and Walnut Creek. In addition, the District sells wholesale treated water to Antioch, the California Cities Water Company in Bay Point, and Brentwood.

CCWD operates the jointly owned Randall Bold Water Treatment Plant, which provides treated water to Antioch, Diablo Water District (Oakley), and Brentwood as well as CCWD's Treated Water Service Area (which includes the City of Concord). It also owns and operates the Bollman Treatment Plant, which supplies treated water to CCWD's treated water service area. CCWD sells raw water to the cities of Antioch, Martinez, and Pittsburg, and the California Cities Water Company in Bay Point, as well as industrial and irrigation customers. The District's intakes are located at Rock Slough and on Old River, both in eastern Contra Costa County, and Mallard Slough in central Contra Costa County. The backbone of the District's water conveyance system is the 48-mile Contra Costa Canal, which extends from the Rock Slough intake to the Mallard Reservoir in central Contra Costa County. CCWD has a water supply contract, recently renewed to 2045, with the U.S. Bureau of Reclamation, for water from the Central Valley Project that provides up to 195,000 acre per feet per year.

The Concord Disposal Service handles the residential and commercial waste stream in the City of Concord, collecting both solid waste and recycled materials. Concord Disposal Service transports waste to the Pittsburg Transfer Station and Recycling Center, where recycled materials are transported to the Mount Diablo Recycling Center in Concord, and solid waste is transported to the Potrero Hills Landfill in Solano County. The remaining capacity at the Potrero Hills Landfill is approximately 13,800,000 cubic yards, or 64 percent of the landfill's total capacity, and the landfill is not expected to close until 2035.

**Discussion/Conclusion:**

- a) **No Impact.** The Complete Streets GPA is a policy-level document, It does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely increase demand for utility or public services. Therefore, no impacts associated with an increase in demand for utilities and service systems would occur.
- b) **No Impact.** The Complete Streets GPA is a policy document amendment. It does not include any specific projects which would have a direct impact on water or wastewater treatment facilities. As such, no adverse impacts to utility providers would occur.
- c) **Less Than Significant Impact.** As a policy document, the CAP does not include development proposals, grant entitlements, or propose changing land use designations or development standards in a manner which would directly alter drainage patterns within Concord, but it does include implementation of policies that would involve the creation of pedestrian and bicycle facilities. At the time such improvements are installed, they have the potential to increase runoff and alter normal drainage patterns.

All proposed transportation improvement projects in the City are subject to the requirements of a National Pollution Discharge Elimination System (NPDES) Stormwater permit issued by the State Water Resources Control Board and overseen jointly by the San Francisco Bay and Central Valley Regional Water Quality Control Boards. The permit requires that the City implement watershed protection measures for all transportation projects and prohibits discharges from causing violations of applicable water quality standards or from resulting in conditions that create water quality impairment in receiving waters. The City's Grading, Erosion, Sediment Control Ordinance establishes administrative procedures, standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, other runoff, and the disruption of existing drainage and related environmental damage. Compliance with the provisions of the City's Grading, Erosion, and Sediment Control Ordinance would reduce the impacts of future transportation improvement projects on storm drainage. Therefore, impacts associated with the construction of new stormwater drainage facilities or the expansion of existing facilities is considered less than significant.

- d) **No Impact.** The proposed GPA includes policies intended to implement a complete streets network with additional bicycle, pedestrian, and transit facilities. No additional water supplies or resources would be required. Accordingly, no

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
<p>impact would occur.</p> <p>e) <b>No Impact.</b> Please refer to discussion a) above.</p> <p>f) <b>Less Than Significant Impact.</b> Solid waste collection and disposal is provided by private haulers, currently the Concord Disposal Service. As a policy document, the Complete Streets GPA does not include development proposals, grant entitlements, or propose changing land use designations or development standards in a manner that would directly impact collection and disposal of waste. At the time future improvements are installed, they will be required to comply with AB 939 and General Plan policies, both of which require recycling programs that result in a 50 percent diversion away from landfills. These existing criteria would ensure that future projects would not result in a substantial increase in waste stream or cause a need for additional solid waste collection services or landfill capacity. Impacts would be less than significant.</p> <p>g) <b>No Impact.</b> Future transportation improvement projects would be subject to the appropriate level of environmental review at the time at which they are proposed. This analysis would include a review for consistency with federal, state, and local regulations related to solid waste. No impact would occur as the proposed policies within the Complete Streets GPA would have no direct effect on solid waste.</p>				
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X
<u>Discussion/Conclusion:</u>				
<p>a) <b>No Impact.</b> The Complete Streets GPA is a policy-level document. It does not include any site-specific designs or proposals, nor does it grant any entitlements for development that would have the potential to degrade the quality of the environment or to adversely impact human beings. While the Complete Streets GPA is anticipated to have a beneficial impact, identifying the full extent of the environmental benefits associated with these measures would be speculative at this time without any specific transportation improvement projects to review.</p> <p>The Complete Streets GPA would establish policies designed to implement a complete streets network with enhanced bicycle, pedestrian, and transit facilities within the City in compliance with existing state requirements. However, no physical changes to the circulation system would result from the proposed policy revisions. Therefore, the proposed GPA would result in no impacts to the environment or to human beings.</p>				

	Summary of Impacts			
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less than Significant Impact	No Impact
b) <b>No Impact.</b> As discussed above, the Complete Streets GPA is a policy-level document that does not propose any specific transportation improvement projects or specify sites for such improvements. Future transportation improvement projects and/or policies would be subject to environmental review, including a review of cumulative impacts. Accordingly, no impact would occur.				
c) <b>No Impact.</b> Please refer to discussion a) above.				

Source List

- 1) Arup North America Ltd. 2013. City of Concord Citywide Climate Action Plan Public Review Draft. March.
- 2) California Air Resources Board (CARB) 2011. Air Quality Data Statistics.
- 3) California Department of Forestry and Fire Protection. 2007. Fire Hazard Severity Zones in SRA. November 7.
- 4) City of Concord. 2013. Draft Transportation Element Amendment (Complete Streets). March.
- 5) Department of Toxic Substances Control 2013. EnviroStor. March 21.
- 6) Dyett and Bhatia. 2006. Concord 2030 General Plan Draft Environmental Impact Report. January
- 7) Michael Brandman Associates. 2012. Draft Supplemental Environmental Impact Report to the 2030 Concord General Plan EIR for the Concord Development Code Project City of Concord, Contra Costa County, California. April 11.
- 8) State Water Resources Control Board 2013. GeoTracker. March 21.

The supporting environmental documents identified above are available for public review at the City of Concord Permit Center, Planning Division, located at 1950 Parkside Drive, Building D, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, excluding holidays.