

Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: **City of Concord**

For Fiscal Years 2021-22 and 2022-23

Reporting Period: Calendar Years 2020-2021

Measure J Growth Management Program Compliance Checklist

1. Action Plans	YES	NO	N/A
a. Is the jurisdiction implementing the actions called for in the applicable Action Plan for all designated Routes of Regional Significance within the jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction implemented the following procedures as outlined in the <i>Implementation Guide</i> and the applicable Action Plan for Routes of Regional Significance?			
i. Circulation of environmental documents,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Conditioning the approval of projects consistent with Action Plan policies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction followed the procedures for RTPC review of General Plan Amendments as called for in the <i>Implementation Guide</i> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Development Mitigation Program	YES	NO	
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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Reporting Period: Calendar Years 2020-2021

3. Address Housing Options

YES NO

-
- a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by
- (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in its Housing Element; or
 - (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
 - (3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.

Note: A copy of the local jurisdiction's annual progress report (Tables A thru C) to the state Department of Housing and Community Development (HCD) is sufficient.

- b. Does the jurisdiction's General Plan—or other adopted policy document or report—consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided?
- c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?

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4. Traffic Impact Studies	YES	NO	N/A
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO	
a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c. Has the local jurisdiction applied the Authority's travel demand model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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	YES	NO	
d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways and trails, planned and improved development within the jurisdiction, and traffic patterns?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Five-Year Capital Improvement Program	YES	NO	
Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. Transportation Systems Management Program	YES	NO	
Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. Adoption of a voter-approved Urban Limit Line	YES	NO	N/A
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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- b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?

9. Adoption of the Measure J Growth Management Element YES NO N/A

- Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?

10. Posting of Signs YES NO N/A

- Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds?

11. Maintenance of Effort (MoE) YES NO

- Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.)

12. Submittal of LSM Reporting and Audit Forms YES NO

- Has the local jurisdiction submitted a Local Street Maintenance and Improvement Reporting Form and Audit Reporting Form for eligible expenditures of 18 percent funds covering FY 2017-18 and FY 2018-19?

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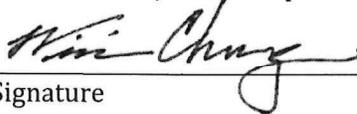
13. Other Considerations

YES NO N/A

If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?

Review and Approval of Checklist

This Measure J GMP Compliance Checklist was prepared by:


Signature

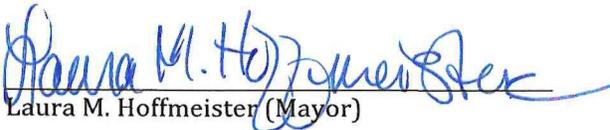
2/28/2023
Date

Winnie Chung, Transportation Program Mngr
Name & Title (print)

925.671.3483
Phone

winnie.chung@cityofconcord.org
Email

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


Laura M. Hoffmeister (Mayor)

April 11, 2023
Date


Joelle Fockler, MMC (City Clerk)

April 11, 2023
Date

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Supplementary Information (Required)

1. Action Plans

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

See Attachment 1.a for a full report on conditions of compliance for CYs 2020 and 2021 based on the adopted 2017 Central County Action Plan.

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

The following General Plan Amendments were approved in Calendar Years 2020 and 2021. (see Attachment 1b):

2020:

Concord Industrial Center

The City Council adopted Resolution 20-28 amending the land use designation for a 13.5-acre property on Arnold Industrial Way from Regional Commercial to Business Park on May 5, 2020.

Based on the environmental analysis, an addendum to a prior Environmental Impact Report (EIR) was prepared for the project in accordance with the California Environmental Quality Act, which found the project would not have any significant effects on the environment not addressed in the prior EIR, and the addendum was adopted by the Council.

2021:

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Hampton Inn

The City Council adopted Resolution 21-4823.1 amending the land use designation for a 1.24-acre property at 1880 Market Street from Regional Commercial to Downtown Mixed Use on January 5, 2021.

Based on the environmental analysis, a negative declaration was prepared for the project in accordance with the California Environmental Quality Act, which found the project would not have any significant effects on the environment, and was adopted by the Council.

1500-1790 Concord Avenue

The City Council adopted Resolution 21-4823.2 amending the land use designations for the following properties on April 27, 2021:

- **1500 Concord Avenue – from Service Commercial to West Concord Mixed Use;**
- **1590 and 1600 Concord Avenue – from Residential High Density to West Concord Mixed Use; and**
- **1650, 1700, 1758, and 1790 Concord Avenue – from Residential High Density to Downtown Mixed Use.**

Based on the environmental analysis, an addendum to a prior Environmental Impact Report (EIR) was prepared for the project in accordance with the California Environmental Quality Act, which found the project would not have any significant effects on the environment not addressed in the prior EIR, and the addendum was adopted by the Council.

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

The Concord Industrial Center project had over 100 net new peak hour trips, but this was significantly less than the original project contemplated under the 2008 EIR. The other General Plan Amendments listed above and approved during the reporting period were not projected to generate 100 or more net new peak-hour vehicle trips,

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or to add 50 or more net new peak-hour vehicle trips to Routes of Regional Significance. Therefore, the City maintained consistency with the adopted Central County Action Plan in 2020 and 2021.

2. Development Mitigation Program

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

See Attachment 2.a for a copy of the Regional Transportation Mitigation Program (RTMP) adopted by TRANSPAC on December 12, 1996, and a copy of the ensuing Subregional Transportation Mitigation Program (STMP) adopted as part of the 2017 Central County Action Plan for Routes of Regional Significance and incorporated into Policy GM-5.1.14 of the City's Growth Management Element (GME).

3. Address Housing Options

a. *Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels. (Note: A copy of the local jurisdiction's annual report (Tables A thru C) to the state Department of Housing and Community Development (HCD) is sufficient).*

See Attachment 3.a for Housing Compliance and Progress Reports (Tables A thru C) for CY 2020 and 2021.

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

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

4. Traffic Impact Studies

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

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notification and circulation was undertaken during the environmental review process.

There were no projects generating more than 100 peak hour vehicle trips approved in the reporting period.

5. Participation in Cooperative, Multi-Jurisdictional Planning

No attachments necessary.

6. Five-Year Capital Improvement Program

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

The City of Concord's FY 2022-2027 CIP was adopted 6/28/2022, Resolution No. 22-46.

See Attachment 6 for the City of Concord's FY 2022-2027 CIP

7. Transportation Systems Management Program

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

On May 23, 2017, the City Council adopted Ordinance No. 17-6, amending the Concord Municipal Code Chapter 18.160 "Parking, Loading, & Access". The Amendments clarify the review process and programs for paying in-lieu fees. The in-lieu fees may now be used for parking and transportation demand management projects and programs to reduce vehicle trips and more efficiently manage parking, including but not limited to parking system improvements, bicycle system improvements, pedestrian system improvements, and potential future organization that works with local businesses and public agencies to offer subsidized transit passes, carpooling/ridesharing, onsite daycare, and telecommuting alternatives. Additionally, the revised process establishes required finding requiring the Planning Commission to evaluate a parking study and parking and transportation demand management policies. See Attachment 7.

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12. Submittal of LSM Reporting Form and Audit Reporting Form

Please attach LSM (Summary) Reporting and LSM Audit (Detail) Forms for FY 2019-20 and FY 2020-21

See **Attachment 12.**

13. Other Considerations

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

N/A

Exhibit A

List of Contents

(Contents are attachments to the Checklist. They are not in sequential order per CCTA's Checklist requirements)

- 1.a. Conditions of Compliance Report for 2020 and 2021 based on the adopted 2017 Central County Action Plan
- 1.b. General Plan Amendments in 2020 and 2021
- 2.a. Regional/Subregional Transportation Mitigation Program
- 3.a. Housing Compliance and Progress Reports
- 3.c. Adopted General Plan Principles and Policies from the Transportation Element
6. Link to City of Concord's FY 2022-2027 Capital Improvement Plan:
<https://ca-concord.civicplus.com/DocumentCenter/View/4884/CIP-Budget-and-Plan-2022---2027?bidId=>
7. Ordinance 17-6 on Transportation System Management Program
9. Adopted Measure J Growth Management Element to Concord's 2030 General Plan
12. FY 2019-2020 and 2020-2021 Annual Reports for Local Street Maintenance and Improvements Funds

Attachment 1.a

**Conditions of Compliance Report
for 2020 and 2021 based on the
adopted
2017 Central County Action Plan**

CONDITIONS OF COMPLIANCE REPORT FOR 2020 AND 2021
City of Concord
Based on the
2017 TRANSPAC ACTION PLAN

Region-wide Goals and Actions

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

GOAL 1. Maintain existing transportation system and infrastructure

ACTIONS:

- 1-A: Seek funding for the ongoing maintenance and operation of the existing transportation system and infrastructure. Includes all modes.
- 1-B: Support development of pavement management systems and implementation of pavement rehabilitation improvements.

2020-2021: The above actions were performed on a routine basis by the City of Concord consistent with the GMP, the adopted Central County Action Plan, and the local General Plan. The MTC Street Saver pavement management system is utilized to support the local streets maintenance program and is regularly updated to comply with the regional funding requirements.

Responsible: City of Concord, TRANSPAC and its jurisdictions

GOAL 2. Support the enhancement and expansion of an efficient transit system

ACTIONS:

- 2-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.
- 2-B: Support the efforts of the Authority to evaluate congestion relief strategies along the I-680 corridor, including transit options and new technologies.
- 2-C: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.
- 2-D: Support the expansion of BART service and BART station and parking facilities.

- 2-E: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.
- 2-F: Support improvements that increase the efficiency of local transit on Regional Routes.
- 2-G: Support increased access to BART stations for buses and other alternative modes.
- 2-H: Encourage and participate in access and development plans in the immediate vicinity of each BART Station to improve multimodal access and facilities for buses, bicycles and pedestrians.
- 2-I: Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County.
- 2-J: Support expansion and use of park-and-ride facilities using Express and local buses.
- 2-K: Support the extension of ferry service to and from San Francisco and Contra Costa County.
- 2-L: Implement the recommendation of the Contra Costa Mobility Management Plan, including the establishment of a mobility management center for the County.

2020-2021: The following actions were taken by the City of Concord:

- ***Worked with CCTA on the Innovate 680 project, including active participation through the policy and technical committees and assisting in review of deliverables from the consultants and providing comments to implement the project.***
- ***City of Concord through TRANSPAC received reports on the status of the Innovate 680 project (that TRANSPAC had previously supported with programming recommendations) that is proposed to improve the 680 Corridor including technology and transit improvements.***
- ***Received LSR funding to support projects with complete streets components including SR2S projects through CCTA's Measure J funding***
- ***Approved the programming to support senior and disable transportation programs for multiple programs for FY 19 and FY 20 with Measure J Line 20 funds.***
- ***City of Concord has submitted and received approval for the GoGo Concord program towards Measure J Line 20 funds to support senior and disable transportation programs for FY 21 and FY 22.***
- ***Received reports on the 511 program efforts to distribute transit information.***
- ***City of Concord is in compliance with the California Complete Streets Act through adopting a complete streets resolution and through a compliant circulation element included in a General Plan.***

Responsible: City of Concord, TRANSPAC and its jurisdictions

GOAL 3. Encourage land use decisions that address the increase in overall traffic demand

ACTIONS:

- 3-A: Continue to support implementation of the Measure J Growth Management Program.
- 3-B: Continue to support higher-density development around transit hubs and downtowns.
- 3-C: Continue to require each jurisdiction to:
 - a. Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips.
 - b. For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and the, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.
- 3-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.
- 3-E: Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.

2020-2021: The above actions were performed on a routine basis by the City of Concord either directly working with CCTA or engagement through TRANSPAC, and are consistent with the GMP, the adopted Central County Action Plan, and the local General Plans. City of Concord is in compliance with the California Complete Streets Act to consider the needs of pedestrians and bicyclists in projects through adopting a complete streets resolution ~~or~~ and through a compliant circulation element included in a General Plan. City of Concord has supported the CCTA in updates to the Countywide Bicycle and Pedestrian Plan. City of Concord also has participated in the CCTA GMP task force and planning director meetings.

Responsible: City of Concord, TRANSPAC and its jurisdictions

GOAL 4. Support the use, enhancement, and expansion of low emission technologies

ACTIONS:

- 4-A: Support innovative approaches for the deployment of low emission technologies.
- 4-B: Support the construction of infrastructure needed for the expansion of low emission technologies, such as vehicle charging stations.

2020-2021: City of Concord continued to monitor for opportunities to support and fund projects that support low emission vehicles, including supporting an Electric Vehicle Charging / Shared Mobility Readiness Plan adopted by CCTA and participating in and receiving reports on the Electric Vehicle Readiness Blueprint grant. Concord staff has been engaged with MCE to explore implementing vehicle charging stations.

Responsible: City of Concord, TRANSPAC and its jurisdictions

GOAL 5. Manage arterial traffic flow

ACTIONS:

- 5-A: Seek funding for traffic and transit improvements along Regional Routes and other major streets.
- 5-B: Continue to implement the Central Contra Costa Traffic Management Program.
- 5-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along and connecting to Regional Routes.

2020-2021: The following actions were taken by City of Concord:

- **City of Concord continued to implement robust Complete Streets policies:**
 - **The City completed and adopted the Cowell Road and Willow Pass Complete Streets Study in 2020.**
 - **The City was successful in securing a Caltrans Sustainable Grant to study Pine Hollow Road, and began developing a Complete Streets Study for Pine Hollow Road in 2021, jointly with the City of Clayton.**
- **Continued to support and deliver the TRANSPAC sponsored feasibility study to identify bicycle and pedestrian improvements on the Monument Blvd. corridor across I-680**
- **Supported the implementation of and minor updates to the Countywide Bicycle and Pedestrian Plan**
- **Received LSR funding to support projects with complete streets components including SR2S projects through CCTA's Measure J funding.**
- **See other related actions under the "Support the implementation of Complete Streets, including the improvement of bicycle and pedestrian facilities" under Goal 6 and by 511 Contra Costa under Goal 7.**

Responsible: City of Concord, TRANSPAC and its jurisdictions

GOAL 6. Support the implementation of Complete Streets, including the improvement of bicycle and pedestrian facilities

ACTIONS:

- 6-A: Support the inclusion of Complete Streets in General Plan updates.
- 6-B: Support the improvement of bicycle and pedestrian facilities on and connecting to Routes of Regional Significance.
- 6-C: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.
- 6-D: Support development of pedestrian and bicycle plans and safe routes to transit improvements.

2020-2021: The following actions were taken by City of Concord:

- **City of Concord continued to implement robust Complete Streets policies including:**
 - **The City completed and adopted the Cowell Road and Willow Pass Complete Streets Study in 2020.**
 - **The City was successful in securing a Caltrans Sustainable Transportation Planning Grant to study Pine Hollow Road, and began developing a Complete Streets Study for Pine Hollow Road in 2021, jointly with the City of Clayton.**
- **Continued to support and deliver the TRANSPAC sponsored feasibility study to identify bicycle and pedestrian improvements on the Monument Blvd. corridor across I-680**
- **Supported the implementation of and minor updates to the Countywide Bicycle and Pedestrian Plan**
- **Received LSR funding to support projects with complete streets components including SR2S projects through CCTA's Measure J funding.**

Responsible: City of Concord, TRANSPAC and its jurisdictions

GOAL 7. Increase participation in the 511 Contra Costa TDM Program

ACTIONS:

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

The central county cities of Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and the unincorporated county are represented by the 511 Contra Costa TDM program. The 511 Contra Costa TDM program provides programs aimed at reducing traffic congestion and improving air quality for all central county jurisdictions. Program staff conduct community and employer-based outreach to encourage and promote the use of alternatives to the single-occupant vehicle. The City of Concord, a member of TRANSPAC, supports the 511 Contra Costa

work plan for the countywide program via CCTA's Measure J and Transportation Fund for Clean Air funds.

2020-21 Actions included:

- **Offered a countywide Commuter Incentive Program called "Drive Less" that provides financial incentives to commuters who try new alternative modes of transportation (carpool, transit, bicycling, vanpooling, and walking);**
- **Provided a Guaranteed Ride Home Program that supports commuters who use a commute alternative;**
- **Offered a countywide Buy-One Get-One Free (BOGO) bus passes for Tri Delta Transit, WestCAT, Fairfield Suisun Transit, and Solano Transit;**
- **Coordinated countywide promotions for National Bike Month / Bike to Wherever Days (there were no in-person Bike to Work Day energizer stations in 2020 or 2021 due to Covid-19);**
- **Offered a Try Transit incentive program that provides loaded Clipper Cards to employees and full-time college students in Contra Costa who pledge to use transit for the commute.**
- **Offered various seasonal trip reduction incentives, which vary from year to year. "Leave the Car at Home Too" was a cash incentive to encourage returning to work via transit or carpool; the program coincided with the June 2021 lifting of California's official Stay-at-Home Order.**

Supportive outreach included:

- **Digital outreach: commuters and residents were encouraged to make active and shared trips via daily reminders from the 511CC Twitter feed, Facebook and Instagram posts, the 511contracosta.org website, and monthly eNewsletters.**
- **A 30-second video promoting 511CC's E-Bike Rebate Program was developed for digital outreach;**

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

Mandatory school closures due to Covid-19 during the 2020-21 school year restricted delivery of the typical school-based programs offered by 511 Contra Costa's K-12 Safe Routes to Schools Program. Branded as Street Smarts Diablo, the school-based multi-modal bicycle and pedestrian traffic safety education and encouragement program is tailored to the developmental level of students. Program staff typically partner with school districts, principals and staff, parent groups, city staff, local police departments, the CCC Sheriff's office, California Highway Patrol, and elected officials to provide the Safe Routes to School Program for all K-12 public schools in central and east Contra Costa.

2020-21 Actions included:

- *During the pandemic, at-home community resources and activities were created for use by schools, students, and parents.*

Typical Actions offered, but temporarily suspended during mandatory periods of Distance Learning, include:

- *Grades K-5: “Mr. Beeps” and “Heads Up!” 30-minute traffic safety assemblies;*
- *Grades K-8: Walk & Roll to School events;*
- *Grades K-8: Bicycle helmet donations for students in need;*
- *Grades 9-12: Teen driver program for high school students and their parents co-led by the California Highway Patrol and Street Smarts Diablo;*
- *Grades 6-12: Online bicycle, pedestrian, and driver safety activities;*
- *Grades K-8: International Walk to School Day promotional materials and activities provided for schools and cities;*
- *Bicycle/pedestrian capacity and access enhancement projects offered at K-12 schools each year;*
- *The Pass2Class transit ticket program provides up to two months of free public bus rides to K-12 students at the beginning of each school year;*
- *Summer Youth Pass offers families a subsidized three-month flash pass for use on all County Connection, Tri Delta Transit, and WestCAT bus routes;*
- *Online Community Resources;*
- *Parking lot banners that promote safe bicycling, walking, and driving;*
- *Participation in community events that promote bicycling, walking, and safety.*

College Activities -

2020-2021 Actions included:

- *Attendance at DVC’s monthly Environmental and Sustainability Club meetings to help develop TDM solutions for faculty and students;*
- *Attendance at DVC’s Earth Day festival to educate students about SOV alternatives to campus;*
- *Provided articles and graphics for the monthly Sustainability Newsletter promoting transit, bicycling, and ridesharing to campus;*
- *Provided updated information for the DVC website about public transportation, carpooling, bicycling, and trip planning;*
- *Provided the Guaranteed Ride Home program for use by college students who use non-SOV modes to attend classes;*
- *Provided the Try Transit incentive program which offers loaded Clipper Cards to full-time college students, faculty, and staff in Contra Costa who pledge to use transit to campus.*

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

2020-2021 Actions Included:

- **Consultations and employer events (events were virtual during the pandemic);**
- **Employers with 50 or more full-time employees within the Bay Area Air Quality Management District (Air District) geographic boundaries were required to register and offer commuter benefits to their employees in order to comply with Air District Regulation 14, Rule 1, also known as the Bay Area Commuter Benefits Program. Employers had to select one of four Commuter Benefit options to offer their employees. 511 Contra Costa continued to help employers in determining the appropriate TDM strategy selection in order to comply with the Regulation;**
- **Monthly employer eNewsletters;**
- **Participation as an auditing partner in the Green Business Program, providing transportation consultations and audits of businesses seeking certification or recertification;**
- **A Work-from-Home / Flexible Work Toolkit was developed for Employers with information, best practices, checklists, policy templates, and customizable survey tools.**

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

2020-2021 Actions Included:

- **Partnership with the East Bay Regional Park District in providing marketing messaging and collateral for the ongoing Share Our Trails safety and etiquette campaign;**
- **Offered the Summer Bike Challenge, a 12-week program that encourages people of all ages to bike to predetermined locations throughout each of the 19 cities of Contra Costa County. The program promotes the use of bicycles to access local points of interest including community, recreation and cultural centers; parks, libraries, shopping districts and schools.**
- **Offered the Winter Walk Challenge, a 12-week program that encourages county residents of all ages to walk to local destinations;**
- **Offered a new E-Bike Rebate Program to provide county residents with post-purchase rebates for new electric bicycles.**

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

2020-2021 Actions Included:

- **Park & Ride lot locations are indicated on a map located on the [511contracosta.org](https://www.511contracosta.org) website.**

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

2020-2021 Actions Included:

- **511CC was not notified of any development plans that required a TDM element.**

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

2020-2021 Actions Included:

- **Partnered with the Miles app to reward people for verified transit, carpool, and bicycle trips taken in Contra Costa County.**
- **Promoted the online [Bike Mapper](#) for Contra Costa County bicycle routes and trails;**
- **Promoted Mobile Clipper app on the 511 Contra Costa website, social media, and in a blog post;**

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

2020-2021 Actions Included:

- **Each year, 511 Contra Costa uses Measure J/TFCA funds to provide bicycle racks, lockers, cages and/or eLockers at public locations and employment sites;**
- **Provided bike parking consultations for various business owners.**

7-I: Encourage “green” commuting including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing.

2020-2021 Actions Included:

- **511 Contra Costa co-hosted a public EV/E-Bike Ride & Drive Event with Charge Across Town, Ride Panda, and the DVC Sustainability Club at Diablo Valley College**
- **Staff continued to work with the CCTA to study the efficacy of a countywide electric vehicle charging station infrastructure grant;**
- **Staff supported County/CCTA EV Readiness Blueprint Study for future electric vehicle supply equipment (EVSE) support and countywide mapping tool;**
- **Electric vehicle charging station map is included on the 511 Contra Costa website and was continually updated;**
- **511 Contra Costa staff continued to work with employers to fulfill the transportation measures necessary to receive Green Business certification.**

Responsible: 511 Contra Costa, with support of the central county jurisdictions and TRANSPAC

GOAL 8. Work to improve freeway flow

ACTIONS:

- 8-A: Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4.
- 8-B: Support development of operational improvements on mainline SR-4.
- 8-C: Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).
- 8-D: Support the study and implementation of potential regional freeway management strategies.
- 8-E: Consider a multi-agency approach to freeway ramp metering.

2020-2021: *The following actions were taken by City of Concord, TRANSPAC and its jurisdictions:*

- ***Worked with CCTA on the Innovate 680 project, including actively taking part in the policy and technical committees, one-on-one agency meetings, and reviewing discrete deliverables.***
- ***Continuing to provide support and to receive information for CCTA and Caltrans regarding I-680/SR-4 Interchange Project***
- ***Continue to receive reports on the operational aspects and policies of the Express Lanes on I-680.***

Responsible: City of Concord, TRANSPAC and its jurisdictions

GOAL 9. Support Use of HOV and Express Lanes

ACTIONS:

- 9-A: Support the completion of a continuous HOV system on I-680.
- 9-B: Support the connection of the SR-4 HOV system to I-680.
- 9-C: Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.
- 9-D: Support the implementation of Express Lanes on I-680, consistent with MTC's project.
- 9-E: Support additional incentives for HOV users.
- 9-F: Provide additional park-and-ride lots.

2020-2021: *The following actions were taken by the City of Concord, TRANSPAC and its jurisdictions:*

- *Continue to receive reports on the operational aspects and policies of the Express Lanes on I-680 and the construction of the gap closure Express Lane project.*
- *Worked with CCTA on the Innovate 680 project, including actively taking part in the policy and technical committees, one-on-one agency meetings, and reviewing discrete deliverables.*
- *See other related actions under by 511 Contra Costa under Goal 7.*

Responsible: City of Concord, TRANSPAC and its jurisdictions

Actions and Responsibilities for Routes of Regional Significance

TRANSPAC and its jurisdictions have identified specific actions for the Regional Routes. In many cases, these actions and improvements span jurisdictional boundaries. TRANSPAC and its jurisdictions are responsible for the implementation of the actions.

The following section presents a description of each Route of Regional Significance, TRANSPAC's Multimodal Traffic Service Objectives (MTSOs), actions and responsibilities for each route.

Freeways

1. Interstate 680

I-680 is a north-south, eight- to twelve-lane divided freeway. It begins north of the TRANSPAC area at the I-80/Cordelia interchange and travels south through Solano County, entering TRANSPAC's region after it crosses the Benicia-Martinez Bridge. From the bridge, it extends south through the SR-4 and SR-242 interchanges. The I-680/SR-24 interchange is near TRANSPAC's southern boundary in Walnut Creek. I-680 continues south through the Southwest Regional transportation Planning Committee (SWAT) area. I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. I-680 provides access to the Walnut Creek, Pleasant Hill, and Concord BART stations, the Martinez Intermodal Facility, and the Pacheco Transit Hub (completed in 2014).

MTSO: 4.0 Delay Index

Actions:

- Continue to support investment in and implementation of HOV lanes on I-680.
- Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.
- Continue to work with Solano County to manage traffic in the I-680 corridor.

Proposed Improvements:

- Southbound HOV Lane Gap Closure from North Main Street to Livorna Road
- Northbound HOV Lane Extension from N. Main Street to SR 242
- Interchange modifications to I-680/Marina Vista interchange
- Improvements to I-680/SR-4 freeway interchange
- Improvements to SR-4 (see subsequent section on SR-4)

2020-2021: *The following actions were taken by the City of Concord, TRANSPAC and its jurisdictions:*

- *Continuing to provide support for CCTA and Caltrans to develop corridor studies and implement improvements on I-680 (see actions listed above under Goals 8 and 9).*

2. State Route 242

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

MTSO: 3.0 Delay Index

Actions:

- Support the study and design of Clayton Road interchange improvements.

Proposed Improvements:

- Construction and modification of southbound ramps at the Clayton Road interchange
- Construction of northbound Clayton Road on-ramp

2020-2021: *The following actions were taken by TRANSPAC and its jurisdictions:*
N/A

3. State Route 4

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

MTSO: 5.0 Delay Index

Actions:

- Support project development of SR-4 operational improvements based on the Integrated Corridor Analysis (ICA) study.
- Support improvements to the I-680/SR-4 interchange.

Proposed Improvements:

- Improvements to the I-680/SR-4 interchange, including construction of a third lane between Solano Way/Port Chicago Highway to Morello Avenue and direct connectors
- SR-4 mainline capacity improvements between I-680 and Bailey Road, including extension of eastbound HOV lane upstream to I-680
- Construction of the Pacheco Transit HUB (project completed in 2014)

2020-2021: *The following actions were taken by the City of Concord, TRANSPAC and its jurisdictions:*

- *Provided support for CCTA and Caltrans to complete construction and public outreach for the opening of the Phase 3 component of the I-680 / SR-4 interchange project in 2022. This project includes extension of HOV lanes on Highway 4 between Morello and SR 242.*
- *Continuing to provide support for CCTA and Caltrans for the State Route 4 Operational Improvements*

Arterials

4. Bailey Road

Bailey Road is a north-south roadway that connects the cities of Concord and Pittsburg, extending from Clayton Road in Concord to Willow Pass Road in Pittsburg. Within Central County, it is generally a two-lane roadway. The segment from Clayton Road to the boundary between Central and East County is designated as a Regional Route in Central County. It serves as an alternate route for those traveling along SR-4 and SR-242 between Concord and Pittsburg.

MTSO: Average Stopped Delays (signal cycles to clear) at the following intersections: Concord Boulevard (3 cycles); Clayton Road (3 cycles)

Actions:

- Partner with TRANPLAN to identify needed improvements on Bailey Road.

Proposed Improvements:

- Widening improvements between Myrtle Drive and Concord Boulevard, and signalization of the Bailey Road/Myrtle Drive intersection.

2020-2021: *The following actions were taken by TRANSPAC and its jurisdictions:*

- NA

5. Clayton Road

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

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

Actions:

- Complete Clayton Road/Treat Boulevard/Denkinger Road intersection capacity improvements.
- Work with TRANSPAC on Clayton Road/Marsh Creek Road corridor operation and management.
- Implement vehicle, bus, bicycle, and pedestrian access improvements at the Concord BART Station.
- TRANSPAC and TRANSPAC to continue to work together on the East-Central Traffic Management Program.

Proposed Improvements:

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

2020-2021: *The following actions were taken by the City of Concord, TRANSPAC and its jurisdictions:*

- ***City of Concord continued to work closely with BART to plan and implement various vehicle, bus, bicycle, and pedestrian access improvements at the Downtown Concord***

BART Station, including the construction of a redesigned and reorientation of the Concord BART station public plaza to better connect to the City's downtown area with construction of the improvements ongoing.

- ***City is exploring opportunities to implement complete streets elements along Clayton Road so that it can support the needs of all users. As a first step in this direction, the City is looking into applying for grants to develop a Complete Streets Feasibility Study, jointly working with the City of Clayton.***

6. Treat Boulevard

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

MTSO: Average Stopped Delays (signal cycles to clear) at the following intersections: Clayton Road/Denkinger Road (3 cycles); Cowell Road (5 cycles); Oak Grove Road (5 cycles)

Actions:

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

Proposed Improvements:

- I-680 Treat Boulevard Intersection Control Evaluation
- Treat Boulevard Adaptive Timing
- Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

2020-2021: The following actions were taken by the City of Concord, TRANSPAC and its jurisdictions:

- ***Continued to seek funding from outside sources to implement the above improvements. The TRANSPAC Board identified the Ygnacio Valley Road/Treat Blvd corridor as a priority to review short term actions as well as longer term actions to improve the corridor. These actions are ongoing and depend on funding availability.***

7. Ygnacio Valley Road/Kirker Pass Road

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

MTSO: Average Stopped Delays (signal cycles to clear) at the following intersections:
Clayton Road/Kirker Pass Road (3 cycles); Alberta Way/Pine Hollow Drive (4 cycles); Cowell
Road (4 cycles)

Actions:

- Continue to support implementation of the East-Central Traffic Management Plan.
- Seek funding from Measure J/STIP for a truck-climbing lane on Kirker Pass Road toward East County.(completed by County during 2020/2021))
- Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Walnut Creek BART Station.
- Seek funding for widening improvements to six lanes between Michigan Boulevard and Cowell Road.

Proposed Improvements:

- Addition and extension of turn lanes on Ygnacio Valley Road in various locations
- Continued implementation of the East-Central Traffic Management Plan
- Construction of a truck-climbing lane on Kirker Pass Road from Concord toward Pittsburg
- Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Walnut Creek BART Station
- Widening to six lanes between Michigan Boulevard and Cowell Road

2020-2021: *The following actions were taken by the City of Concord, TRANSPAC and its jurisdictions:*

- *Continued to seek funding from outside sources to implement the above improvements. The TRANSPAC Board identified the Ygnacio Valley Road/Treat Blvd corridor as a priority to review short term actions as well as longer term actions to for to improve the corridor. These actions are ongoing and depend on funding availability.*

SUMMARY

The City of Concord, along with the TRANSPAC jurisdictions, have maintained compliance with the Measure J Growth Management Program as demonstrated by the steps taken during the reporting period (Calendar Years 2020 & 2021) to implement the actions, programs and measures called for in the adopted 2017 Central County Action Plan for Routes of Regional Significance.

Attachment 1.b

General Plan Amendments in 2020 and 2021

ORIGINAL

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

3 **A Resolution Adopting the Concord Industrial Center**
 4 **Addendum to the Certified Environmental Impact**
 5 **Report (EIR) for the Lowe's Shopping Center and a**
 6 **General Plan Land Use Map Amendment from**
 7 **Regional Commercial (RC) to Business Park (BP) for**
 8 **the Property Located at 99999 Arnold Industrial Way**
 9 **(APNs: 159-090-047, -048, -049)**

10 **Resolution No. 20-28**

11 **WHEREAS**, on December 1, 2008, the City Council certified the Lowe's Shopping Center
 12 Environmental Impact Report (EIR) and adopted a Statement of Overriding Considerations for a
 13 Preliminary Development Plan, Use Permit, Tentative Parcel Map, Tree Removal Permit and Design
 14 Review to construct a shopping center of approximately 334,112 square feet in building area that
 15 includes an approximately 137,933 square-foot Lowe's building and an approximately 31,179-square-
 16 foot garden center, (2) a 155,000-square-foot building for a retail anchor tenant, and (3) 10,000 square
 17 feet of retail/restaurant building space on two outparcels on a 28+/- acre site located at 1923-1985 and
 18 2001 Arnold Industrial Way, APNs: 159-090-013, -015, -024, -028, -030, -032, -034, and -036; and

19 **WHEREAS**, on July 22, 2019, Ned Pike, on behalf of The Edward Pike Company, submitted
 20 an application for a General Plan Land Use Map Amendment from Regional Commercial (RC) to
 21 Business Park (BP) on a 13.5-acre site on Arnold Industrial Way, APNs 159-090-047, -048 and -049,
 22 and also submitted an application for Four-Lot Tentative Parcel Map, Use Permit, Design and Site
 23 Review, and Tree Removal Permit (referred to herein as the "Project"); and

24 **WHEREAS**, on October 23, 2019, the application was deemed complete for processing; and

25 **WHEREAS**, pursuant to the California Environmental Quality Act of 1970, Public Resources
 26 Code § 21000, et seq., as amended and implementing State CEQA Guidelines, Title 14, Chapter 3 of
 27 the California Code of Regulations (collectively, "CEQA"), Rincon Consultants (on the City's behalf)
 28 prepared an Addendum to the certified Environmental Impact Report (EIR) (State Clearinghouse
 [SCH] #2005092130) for the Lowe's Shopping Center Project (hereinafter referred to as "Concord
 Industrial Center Addendum" or "Addendum," attached hereto as Exhibit A); and

1 **WHEREAS**, the City of Concord was the lead agency for the certified EIR and is the lead
2 agency for the environmental review in the Addendum, which analyzes the environmental effects of
3 the proposed General Plan Land Use Amendment and related permit approvals for the Concord
4 Industrial Center Light Industrial Project; and

5 **WHEREAS**, the Addendum has been prepared in accordance with relevant provisions of the
6 CEQA and the CEQA Guidelines and it addresses proposed project modifications in relation to the
7 certified EIR prepared for the Original Project; and

8 **WHEREAS**, according to Section 15164 of the CEQA Guidelines, an addendum to a
9 previously certified EIR or Negative Declaration is the appropriate environmental document in
10 instances where none of the conditions described in CEQA Guidelines Section 15162 call for the
11 preparation of a subsequent or supplemental EIR; and

12 **WHEREAS**, pursuant to CEQA Guidelines Sections 15164 and 15162, the Project as
13 modified does not require major revisions to the certified EIR and would not result in new significant
14 environmental effects or a substantial increase in the severity of previously identified significant
15 effects. There is also no new information of substantial importance that would require preparation of a
16 subsequent or supplemental EIR under Section 15162. Therefore, none of the elements set forth in
17 Section 15162 exist and a subsequent or supplemental EIR is not required under Section 15164; and

18 **WHEREAS**, the Planning Commission, after giving all public notices required by state law
19 and the Concord Municipal Code, held a duly noticed public hearing on April 1, 2020, on the subject
20 proposal; and

21 **WHEREAS**, at such public hearing the Planning Commission considered all oral testimony
22 and written comments received during the public review process, the testimony and information
23 received at the public hearing, the oral report from City staff, the written report from City staff dated
24 April 1, 2020, exhibits presented, pertinent plans and documents, the Addendum to the certified EIR,
25 and other materials and information contained in the record of proceedings relating to the Project,
26 which are maintained at the offices of the City of Concord Planning Division (collectively, "Project
27 Information"); and

28 **WHEREAS**, on April 1, 2020, the Planning Commission, after consideration of the Project

1 Information and all other pertinent plans, documents and testimony, declared their intent to
2 recommend that the City Council adopt the Addendum to the certified EIR for the Lowe's Shopping
3 Center and approve the General Plan Land Use Amendment from RC to BP and related permit
4 approvals; and

5 **WHEREAS**, on May 5, 2020, the City Council after giving all public notices required by
6 State law and the Concord Municipal Code, the City Council held a duly noticed public hearing
7 concurrently on the Addendum, the General Plan Land Use Amendment, the Zoning Map Amendment
8 and the Four-Lot Tentative Parcel Map, Use Permit, Design and Site Review, and Tree Removal
9 Permit for the subject proposal; and

10 **WHEREAS**, on May 5, 2020, the City Council, after consideration of the Project Information,
11 all oral testimony and written comments received during the public review process, the testimony and
12 information received at the public hearing, the oral report from City staff, the written report from City
13 staff dated May 5, 2020, exhibits presented, pertinent plans and documents, collectively referred to as
14 the "Project Information," adopted the Concord Industrial Center Addendum to the certified EIR for
15 the Lowe's Shopping Center and approved a General Plan Land Use Amendment from RC to BP for a
16 13.5-acre site on Arnold Industrial Way.

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

19 **Section 1.** The recitals above are true and correct and are incorporated herein by reference.
20 The recitals constitute findings in this matter, and together with the Project Information, serve as
21 adequate and appropriate evidentiary basis for the findings and actions set forth in this Resolution.

22 **Section 2. CEQA**

- 23 1. The City Council has reviewed, considered, and evaluated all of the Project
24 Information and all other pertinent plans, documents and testimony.
- 25 2. The Concord Industrial Center Addendum, attached as Exhibit A, reflects the
26 independent judgment and analysis of the City as the lead agency for the Project.
- 27 3. Based on substantial evidence in the whole record considered by the City, and as set
28 forth in the Addendum, a subsequent environmental review is not required pursuant to

1 CEQA Guidelines Sections 15164 and 15162 as the Project does not require major
2 revisions to the certified EIR and would not result in new significant environmental
3 effects or a substantial increase in the severity of previously identified significant
4 effects. There is also no new information of substantial importance that would require
5 preparation of a subsequent or supplemental EIR under Section 15162. Therefore, none
6 of the elements set forth in Section 15162 exist and a subsequent or supplemental EIR
7 is not required under CEQA Guidelines Section 15164.

- 8 4. The Addendum to the certified EIR, as attached in Exhibit A, is the appropriate
9 environmental document for the Project.

10 **Section 3. General Plan Land Use Map Amendment**

- 11 5. The proposed General Plan Land Use Map Amendment from RC to BP is consistent
12 with Land Use Policy LU-6.1.2 in that the project will provide sites for employment-
13 generating businesses, technology-based businesses, and light industrial uses wishing
14 to locate in Concord because the project proposes to develop a vacant 13.5-acre site
15 with over 100,000 square feet of light industrial buildings that can accommodate a mix
16 of tax generating and job producing businesses, including light industrial, office,
17 wholesale, bulk retail and research and development. Two proposed tenants have been
18 identified for the project that are estimated to generate over 60 new jobs combined.
- 19 6. The project provides for new commercial development to expand or enhance the
20 variety of goods and services to meet region-serving as well as local needs as outlined
21 in Policy LU-3.1.4 because the future tenants, a member-only national cash-and-carry
22 foodservice supplier and a national dishwashing equipment leaser, would serve local
23 and regional businesses. The project also includes six flex warehouse spaces, each at
24 approximately 1,950 square feet that can be combined to provide a flexible workspace
25 format to meet the needs of more local-serving businesses.
- 26 7. The project is consistent with Policy LU-5.1.1 in that it will maintain and expand
27 Concord as a regional employment center because the project would bring new tenants
28 and in excess of 60 new jobs to a previously underutilized property along the active

1 and highly visible State Route 4 corridor.

- 2 8. The proposed amendments are internally consistent with all other provisions of the
3 general plan or specific plan, as applicable because the Business Park General Plan
4 land use designation is in conformance with the surrounding land uses and the vision of
5 the General Plan and are therefore internally consistent with all other provisions of the
6 City's policy documents.
- 7 9. The proposed amendments will not be detrimental to the public interest, health, safety,
8 convenience, or welfare of the city because there are no changes proposed under the
9 General Plan Amendment that would reduce or compromise existing standards that
10 protect the health, safety or general welfare of the City. Furthermore, the proposed
11 General Plan Amendment would improve an underutilized site with new light
12 industrial warehouse buildings and uses that complement the neighborhood and meet
13 the vision as outlined in the General Plan.
- 14 10. The affected site is physically suitable, including absence of physical constraints,
15 access, compatibility with adjoining land uses, and provision of utilities, for proposed
16 or anticipated uses and/or development because the project site is free of physical
17 constraints that would prevent anticipated uses associated with Business Park
18 developments. The site has good visibility from State Route 4, is accessible to vehicles
19 and pedestrians, and can be served by the existing utilities in the area. The design
20 features of the proposed project are similar in scope and scale to existing industrial
21 warehouse/business park developments in the vicinity.
- 22 11. The City Council does hereby adopt the Addendum to the certified Environmental
23 Impact Report (Exhibit A) and the General Plan Land Use Map Amendment (Exhibit
24 B) based on the foregoing findings.

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

26 //

27 //

28 //

1 **PASSED AND ADOPTED** by the City Council of the City of Concord on May 5, 2020, by
2 the following vote:

3 **AYES:** Councilmembers - D. Aliano, E. Birsan, L. Hoffmeister, C. Obringer, T. McGallian

4 **NOES:** Councilmembers - None

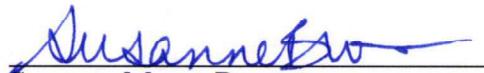
5 **ABSTAIN:** Councilmembers - None

6 **ABSENT:** Councilmembers - None

7 **I HEREBY CERTIFY** that the foregoing Resolution No. 20-28 was duly and regularly
8 adopted at a regular meeting of the City Council of the City of Concord on May 5, 2020.

9
10
11 
12 _____
Joelle Fockler, MMC
City Clerk

13 **APPROVED AS TO FORM:**

14 
15 _____
Susanne Meyer Brown
City Attorney

16 Attachment: Exhibit A - Addendum to the Certified Environmental Impact Report for the Lowe's
17 Shopping Center (Please refer to the following link for additional information:
18 <http://cityofconcord.org/DocumentCenter/View/4446/FINAL-CONCORD-INDUSTRIAL-EIR-ADDENDUM-2-20-20>)
19 Exhibit B - General Plan Land Use Map Amendment

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

A Resolution Adopting: a) the Concord Hampton Inn Hotel Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; b) a General Plan Land Use Map Amendment from Regional Commercial (RC) to Downtown Mixed Use (DTMU); and c) a Downtown Concord Specific Plan Amendment to Tables 3.4 and 3.5 for the Property Located at 1880 Market Street (APNs 126-291-022 and -023) (PL20023 - GP, SP)

Resolution No. 21-4823.1

WHEREAS, on March 30, 2020, Doug Ely, an architect with DSEA, Inc., on behalf of WRSJG, LLC, submitted an application to amend the General Plan Land Use Designation from Regional Commercial (RC) to Downtown Mixed Use (DTMU), to amend the Downtown Concord Specific Plan (hereinafter “Downtown Specific Plan”) Tables 3.4 and 3.5 for Block Z (to Retail/Hotel 48,100 sq. ft., and 0.89 FAR), to rezone the property from RC (Regional Commercial) to DMX (Downtown Mixed Use) with an Amendment to the Zoning Map, and for a Use Permit to establish a hotel use; to allow, including but not limited to, a parking reduction of ten spaces from 86 on-site parking spaces to 76 on-site parking spaces; to allow a floor area ratio (FAR) of 0.89 where a minimum 1.0 is typically required, Design and Site Review, and Tree Removal Permit on a 1.24-acre site for a 48,100 square foot hotel with 86 rooms at 1880 Market Street, APNs 126-291-022 and -023 (“Property”), (herein collectively referred to as “Project”); and

WHEREAS, on April 28, 2020, the City Council voted unanimously to remove a deed restriction recorded against the Property, which had required the Property to be developed as a new auto dealership. As a result, the Project application for a hotel use was permitted to proceed; and

WHEREAS, on July 9, 2020, the Design Review Board (DRB) recommended the Planning Commission approve the Design and Site Review application for the Project; and

WHEREAS, on October 20, 2020, the application was deemed complete for processing; and

WHEREAS, pursuant to the provisions of the California Environmental Quality Act of 1970, Public Resources Code § 21000, et seq., as amended, and implementing State CEQA Guidelines,

Title 14, Chapter 3 of the California Code of Regulations (collectively, “CEQA”), Public Resources Code Section 21067 and CEQA Guidelines section 15051, the City of Concord is the lead agency for the proposed Project; and

WHEREAS, an Initial Study was prepared for the Project on behalf of the City by Analytical Environmental Services (AES), pursuant to CEQA Guidelines Section 15063; and

WHEREAS, on the basis of the Initial Study, which concluded that the Project would have potentially significant impacts but that those impacts could be reduced to less than significant levels with the implementation of proposed mitigation measures, as demonstrated in the Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) (State Clearinghouse [SCH] #2020100080) for the Concord Hampton Inn Hotel Project (attached hereto as Exhibits A and B); and

WHEREAS, pursuant to CEQA Guidelines Section 15073, a Notice of Intent to Adopt an IS/MND was circulated for public review for a period of at least 20 days, ending on November 4, 2020; and

WHEREAS, the City received two comment letters from the Contra Costa Mosquito and Vector Control District and the Contra Costa County Flood Control and Water Conservation District during the public review period, and the City has prepared a Response to Comments attached as Exhibit C and incorporated into the IS/MND; and

WHEREAS, the Planning Commission, after giving all public notices required by state law and the Concord Municipal Code, held a duly noticed public hearing on November 4, 2020, on the Project; and

WHEREAS, at such public hearing the Planning Commission considered all oral testimony and written comments received during the public review process, the testimony and information received at the public hearing and the oral and written reports from City staff dated November 4, 2020, exhibits presented, pertinent plans and documents, the IS/MND with the attached MMRP, as well as other documents contained in the record of proceedings relating to the proposed Project, which are maintained at the offices of the City of Concord Planning Division (hereinafter referred to as “Planning

Commission Project Information”); and

WHEREAS, on November 4, 2020, the Planning Commission adopted Resolution No. 20-17PC recommending that the City Council adopt the Concord Hampton Inn IS/MND with attached MMRP (State Clearinghouse [SCH] #2020100080), and approve a General Plan Land Use Amendment from RC to DTMU, Specific Plan Amendment, Rezoning, Use Permit, Design and Site Review and Tree Removal Permit for the Concord Hampton Inn (PL20023 – GP, SP, UP, DR, RT) at 1880 Market Street (APNs 126-291-022 and -023), subject to the Conditions of Approval. Such Resolution and the IS/MND and MMRP are maintained at the City of Concord Planning Division offices; and

WHEREAS, on January 5, 2021 the City Council, after giving all public notices required by State law and the Concord Municipal Code, the City Council held a duly noticed public hearing concurrently on the IS/MND with attached MMRP, the General Plan Land Use Amendment, Specific Plan Amendment, the Rezoning and Zoning Map Amendment, Use Permit, Design and Site Review, and Tree Removal Permit for the Concord Hampton Inn; and

WHEREAS, on January 5, 2021 the City Council, after consideration of the Planning Commission Project Information and all other pertinent plans, documents, all oral testimony and written comments received during the public review process, the testimony received at the public hearing, the oral report from City staff, the written report from City staff dated January 5, 2021, exhibits presented, pertinent plans and documents, collectively referred to as the “City Council Project Information,” adopted the Concord Hampton Inn IS/MND with attached MMRP, and approved a General Plan Land Use Amendment from RC to DTMU, and Specific Plan Amendment for a 1.24-acre site at 1880 Market Street.

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

Section 1. The recitals above are true and correct and are incorporated herein by reference. The recitals constitute findings in this matter, and together with the City Council Project Information, serve as adequate and appropriate evidentiary basis for the findings and actions set forth in this

Resolution.

Section 2. CEQA

1. The City Council has reviewed, considered, and evaluated all of the City Council Project Information and all other pertinent plans, documents and testimony.
2. Pursuant to CEQA Guidelines Section 15070, the Concord Hampton Inn IS/MND with attached MMRP (Exhibits A and B), reflects the independent judgment and analysis of the City as the lead agency for the Project.
3. Based on substantial evidence in the whole record considered by the City, and as set forth in the IS/MND and MMRP, a subsequent environmental review is not required pursuant to CEQA Guidelines.
4. The IS/MND and MMRP, as attached in Exhibits A and B, are the appropriate environmental documents for the Project. The IS/MND found that there will not be significant effects to the environment because revisions to the project design and project-specific mitigation measures described in the attached MMRP, will be incorporated into the Project, and there is no substantial evidence, in light of the whole record before the City, that the Project as mitigated will have a significant effect on the environment.
5. The environmental documents for the Project have been prepared, published, and reviewed in accordance with CEQA.

Section 3. General Plan Land Use Map and Downtown Specific Plan Amendments

6. The proposed General Plan Land Use Map Amendment from RC to DTMU is consistent with Land Use Policy LU-4.2.1 (Mix of Uses to promote an active commercial and residential center), in that the Project will provide a hotel for business travelers, in support of other businesses, and develop a currently vacant site at the southwestern edge of the Downtown with a new 48,100 square foot, 86-room hotel providing regional hospitality option along State Route 242 corridor and providing the City with additional transient occupancy tax dollars.

General Plan Land Use Map Amendment

7. In addition to the General Plan and Downtown Specific Plan consistency findings included in Section 2.3 of the IS/MND, which are incorporated herein, the proposed amendments will not be detrimental to the public interest, health, safety, convenience, or welfare of the city. *The General Plan Amendment to DTMU provides for new commercial service development at a higher density to expand the variety of travel and hospitality services to meet region-serving needs. The project would improve a vacant site with a new attractive building with new and adjacent site improvements to improve the southwestern corner of the downtown and provide a gateway building to the downtown with easy regional access.*

8. The affected site is physically suitable, including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities, for proposed or anticipated uses and/or development.
The General Plan Amendment to DTMU for the hotel use is appropriate for the site, based on its proximity to State Route 242 and other transportation corridors, such as Clayton Road. The site includes easements on the site, which are being accommodated through site design, and the proposal is compatible with adjoining uses as an adjacent commercial use. Utilities are available within the adjacent streets and street frontage improvements will be built, as conditioned.

9. The proposed amendments are internally consistent with all other provisions of the general plan or specific plan, as applicable.
The proposed hotel is a use allowed and promoted within the DTMU designation, particularly near transit stops and transportation corridors, as described above. Development of vacant, infill sites is promoted to generate economic activity. The FAR of 0.89 is allowed in the DTMU and consistent with the Downtown Specific Plan Figure 3.18, which reflects a FAR range for the site of 0-1.0.

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10. The amendment to the Downtown Concord Specific Plan is consistent with the General Plan. *The site's Specific Plan land use designation for "Block Z" within Tables 3.4 and 3.5 are for "Retail Use with 24,285 sq. ft. at FAR of 0.4." At the adoption of the Downtown Specific Plan, retail use was not anticipated to experience the declines that have been documented in that sector over the last few years and for the foreseeable future. The Downtown Specific Plan Amendment to Tables 3.4 and 3.5 is consistent with the General Plan in that hotels are allowed within the DTMU designation (with a Use Permit in DMX), and the FAR does not exceed the maximum of 6.0. The project is also consistent with Section 3.3 and Figure 3.18 of the Downtown Specific Plan, as described in the paragraph below. In addition, the implementation of the Downtown Specific Plan, anticipated variations in development, stating in Section 7.2, "(t)he Specific Plan divides the maximum allowable development between residential and nonresidential uses, recognizing the impacts from residential development on schools and parks, while otherwise allowing market forces to determine the final combination of development types over time."*

Downtown Specific Plan Amendment

11. The project, as conditioned, is also consistent with the objectives of the Downtown Specific Plan and policies and strategies (Section 3.3) that encourage "higher density commercial developments on underutilized and vacant sites that are located in the downtown and near major transit stops to create an overall more vibrant quality of life."

Tables 3.4 and 3.5 of the Downtown Specific Plan would be amended for Block Z to reflect Retail/Hotel Use, 48,100 square feet, and 0.89 FAR. The project proposes higher density (FAR 0.89) development within a five-minute walk of transit and within one mile of BART that is consistent with the strategy to increase commercial development on vacant sites in the Downtown. The project is also consistent with Downtown Specific Plan Figure 3.18 Proposed Floor Area Ratio 0-1.0, with a 0.89 FAR. Further, in Section 7.2 Implementation of the Downtown Specific Plan, flexibility

is allowed and anticipated, as described in the section above.

12. The project is consistent with the objectives of the Downtown Specific Plan to reflect early California architecture in the design of new buildings *by its incorporation of Spanish Colonial elements and detailing at the ground floor and use of building colors that are indicative of early California architecture as confirmed by the Design Review Board.*

Section 4. Senate Bill 330 Compliance

13. The City is not prohibited under Government Code Section 66300(b)(1)(A) and (i)(1) (or SB 330) from changing the land use designation of the subject parcels to a less intensive use because of the concurrent rezoning of another parcel to ensure that there is no net loss in residential capacity.

As a result of the General Plan Amendment from RC to DTMU, a designation that now allows for housing units, where before housing was not allowed, provides the opportunity for the City to create a “bank” of 44 housing units for concurrent or future instances where a project would result in the loss or reduction of any residential capacity.

14. The City Council does hereby adopt the IS/MND with MMRP (Exhibits A and B) and the General Plan Land Use Map Amendment (Exhibit D) and Specific Plan Amendment to Tables 3.4 and 3.5 (Exhibit E) based on the foregoing findings.

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

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PASSED AND ADOPTED by the City Council of the City of Concord on January 5, 2021,
by the following vote:

AYES: Councilmembers - D. Aliano, E. Birsan, L. Hoffmeister, C. Obringer, T. McGallian

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

ABSENT: Councilmembers - None

I HEREBY CERTIFY that the foregoing Resolution No. 21-4823.1 was duly and regularly adopted at a regular meeting of the City Council of the City of Concord on January 5, 2021.



Joelle Fockler, MMC
City Clerk

APPROVED AS TO FORM:



Susanne Meyer Brown
City Attorney

Exhibits:

- A – Initial Study/Mitigated Negative Declaration for the Concord Hampton Inn
Please refer to the following link for additional information:
<http://www.ci.concord.ca.us/458/Environmental-Documents>
- B – Mitigation Monitoring and Reporting Program
- C – Response to Comments on Initial Study/MND
- D – Map of General Plan Land Use Amendment to DTMU (Downtown Mixed Use)
- E – Table of Amendments for Specific Plan (Tables 3.4/3.5)

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

A Resolution 1) Adopting an Addendum to the 2012 SEIR to the 2030 General Plan EIR; 2) Approving a General Plan Amendment Changing the Land Use Designations of 1500 Concord Avenue from Service Commercial (SC) and 1590 and 1600 Concord Avenue from High Density Residential (HDR) to West Concord Mixed Use (WCMU); 3) Approving a General Plan Amendment Changing the Land Use Designation of 1650, 1700, 1758, and 1790 Concord Avenue from High Density Residential (HDR) to Downtown Mixed Use (DTMU); 4) Approving a Specific Plan Amendment to the Downtown Concord Specific Plan to Remove 1500, 1590, and 1600 Concord Avenue from the Specific Plan Area (APN'S 126-043-032, 126-043-033, 126-042-043, 126-042-044, 126-041-039, 126-041-040, 126-041-041) (PL19022)

Resolution No. 21-4823.2

WHEREAS, in May 2019, the City Council conducted a Study Session on a General Plan Amendment and Rezoning application (hereafter referred to as "GPA/RZ") for properties located at 1500, 1590, 1600, 1650, 1700, 1758, and 1790 Concord Avenue with the following Assessor Parcel Numbers: 126-043-032, 126-043-033, 126-042-043, 126-042-044, 126-041-039, 126-041-040, 126-041-041; and

WHEREAS, the GPA/RZ application was initiated by Gursharnjeet Cheema, property owner of 1500 and 1590 Concord Avenue, and Robert Adler, former property owner of 1600 and 1650 Concord Avenue (collectively hereafter referred to as "Applicant") to rezone their respective parcels from Service Commercial (SC) and High Density Residential (HDR) to West Concord Mixed Use (WCMU); and

WHEREAS, Applicant Robert Adler subsequently sold 1600 and 1650 Concord Avenue to Dan Mazzoncini, also identified herein as "Applicant"; and

WHEREAS, staff also recommended the GPA/RZ application include a City-initiated GPA/RZ of the properties located at 1700, 1758, and 1790 Concord Avenue; and

WHEREAS, on June 24, 2019, Mr. Cheema revised the application to include a Use Permit and Design and Site Review to expand an existing gas station to include a 3,541 square foot

convenience store with no alcohol sales, a 1,121 square foot car wash with 539 square foot detail bay, and a new 2,741 square foot fuel canopy with four fueling dispensers at 1500 and 1590 Concord Avenue; and

WHEREAS, on October 5, 2020, Mr. Cheema submitted an application with the Department of Alcoholic Beverage Control (ABC) for the convenience store to sell beer and wine for off-site consumption; and

WHEREAS, the ABC has determined that the location of the convenience store is in an area of undue concentration of liquor licenses and in a crime reporting district with high crime rates; and

WHEREAS, pursuant to Section 23958 of the California Business & Professions Code, local agencies must issue a Finding of Public Convenience or Necessity (FOPCN) in order for ABC to issue liquor licenses in areas with undue concentration of liquor licenses and/or high crime rate areas; and

WHEREAS, on October 20, 2020, Mr. Cheema further revised the application to include a Development Code Amendment to allow “Convenience Store with Alcohol Sales” in the West Concord Mixed Use zoning district as a permissible use subject to approval of a conditional use permit (“Development Code Amendment”), a Use Permit and FOPCN to operate a convenience store with alcohol sales, Variance to reduce a side yard setback, and Minor Exception to reduce on-site parking and landscaping (the collective actions requested under the revised application hereafter referred to as “Proposed Project,”); and

WHEREAS, on November 3, 2020, the application was deemed complete; and

WHEREAS, pursuant to the provisions of the California Environmental Quality Act of 1970, Public Resources Code § 21000, et seq., as amended, and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations (collectively, “CEQA”), Public Resources Code Section 21067 and CEQA Guidelines section 15051, the City of Concord is the lead agency for the Proposed Project; and

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

WHEREAS, on July 24, 2012, the City Council certified a Final Supplemental Environmental Impact Report and Mitigation Monitoring and Reporting Program for the 2012 Concord Development Code Update (“2012 SEIR”); and

WHEREAS, pursuant to Public Resources Code Sections 21083 and 21166, and CEQA Guidelines Section 15164, LSA Associates, Inc., on behalf of the City, prepared an environmental checklist and Addendum to the 2012 SEIR , attached hereto as Exhibit 1; and

WHEREAS, according to Section 15164 of the CEQA Guidelines, an addendum to a previously certified EIR or Negative Declaration is the appropriate environmental document in instances where none of the conditions described in CEQA Guidelines Section 15162 call for the preparation of a subsequent or supplemental EIR; and

WHEREAS, pursuant to CEQA Guidelines Section 15162 and 15164, the Proposed Project, as modified by the City Council as indicated below, does not require major revisions to the certified 2012 SEIR and would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There is also no new information of substantial importance that would require the preparation of a subsequent or supplemental EIR under Section 15162. Therefore, none of the elements set forth in Section 15162 exist and a subsequent or supplemental EIR is not required under Section 15164; and

WHEREAS, the Planning Commission, after giving all public notices required by state law and the Concord Municipal Code, held a duly noticed public hearing on January 6, 2021, to consider the Addendum to the 2012 SEIR to the 2030 General Plan EIR, and applications for the General Plan Amendment, Specific Plan Amendment, Development Code Amendment, Use Permit, Variance, Minor Exception, and Design and Site Review; and

WHEREAS, at such public hearing the Planning Commission considered all oral testimony and written comments received during the public review process, the testimony and information received at the public hearing and the oral and written reports from City staff dated January 6, 2021, exhibits presented, pertinent plans and documents, the Addendum to the 2012 SEIR, as well as other documents contained in the record of proceedings relating to the proposed project, which are

maintained at the offices of the City of Concord Planning Division (hereafter referred to as “Planning Commission Project Information”); and

WHEREAS, on January 5, 2021, the City Council adopted Resolution No. 21-4823.1 amending the General Plan designation of 1880 Market Street, from Regional Commercial (RC) to Downtown Mixed Use (DTMU), and introduced an ordinance Rezoning the site from RC (Regional Commercial) to DMX (Downtown Mixed Use), which allows for residential development at a density of 33 – 100 units per net acre, with an expected yield of 44 units; and

WHEREAS, on January 6, 2021, the Planning Commission adopted Resolution No. 20-18PC, recommending that the City Council: 1) adopt an Addendum to the 2012 SEIR; 2) approve a General Plan Amendment changing the land use designations of 1500 Concord Avenue from Service Commercial (SC) and 1590 Concord Avenue from High Density Residential (HDR) to West Concord Mixed Use (WCMU); 3) approve a General Plan Amendment changing the land use designation of 1600, 1650, 1700, 1758, and 1790 Concord Avenue from High Density Residential (HDR) to Downtown Mixed Use (DTMU); 4) approve a Specific Plan Amendment to the Downtown Concord Specific Plan to remove 1500 and 1590, Concord Avenue from the Specific Plan Area; approve an Ordinance Rezoning 1500 Concord Avenue from SC (Service Commercial) and 1590 Concord Avenue from RH (Residential High Density) to WMX (West Concord Mixed Use) and Rezoning 1600, 1650, 1700, 1758, and 1790 Concord Avenue from RH (High Density Residential) to DMX (Downtown Mixed Use); 6) approve a Use Permit, Minor Exception, Variance, and Design and Site Review to establish a gas station, a convenience store with no alcohol sales, a car wash with detail bay, and a fuel canopy with four dispensers at 1500 and 1590 Concord Avenue; 7) deny a Specific Plan Amendment to the Downtown Concord Specific Plan to remove 1600 and 1650 Concord Avenue from the Downtown Specific Plan Area; and 8) deny a Development Code Amendment to allow “Convenience Stores with Alcohol Sales,” subject to a use permit in the WMX District (hereinafter referred to as “January 6, 2021 Planning Commission Recommendation”); and

WHEREAS, pursuant to Development Code Section 18.455.050(B) and Government Code Section 65857, after consideration of the Addendum to the 2012 SEIR and the Proposed Project at its

January 6, 2021 meeting, the Planning Commission forwarded its January 6, 2021 Planning Commission Recommendation to the City Council; and

WHEREAS, on January 26, 2021, the City Council adopted Ordinance No. 21-425.1 approving the Rezoning for 1880 Market Street to DMX; and

WHEREAS, the DMX zoning for 1880 Market Street became effective on February 26, 2021; and

WHEREAS, on March 9, 2021, after giving all public notices required by State law and the Concord Municipal Code, the City Council held a duly noticed public hearing concurrently on the Addendum to the 2012 SEIR to the 2030 General Plan EIR, the General Plan Amendment, Specific Plan Amendment, Rezoning, Development Code Amendment, Use Permit, Variance, Minor Exception, and Design and Site Review for the Proposed Project; and

WHEREAS, at the March 9, 2021 meeting where the City Council initially considered the January 6, 2021 Planning Commission Recommendation, Applicant Dan Mazzoncini agreed to modify his application for a GPA/RZ of 1600 Concord Avenue to West Concord Mixed Use/WMX, and 1650 Concord Avenue to Downtown Mixed Use/DMX; and

WHEREAS, on March 9, 2021, after considering all testimony and information received at the public hearing, including the recommendations of staff and the January 6, 2021 Planning Commission Recommendation, the City Council continued the matter and directed staff to return with the following actions: 1) adopting the Addendum to the 2012 SEIR; 2) General Plan Amendment changing the land use designations of 1500 Concord Avenue from Service Commercial (SC) and 1590 and 1600 Concord Avenue from High Density Residential (HDR) to West Concord Mixed Use (WCMU); 3) General Plan Amendment changing the land use designation of 1650, 1700, 1758, and 1790 Concord Avenue from High Density Residential (HDR) to Downtown Mixed Use (DTMU); 4) Specific Plan Amendment to the Downtown Concord Specific Plan to remove 1500, 1590, and 1600 Concord Avenue from the Specific Plan Area; 5) Ordinance amending Concord Municipal Code, Title 18, Development Code Section 18.15.020 – Zoning Map and Districts to change the zoning designation of the following properties: a) 1500 Concord Avenue from SC (Service Commercial) and

1590 and 1600 Concord Avenue from RH (Residential High Density) to WMX (West Concord Mixed Use) solution approving, and b) 1650, 1700, 1758, and 1790 Concord Avenue from RH (High Density Residential) to DMX (Downtown Mixed Use); 6) Resolution approving a Use Permit, Variance, Minor Exception, and Design and Site Review for a gas station expansion at 1500 and 1590 Concord Avenue; 7) Ordinance approving a Development Code Amendment allowing for Convenience Store with Alcohol Sales in the WMX district subject to conditional use permit; and 8) Resolution approving a Use Permit with Findings of Public Convenience and Necessity to allow alcohol sales for the convenience store proposed at 1500 and 1590 Concord Avenue; and

WHEREAS, on April 27, 2021, after giving all public notices required by State law and the Concord Municipal Code, the City Council held a duly noticed public hearing to concurrently consider the following: 1) Addendum to the 2012 SEIR; 2) General Plan Amendment changing the land use designations of 1500 Concord Avenue from Service Commercial (SC) and 1590 and 1600 Concord Avenue from High Density Residential (HDR) to West Concord Mixed Use (WCMU); 3) General Plan Amendment changing the land use designation of 1650, 1700, 1758, and 1790 Concord Avenue from High Density Residential (HDR) to Downtown Mixed Use (DTMU); 4) Specific Plan Amendment to the Downtown Concord Specific Plan to remove 1500, 1590, and 1600 Concord Avenue from the Specific Plan Area; 5) an Ordinance Rezoning/Zoning Map Amendment changing 1500 Concord Avenue from SC (Service Commercial) and 1590 and 1600 Concord Avenue from RH (Residential High Density) to WMX (West Concord Mixed Use); 6) Rezoning/Zoning Map Amendment changing 1650, 1700, 1758, and 1790 Concord Avenue from RH (High Density Residential) to DMX (Downtown Mixed Use) and 7) Use Permit, Variance, Minor Exception, and Design and Site Review for a gas station expansion at 1500 and 1590 Concord Avenue (the requested actions hereafter collectively referred to as “Modified Project”); and

WHEREAS, Council consideration of the Development Code Amendment, a Use Permit Amendment with FOPCN for Convenience Store with Alcohol Sales for 1500 and 1590 Concord Avenue was not included in the Modified Project considered at the April 27, 2021 meeting, and shall take place at a separate and future City Council meeting; and

WHEREAS, at such public hearing on April 27, 2021, the City Council considered all testimony and information received at the public hearing, the oral report from City staff, the written reports from City staff dated March 9, 2021 and April 27, 2021, exhibits presented, pertinent plans and documents, the Planning Commission Project Information, and other materials and information contained in the record of proceedings, which are maintained at the offices of the City of Concord Planning Division and City Clerk's office at City Hall, 1950 Parkside Drive, Concord, CA 94519 (collectively, "City Council Project Information"), and declared their intent to adopt the Addendum and approve the Modified Project.

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

Section 1. The recitals above are true and correct and are incorporated herein by reference. The recitals constitute findings in this matter, and together with the Planning Commission Project Information and City Council Project Information, serve as adequate and appropriate evidentiary basis for the findings and recommendations set forth in this Resolution.

Section 2. CEQA

1. The City Council has reviewed, considered, and evaluated all of the Planning Commission Project Information, City Council Project Information, all other pertinent plans, documents and testimony.
2. The Addendum, attached as Exhibit A, reflects the independent judgment and analysis of the City as the lead agency for the Modified Project. Based on substantial evidence in the whole record considered by the City, and as set forth in the Addendum, the Modified Project does not require subsequent environmental review pursuant to CEQA Guidelines Sections 15162 and 15164 as the Modified Project does not require major revisions to the certified 2012 SEIR and would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. There is also no new information of substantial importance that would require the preparation of a subsequent or supplemental EIR under Section

15162. Therefore, none of the elements set forth in Section 15162 exist and a subsequent or supplemental EIR is not required under CEQA Guidelines Section 15164.

3. The Addendum to the 2012 SEIR, attached as Exhibit A, is the appropriate environmental document for the Modified Project.

Section 3. General Plan Land Use Map Amendment

4. The General Plan Land Use Map Amendment is internally consistent with all other provisions of the general plan or specific plan, as applicable. *The proposed General Plan Amendment to change the land use designation of 1500 Concord Avenue from Service Commercial (SC), and 1590 and 1600 Concord Avenue from High Density Residential (HDR), to West Concord Mixed Use (WCMU) would allow the following to occur on the sites: (a) allow for the expansion of an existing gas station at 1500 and 1590 Concord Avenue to include a convenience store and car wash that will provide additional services to commuters and travelers and nearby residential neighborhoods; (b) develop a vacant gateway site that is currently limited to residential uses, but which is unlikely to be developed for this purpose due to size constraints; (c) facilitate parcel assemblage of 1500 and 1590 Concord Avenue for the proposed gas station development to occur in a comprehensive manner that maximizes land use; and (d) allow automotive-related and similar uses at 1600 Concord Avenue consistent with how the property has been developed and historically used, and compatible with the uses of the surrounding area. For these reasons, staff finds the proposed General Plan Amendment is consistent with various General Plan land use policies, including but not limited to, the following:*

- *Policy LU-1.2.4: Encourage neighborhood retail and service uses within convenient walking distance of all residential neighborhoods, where feasible.*
- *Policy LU-2.1.3: Plan for new commercial development to expand the variety of goods and services to meet neighborhood-serving needs.*

- *Policy LU-9.2.1: Encourage land assembly to achieve building sites large enough for safe, efficient, on-site vehicular circulation, and ample landscaping.*
- *Policy LU-9.2.2: Allow unique, diverse, and creative design solutions for infill development that are compatible with and enhance existing neighborhoods and shopping areas.*
- *Policy LU-10.1.6: Strengthen the identity and upgrade the appearance of important City gateways.*
- *Policy LU-1.1.1: Support land use decisions that reinforce and capitalize on neighborhood strengths and benefit neighborhood identity and scale.*

The proposed amendment of the land use designation of 1650, 1700, 1758, and 1790 Concord Avenue from High Density Residential (HDR) to Downtown Mixed Use (DTMU) is consistent with General Plan and Downtown Specific Plan policies by allowing for the following to occur on these sites: vertical and horizontal mixed-use; preservation of housing to meet the City's Housing Element goals and Regional Housing Needs Allocation; and development at densities of up to 100 dwelling units per acre and floor area ratio (FAR) of 6.0 to achieve the urban scale envisioned for Downtown Concord. For these reasons, the proposed amendment is consistent with the following policies:

- *General Plan Policy LU-1.3.3: Support higher density and mixed use development in Downtown and near transit centers and corridors.*
- *General Plan Policy LU-4.1.3: Integrate mixed uses at an urban scale.*
- *General Plan Policy LU-4.2.1: Require a mix of uses to promote an active commercial and residential center.*
- *Policy LU-4.2.2: Allow for urban-scale development, including both amenities and services for workers and residents.*
- *Policy LU-4.2.3: Promote pedestrian-oriented urban design.*
- *Policy LU-9.2.1: Encourage land assembly to achieve building sites large*

enough for safe, efficient, on-site vehicular circulation, and ample landscaping.

5. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the city. *The proposed General Plan Amendment will allow consideration of the gas station development proposed at 1500 and 1590 Concord Avenue, and increases the likelihood that 1600 Concord Avenue will be occupied by a use compatible for the site and area (that includes automotive-related uses) which will result in improving the general appearance and upkeep of the unoccupied site. The proposed development's impact on the public interest and welfare of the City will be analyzed as part of the required planning permits, which include a Use Permit and Design and Site Review application, which require findings to ensure the proposed development is consistent with applicable policies and standards. No new development or uses are proposed for 1600, 1650, 1700, 1750, and 1790 Concord Avenue; however, the amendment will provide additional commercial uses in conformance with the City's policies and development standards. The addition of commercial uses to these properties are similar to and compatible with surrounding land uses which will not be detrimental to the public interest, health, safety, convenience or welfare of the City.*
6. The affected site is physically suitable, including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities, for proposed or anticipated uses and/or development. *The properties at 1500 and 1590 Concord Avenue are physically suitable for the proposed development of a gas station, convenience store, and car wash as allowed under the proposed West Concord Mixed Use (WCMU) land use designation. The site does not contain any physical constraints to limit development and the proposed development is similar to and compatible with adjoining land uses. The site is currently served by utilities and the proposed development will not require the addition or upsizing of utilities. The Use Permit and Design and Site Review application required for the proposed development will further ensure that the 1500 and 1590 Concord Avenue sites are physically suited for the*

proposed gas station expansion. The site characteristics of 1600 Concord Avenue is conducive to the automotive-related business sought by the property owner, as it includes an existing garage with roll-up door, paved areas for parking and circulation, and site access from driveways off Concord Avenue and Fremont Street. Additionally, the proposed General Plan amendment of the properties at 1650, 1700, 1750, and 1790 Concord Avenue to Downtown Mixed Use (DTMU) allows for the flexibility of these parcels to be redeveloped individually or through assemblage of these parcels, compared to the current High Density Residential (HDR) designation, which makes the development of smaller, individual parcels that meet the minimum high density requirement less likely.

Section 4. Housing Element/SB 330/SB 166

7. The City is not prohibited under Government Code Section 66300(b)(1)(A) and (i)(1) (or SB 330) from changing the land use designation of the subject parcels to a less intensive use because of the concurrent rezoning of another parcel to ensure that there is no net loss in residential capacity. *The General Plan Amendment and Rezoning of 1590 Concord Avenue and 1600 Concord Avenue from High Density Residential/RH to West Concord Mixed Use/WMX would NOT result in a net loss in residential capacity due to the concurrent General Plan Amendment and Rezoning of 1880 Market Street, a 1.24-acre property, from Regional Commercial (RC) to Downtown Mixed Use (DMX). The previous RC zoning of 1880 Market Street did not allow for housing, whereas the current DMX zoning does at a range of 33 to 100 units per net acre, which is identical to the density range assigned to the RH zoning district. Based on the same criteria and assumptions applied to the inventory of housing sites in the 2014-2022 Housing Element, it is estimated that the 1880 Market Site will result in a yield of 44 units to offset the loss of housing at 1590 and 1600 Concord Avenue.*
8. Pursuant to Government Code Section 65863(b)(1) (or SB 166), no city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce,

or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:

- (A) The rezoning is consistent with the adopted General Plan, including the Housing Element. *The GPA/RZ is consistent with the Housing Element because, as explained in the finding below, the remaining sites in the Housing Element's inventory are adequate to meet the City's Regional Housing Needs Allocation for each income level, and a concurrent General Plan Amendment and Rezoning of the property at 1880 Market Street will ensure that there will be no net loss in the City's residential unit capacity. Additionally, it is unlikely that 1590 and 1600 Concord Avenue would have been developed as individual sites for housing at the required density because of size constraints and the costs of potential seismic design considerations due to the site's proximity to the Concord Fault. As explained in the General Plan findings above, the General Plan Amendment would allow 1590 Concord Avenue to be developed, when it would otherwise remain vacant, consistent with policies promoting parcel assemblage to achieve building sites large enough for safe, efficient, on-site vehicular circulation, and ample landscaping, and by accommodating uses that expand services, and providing retail and service uses within convenient walking distance of a residential neighborhood. Additionally, the General Plan Amendment for 1600 Concord Avenue will increase the likelihood of the site being occupied by a use that is compatible with the area and site characteristics and consistent with the historical use of the property.*
- (B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a

quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level. *Upon adoption of its Housing Element, the City identified a total of 4,523 housing units can be accommodated in its sites inventory while the City has a total RHNA obligation of 3,462 units, resulting in an overall surplus of 1,061 identified housing units. After taking into consideration the units constructed and entitled during this Housing Element cycle, the City still has an unmet RHNA obligation of 2,048 units and following an analysis of the City's remaining capacity of its Housing Element site inventory, and after taking into consideration which sites have been developed, the City still has an available capacity of 3,488 units in its inventory. This results in a surplus of 1,440 units available for development, which are provided at sufficiently diverse densities adequate to meet the City's RHNA obligations at the various income categories.*

Section 5. Downtown Concord Specific Plan Amendment

9. The proposed amendments are internally consistent with all other provisions of the general plan or specific plan, as applicable. *Amending the Specific Plan Area boundary to remove 1500, 1590, and 1600 Concord Avenue is necessary to correct the inconsistency between the policies of the Downtown Concord Specific Plan and the allowable land uses under the West Concord Mixed Use designation proposed for these properties. In particular, the West Concord Mixed Use designation will not allow mixed uses that include housing and will permit more auto-oriented uses, which is in conflict with Specific Plan goals and policies of promoting pedestrian-oriented uses and housing in the downtown.*
10. The amendment to the Downtown Concord Specific Plan is consistent with the General Plan. *As explained above, amending the Specific Plan Area boundary to remove 1500, 1590, and 1600 Concord Avenue properties is necessary to achieve conformance*

between the Specific Plan and the General Plan with the proposed land use designation of West Concord Mixed Use.

11. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the city. *Amending the Specific Plan Area boundary to remove 1500, 1590, and 1600 Concord Avenue properties will not be detrimental to the public interest, health, safety, convenience, or welfare of the City. Proposed development on 1500 and 1590 Concord Avenue is compatible with surrounding commercial land uses with WMX land uses across Concord Avenue, which minimizes impacts on the public interest, health, safety, convenience, or welfare of the city. No development is proposed for 1600 Concord Avenue, however the site has been developed and historically used in a manner compatible with automotive-related uses sought by the property owner and that exists in the area.*
12. The affected site is physically suitable, including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities, for proposed or anticipated uses and/or development. *The 1500 and 1590 Concord Avenue site is absent of any physical constraints and is physically suitable for the proposed development of a gas station and convenience store with a car wash, as allowed under the proposed West Concord Mixed Use (WCMU) land use designation. The proposed development for this site will be evaluated prior to approvals of required land use and development entitlements to ensure substantial conformance with applicable standards of the requested WMX zoning district and Development Code standards. The site at 1600 Concord Avenue is already developed with a building and parking areas that are suited for the automotive-related use sought by property owner that would be consistent with the uses intended for the West Concord Mixed Use General Plan designation. Removal of the affected sites from the Downtown Specific Plan area will result in compatible land uses with existing adjoining and anticipated uses.*

Section 6. This resolution shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED by the City Council of the City of Concord on April 27, 2021, by the following vote:

AYES: Councilmembers - D. Aliano, E. Birsan, L. Hoffmeister, C. Obringer, T. McGallian

NOES: Councilmembers - None

ABSTAIN: Councilmembers - None

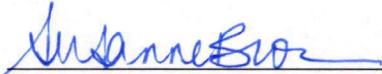
ABSENT: Councilmembers - None

I HEREBY CERTIFY that the foregoing Resolution No. 21-4823.2 was duly and regularly adopted at a regular meeting of the City Council of the City of Concord on April 27, 2021.



Joelle Fockler, MMC
City Clerk

APPROVED AS TO FORM:



Susanne Meyer Brown
City Attorney

- Exhibit A: Addendum to the Final Supplemental Environmental Impact Report (2012 SEIR) to the Concord 2030 Urban Area General Plan (2030 General Plan) Final Environmental Impact Report (General Plan EIR). Please refer to the following link for additional information: <https://www.cityofconcord.org/DocumentCenter/View/5678/1500-1700-Concord-Avenue>
- Exhibit B: Map of 1500, 1590, and 1600 Concord Avenue General Plan Land Use Amendment to West Concord Mixed Use
- Exhibit C: Map of 1650, 1700, 1758, and 1790 Concord Avenue General Plan Land Use Amendment to Downtown Mixed Use
- Exhibit D: Map of Existing and Proposed Boundary of Priority Development Area for the Downtown Concord BART Station Planning Area Map

Attachment 3.a

Housing Compliance and Progress Reports

Jurisdiction	Concord	
Reporting Year	2020	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

Project Identifier				Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes							Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Notes		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17			
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 66913.4(b)? (SB 35 Streamlining)	Notes*
Summary Row: Start Data Entry Below																			
	110422014	3712 SANFORD ST		PL20046	ADU	R	1/6/2020							1	1			No	
	111230021	1985 N. THIRD ST.		PL19218	2 to 4	R	3/16/2020							4	4			No	
	128190245	2481 WALTERS WY		PL19247	ADU	R	6/8/2020							1	1			No	
	114330014	1700 FARM BUREAU RD	1700 Farm Bureau Rd. Minor Subdivision	PL20046	SFD	O	11/23/2020							2	2			No	
	126182056	2724 COWELL RD	Hidden Corners	PL20105	SFD	O	8/21/2020							4	4			No	
	105041009	1477 COVENTRY RD		B203288	ADU	R	10/15/2020							1	1			No	
	105041010	1475 COVENTRY RD		B201721	ADU	R	8/24/2020							1	1			No	
	105153041	1238 GLENWOOD DR		B200175	ADU	R	1/18/2020							1	1			No	
	110200015	1927 SOLANO WY		B201156	ADU	R	5/5/2020							1	1			No	
	110325014	2223 BRUNSWICK ST		B200802	ADU	R	3/10/2020							1	1			No	
	112061016	2875 GILL DR		B200480	ADU	R	2/11/2020							1	1			No	
	112165010	2413 SYCAMORE AV		B201527	ADU	R	6/10/2020							1	1			No	
	114191004	1893 GRANADA DR. #A		B200200	ADU	R	1/21/2020							1	1			No	
	114526009	3922 BELLWOOD DR. #A		B201252	ADU	R	5/14/2020							1	1			No	
	115080017	4121 MODOC CT		B202511	ADU	R	8/25/2020							1	1			No	
	115092001	1568 PLACER DR		B200220	ADU	R	1/21/2020							1	1			No	
	121141007	5665 LEWIS WY. #A		B200908	ADU	R	3/31/2020							1	1			No	
	121270022	1122 GLENWILLOW LN. #A		B201854	ADU	R	7/8/2020							1	1			No	
	121280031	5318 Vista Point CT. #A		B202489	ADU	R	8/24/2020							1	1			No	
	126161005	1830 TOYON DR. #A		B193573	ADU	R	8/25/2020							1	1			No	
	126222018	2509 LYNN AV		B194440	ADU	R	7/29/2020							1	1			No	
	128091010	1501 DARLENE DR. #A		B200497	ADU	R	2/13/2020							1	1			No	
	128120056	1760 FISHER DR		B201348	ADU	R	5/26/2020							1	1			No	
	133041007	1307 PLUMLEIGH LN		B200050	ADU	R	1/6/2020							1	1			No	
	133093010	1432 WILLCREST DR		B201064	ADU	R	4/24/2020							1	1			No	

Jurisdiction	Concord	
Reporting Year	2020	(Jan. 1 - Dec. 31)

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

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
 Please contact HCD if your data is different than the material supplied here

Table B													
Regional Housing Needs Allocation Progress													
Permitted Units Issued by Affordability													
		1	2								3	4	
Income Level		RHNA Allocation by Income Level	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	798											798
	Non-Deed Restricted												
Low	Deed Restricted	444											444
	Non-Deed Restricted												
Moderate	Deed Restricted	559		4								5	554
	Non-Deed Restricted		1										
Above Moderate		1677	34	282								316	1361
Total RHNA		3478											
Total Units			35	286								321	3157

Note: units serving extremely low-income households are included in the very low-income permitted units totals
 Cells in grey contain auto-calculation formulas

2021 ANNUAL HOUSING ELEMENT PROGRESS REPORT

Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted* (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by Project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Was a Density Bonus requested for this housing development?
Summary Row: Start Data Entry Below								15	0	19	0	1	0	156	191	99	0		
	126164047	1335 Galindo St.	RMG Affordable Housing	PL21006	5+	R	1/13/2021	15		15				45	75	75		No	Yes
	147341064	1961 Risdon Rd.		B210218	SFD	O	1/21/2021							1	1	0		No	No
	105084013	141 Roslyn Dr. #A		B210351	ADU	R	2/2/2021							1	1	1		No	No
	114432956	1858 Wren Ln.		B210384	ADU	R	2/4/2021							1	1	1		No	No
	130060014	926 Ridge Dr.		B210605	ADU	R	2/23/2021							1	1	1		No	No
	147341047	935 Oak Grove Rd. #A		B210634	ADU	R	2/25/2021							1	1	1		No	No
	111191001	2090 Esperanza Dr. #A		B210669	ADU	R	2/26/2021							1	1	1		No	No
	105052014	3215 Dover Wy. #A		B210747	ADU	R	3/4/2021							1	1	1		No	No
	105163018	3327 Cowell Rd.		B210786	ADU	R	3/9/2021							1	1	1		No	No
	114220019	1836 Clayton Wy.		PL21036	SFD	O	3/12/2021							6	6			No	No
	112143002	2254 Almond Av.		B210935	ADU	R	3/18/2021							1	1	1		No	No
	105030039	1390 San Carlos Av. #A		B211080	ADU	R	3/26/2021							1	1	1		No	No
	105030042	1406 San Carlos Av. #A		B211091	ADU	R	3/29/2021							1	1	1		No	No
	121420019	1164 Krona Ln. #A		B211219	ADU	R	4/5/2021							1	1	1		No	No
	110273008	2207 Greenbrier St.		B211344	ADU	R	4/14/2021							1	1	1		No	No
	114422001	3543 Wren Av.		PL21068	SFD	O	4/20/2021							3	3			No	No
	132050031	3862 Greenway Dr.		B211524	ADU	R	4/25/2021							1	1	1		No	No
	132221028	1248 S. Rosal Ave.		B211563	ADU	R	4/27/2021							1	1	1		No	No
	128182005	2311 Sunshine Dr.		B211670	ADU	R	5/9/2021							1	1	0		No	No
	115344020	4283 Brentwood Cr. #A		B211776	ADU	R	5/11/2021							1	1	1		No	No
	130490001	1006 Court Ln. #A		B211802	ADU	R	5/13/2021							1	1	0		No	No
	134031013	4310 Kingswood Dr. #A		B212143	ADU	R	6/5/2021							1	1	1		No	No
	128052005	2298 Anthony Ct.		B212273	ADU	O	6/14/2021							1	1	0		No	No
	129382008	2607 Lyon Cr.		B212354	ADU	R	6/19/2021							1	1	1		No	No

Attachment 3.c

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

Trip Reduction

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

- Policy T-1.3.1 Work with employers to develop Transportation Demand Management plans to increase carpooling and encourage the use of public transportation, bicycling, and walking; consider other trip-reduction approaches such as telecommuting, shuttles, and transit passes.
- Policy T-1.3.2: Continue to promote a wide variety of transportation alternatives and modes to serve all residents and businesses to enhance the quality of life.
- Policy T-1.3.3: Ensure that streets are designed to balance the needs of multiple travel modes, including vehicles, pedestrians, bicycles, and transit.
- Policy T-1.3.4: Ensure that development in nearby communities incorporates measures to mitigate traffic impacts on Concord's transportation system. As appropriate, the level of service benchmarks established in this chapter may be used to determine mitigation measures and/ or fees for such development.
- Policy T-1.3.5 Consider developing one or several Transportation Demand Management programs for downtown and other areas with concentrations of employees in which employers with 50 or more employees can participate by paying a fee; identify ways for employers with fewer employees to participate where appropriate.

Complete Streets

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

- Policy T-1.4.1 Create a complete street network that provides facilities for all users to travel throughout Concord.
- Policy T-1.4.2 When prioritizing limited funds among potential complete street improvements, focus on the following types of improvements first:
1. Safety: Regardless of location, improvements including sidewalk connectivity projects, that enhance the safety of all roadway users, including drivers, cyclists, pedestrians, and transit users.
 2. Sidewalk and Bicycle Access to schools, parks, and transit stops: locations often accessed by children and other non-drivers.
 3. Downtown streets: Visited by the majority of Concord residents; common places for people to walk to access businesses.
 4. Reuse Area Access: Tie the Concord Community Reuse Area into the rest of the City.

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

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

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

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

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

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

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

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

- Policy T-1.4.9: Design and improve streets to facilitate safe crossings, including accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; design and operate this infrastructure to meet the needs of people with different disabilities and of people of different ages.
- Policy T-1.4.10: Coordinate internally and with other agencies to plan for and prioritize the provision of a complete streets network.
- Policy T-1.4.11: Train City staff involved in street design in the application and integration of multi-modal infrastructure and techniques.
- Policy T-1.4.12: Consider expanding the mandate of the Parks, Recreation and Open Space Commission to include bicycle and pedestrian transportation to ensure that cyclists and pedestrians have an advocate and commission focus within the City.

Principle T-1.5: Foster Practical Parking Solutions.

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

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

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

- Policy T-1.5.3: Promote shared parking solutions.

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

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

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

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

Transit

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

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

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

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

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

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

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

Pedestrian Circulation

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

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

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

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

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

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

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

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

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

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

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

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

Bicycle Network

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

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

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

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

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

Policy T-1.8.4: Require provision of bicycle facilities in new developments, where appropriate.

Examples include weather protected bicycle parking and direct and safe access for pedestrians and bicyclists to adjacent routes.

Policy T-1.8.5: Encourage, and where appropriate require, new development to provide bicycle access to parks, schools, and transit stops in the design of new residential neighborhoods.

Safety

Principle T-1.9: Promote Safety for All Modes of Transportation.

Policy T-1.9.1: Develop and implement a bicycle safety program geared to both children and adults, collaborating with Mount Diablo Unified School District, the Police Department, and other departments and organizations to disseminate the training broadly.

Policy T-1.9.2: Develop and implement a public information program to inform drivers of the need to respect the rights of cyclists and pedestrians; collaborate with the Mount Diablo Unified School District, the Police Department, and other departments and organizations to disseminate the training broadly.

Policy T-1.9.3: Incorporate Crime Prevention through Environmental Design (CPTED) principles into review of public and private projects to increase safety for pedestrians, cyclists, and other transportation users, balancing CPTED principles with other design concepts found in this and other elements.

Policy T-1.9.4: Work with the Police Department to prioritize enforcement efforts in strategic locations.

Policy T-1.9.5: Prioritize pedestrian, bicycle, and automobile safety over vehicle speed and level-of-service at intersections and along roadways.

Policy T-1.9.6: Work with the Mount Diablo Unified School District to develop Safe Routes to School programming, including walk and bike to school programs, outreach to students and parents about active transportation, and to expand safe bicycle and pedestrian access to schools.

Aviation System

Principle T-1.10: Support the Preservation and Expansion of Aviation Facilities in the Region-Serving Transportation System.

Policy T-1.10.1: Support Buchanan Field Airport use as a regional and local serving airfield.

Buchanan Field Airport provides convenient facilities for business aircraft and general aviation; it also is an important facility for emergency use. Maintaining it is consistent with the City's emergency preparedness plans and economic development strategy.

Policy T-1.10.2: Encourage the establishment of commercial passenger service and the expansion of business aviation services at Buchanan Field Airport.

Attachment 12

**FY 2019-2020 and 2020-2021
Annual Reports for
Local Street Maintenance and
Improvements Funds**



CONTRA COSTA
**transportation
 authority**

ANNUAL REPORTING FORM
for MEASURE J LOCAL STREET MAINTENANCE AND IMPROVEMENTS (LSM) FUNDS
(18% LSM FUNDS & 2.09% ADDITIONAL FUNDS)
FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2019-20

Jurisdiction: City of Concord

If you have any questions regarding this form, please contact Matt Kelly at CCTA, mkelly@ccta.net.
 Please return the form to CCTA, along with the LSM Audit Reporting Form spreadsheet, Attn: Jackie Reyes (at
 address listed below or jreyes@ccta.net)

	Total for FY 2019-20
Balance as of July 1, 2019	\$5,920,685
18% + 2.09% Funds Received during FY 2019-20 (actual, not accrued)	2,109,106
LSM Eligible Expenditures (Please describe all expenditures in excess of \$10,000 on the LSM Audit Reporting spreadsheet)	
Local Street and Roads	1,637,790
Growth Management Planning and Compliance	79,669
Transit Capital and Operations	
Trails	6,264
Parking Facilities	
Transportation Demand Management/Transportation Systems Management	
Total LSM Expenditures during FY 2019-20	\$1,723,723
Funds Remaining	\$6,306,068
Interest Earned	\$100,925
Balance as of June 30, 2020	\$6,406,993

Form prepared by: Blake A. Muller Phone: (925)671-3485

Email: blake.muller@cityofconcord.org

Title: Accountant II

Date: December 30, 2020



CONTRA COSTA
**transportation
 authority**

ANNUAL REPORTING FORM
for MEASURE J LOCAL STREET MAINTENANCE AND IMPROVEMENTS (LSM) FUNDS
(18% LSM FUNDS & 2.09% ADDITIONAL FUNDS)
FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2020-21

Jurisdiction: City of Concord

If you have any questions regarding this form, please contact Matt Kelly at CCTA, mkelly@ccta.net.
 Please return the form to CCTA, along with the LSM Audit Reporting Form spreadsheet, Attn: Jackie Reyes (at
 address listed below or jreyes@ccta.net)

	Total for FY 2020-21
Starting Balance as of July 1, 2020	\$6,406,993
18% + 2.09% Funds Received during FY 2020-21 (actual, not accrued)	\$1,755,975
LSM Eligible Expenditures (Please describe all expenditures in excess of \$10,000 on the LSM Audit Reporting spreadsheet)	
Local Street and Roads	\$531,971
Growth Management Planning and Compliance	56,796
Transit Capital and Operations	
Trails	41,855
Parking Facilities	
Transportation Demand Management/Transportation Systems Management	
Total LSM Expenditures during FY 2020-21	\$630,622
Funds Remaining	\$7,532,346
Interest Earned	\$85,275
Ending Balance as of June 30, 2021	\$7,617,621

Form prepared by: Blake A. Muller

Phone: (925)671-3485

Email: blake.muller@cityofconcord.org

Title: Accountant II

Date: December 8, 2021

