

CITY OF CONCORD

CONCORD REUSE PROJECT AREA PLAN BOOK ONE: VISION AND STANDARDS



Adopted by the Concord City Council on January 24, 2012

Area Plan At-a-Glance

You are reading the **Concord Reuse Project Area Plan Book One: Vision and Standards**.

This is an overview of the three Area Plan Books that present the City's plans for the future of the former Concord Naval Weapons Station. This page shows how each document relates to the Planning Area and to the city as a whole, and indicates for what purposes readers should consult the various volumes.

2030 CONCORD GENERAL PLAN

APPLIES EXCLUSIVELY TO
THE CONCORD REUSE PROJECT AREA

APPLIES TO
THE ENTIRE CITY

APPLIES EXCLUSIVELY TO THE CONCORD REUSE PROJECT AREA			APPLIES TO THE ENTIRE CITY	
<p>CRP Area Plan Book One Vision + Standards</p> <p>Part of the 2030 General Plan</p> <ul style="list-style-type: none"> ▶ Vision for the future of the Planning Area ▶ Policies and standards for development and conservation activities ▶ Overviews of specific technical topics 	<p>CRP Area Plan Book Two Technical Chapters</p> <p>Part of the 2030 General Plan</p> <p>Background and policies specific to the Planning Area by topic:</p> <ul style="list-style-type: none"> ▶ Transportation + Circulation ▶ Conservation + Open Space ▶ Safety, Health, + Noise ▶ Community Facilities + Parks ▶ Utilities 	<p>CRP Area Plan Book Three Climate Action</p> <p>Part of the 2030 General Plan</p> <ul style="list-style-type: none"> ▶ Strategies to reduce the climate impacts associated with implementation of the CRP Area Plan. ▶ Implementation + Monitoring Program ▶ Principles, Policies, and Standards for Climate Action 	<p>Concord 2030 General Plan</p> <ul style="list-style-type: none"> ▶ Long-range comprehensive plan for the City of Concord ▶ Policies to guide development and conservation ▶ Priorities for more detailed programs and plans. ▶ Minor amendments refer to the CRP Area Plan 	<p>Concord Housing Element</p> <p>Part of the 2030 General Plan</p> <ul style="list-style-type: none"> ▶ Analysis of the City's housing stock ▶ Plans for meeting future housing needs ▶ Response to Regional Housing Needs Allocation

READER'S PURPOSE

DOCUMENTS TO CONSULT

	Area Plan Book One	Area Plan Book Two	Area Plan Book Three	General Plan	Housing Element
Obtain a general understanding of the future vision for the Planning Area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Understand the future vision for the Planning Area, and technical topics related to conservation and development in the area.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Review the entire set of General Plan policies that apply to the Planning Area.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Acknowledgements

City Council

Mayor Ron Leone
Vice Mayor Bill Shinn
Councilmember Tim Grayson
Councilmember Daniel Helix
Councilmember Laura Hoffmeister

Planning Commission

Chairperson Ernesto A. Avila
Vice Chair Tim McGallian
Commissioner Robert Hoag
Commissioner John Mercurio
Commissioner Carlyn Obringer

Parks, Recreation, and Open Space Commission

Chairperson Kandi Lancaster
Vice Chair Michael Miller
Commissioner Christopher Lucas
Commissioner Wayne Schafer
Commissioner Mark Sinclair

Staff

Valerie Barone, Acting City Manager
Michael Wright, Executive Director, Local Reuse Authority
Craig Labadie, Special Counsel
Carol Johnson, Planning Manager
Ray Kuzbari, Transportation Manager
John Montagh, Redevelopment and Housing Manager
Joan Carrico, Director Parks, Recreation and Open Space
Danea Gemmell, City Engineer

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A Plan for a World Class Community

A new era in Concord's history will begin with the transformation of 5,046 acres of the Concord Naval Weapons Station into the city's newest neighborhoods and open spaces.

The vision, policies, and standards for that transformation are set forth in this document. The Concord Reuse Project (CRP) Area Plan is rooted in the site's natural features, its transportation system, and its relationship to Concord's other neighborhoods, historic downtown, and job centers.

Most of all, this Plan is about the community's aspirations for the future. These aspirations reflect the importance of creating dynamic new places to live, work and play that sustain and enhance the high quality of life valued by Concord residents and businesses.

Chapter One is organized into the following sections:

1.1 Looking to the future — Highlights the significance of the CRP planning effort for Concord and the Region.

1.2 Creating a World Class Community — Provides an overview of the main features and districts of the plan.

1.3 Advancing to Implementation: The Key Initiatives — Identifies activities that will implement CRP Area Plan, including environmental permitting, remediation activities, and subsequent planning.

1.4 Relationship to other City Plans and Programs — Explains consistency requirements between the CRP Area Plan and other policies and activities including capital improvement projects, specific plans, municipal code, and other portions of the General Plan.

1.5 Application, Administration & Interpretation of the CRP Area Plan — Defines scope of the plan and procedures for administering it. Also provides an overview of the terminology used in the plan and the relationship of the Area Plan to property entitlements.

Development of this community will reflect a new approach to planning and conservation in Concord. A unified set of planning activities, driven by an extensive public engagement process, has captured ideas not only about what should happen on former Navy land, but also about the desired relationship of this land to surrounding neighborhoods and the larger Bay Area. Extensive environmental review and study of alternative development patterns have allowed these ideas to be integrated into this Area Plan, which establishes a firm commitment to resource protection while anticipating development on approximately half of the site.

The CRP Area Plan is part of the City of Concord's General Plan, the policy document guiding the long-range development and conservation of the entire city.

Other portions of the General Plan will be amended to reflect the additional development and conservation opportunities presented by the CRP area, as well as the changes necessary to achieve consistent citywide policies.

The CRP Area Plan consists of three documents:

Book One: Vision and Standards (this book) provides an overview of the vision for the site. This book focuses on the land use and circulation plan, site development standards, and principles for community design and mobility. It also contains Home Pages, which are summaries of technical topics addressed in the other two books.

Book Two: Technical Chapters covers a series of topics that are generally aligned with the Elements of the Concord 2030 General Plan. The chapters address transportation, conservation, health and safety, utilities, and community facilities. Highlights from these chapters appear in the series of summary Home Pages in this Book.

Book Three: Climate Action Plan presents strategies and an implementation timeline for reducing greenhouse gas emissions associated with development of the CRP area. Standards, principles, and policies from Books One and Two that contribute to the emissions reduction effort are also included in Book Three. Highlights of the Plan's approach to Climate Action are included in a Home Page in Book One.

Looking to the Future

A 21st Century Opportunity

The community began to consider the ultimate uses and identity of the Inland Area of the Concord Naval Weapons Station (CNWS) in 2006. The prior year, this portion of the CNWS was approved for closure by the U. S. Department of Defense (DOD) through the federal Base Realignment and Closure process. The inland portion represents 5,028 acres of the 12,000-acre Weapons Station property, and includes almost all of its developable acreage. In addition to the inland portion of the CNWS, the CRP-Planning Area also includes 18 acres of property owned by the Bay Area Rapid Transit (BART) District.

Figure 1-1 indicates the boundaries of the CRP Planning Area.



The Inland portion of the CNWS had been in exclusive military use for 65 years prior to its closure. Despite being physically inaccessible to area residents for more than six decades, the property has become a prominent part of the East Bay landscape, offering views and open space appreciated by residents of Concord and neighboring cities. Because of the site's size and significance, an extensive community-driven planning process was initiated to guide its conversion to civilian use. This Area Plan is one of the outcomes of that process.

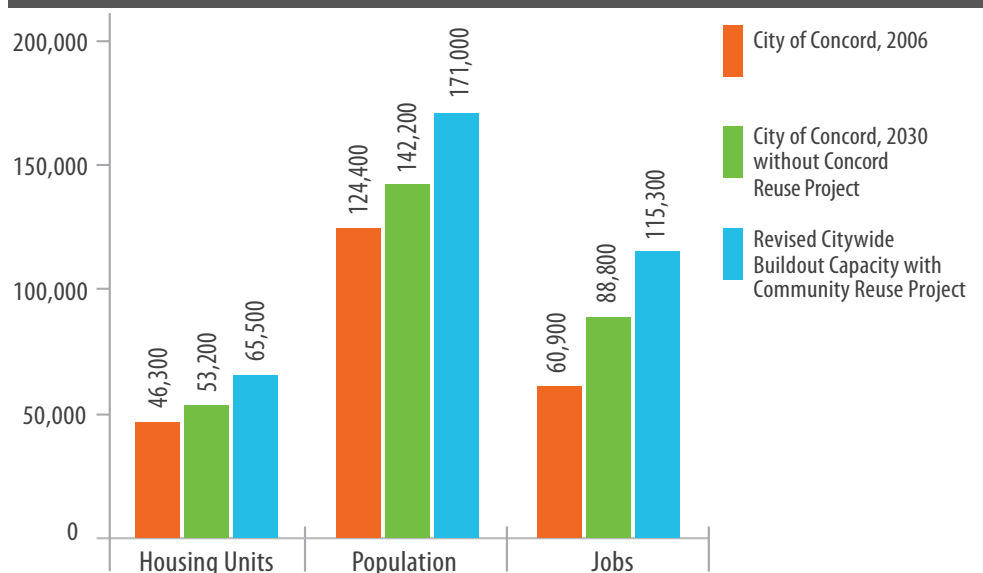
The CRP Area Plan establishes the policies that will guide conservation and development on the site during the decades to come. Complete neighborhoods, extensive additions to the region's protected open space, new job centers, and a full spectrum of community facilities will be established on the former Navy property. These changes offer unique opportunities to benefit Concord residents and businesses.

The Planning Area is sufficiently large to meet many and varied needs. Over sixty percent of the site—approximately 2,715 acres—will be preserved as open space. The remaining area will be transformed over time into the neighborhoods, business areas, institutions and community facilities described in the Area Plan. As many as 12,200 housing units may be built in the CRP area pursuant to the Plan's policies, complemented by as much as 6.1 million square feet of commercial building space. As many as 28,800 people and 26,530 jobs can be accommodated on the site. As Figure 1-2 indicates, this will substantially increase the city's development capacity and strengthen Concord's future as Contra Costa County's largest city and economic center.

Creation of this Area Plan stirred passionate interest during several years of community involvement. A shared sense of the area's enormous potential is reflected in the four overarching goals established through the process, which envision:

- Identity as a World Class Project
- A Balanced Approach to Conservation and Development
- Economically Viable and Sustainable Development
- High Quality of Life for all Residents of Concord

▼ Figure 1-2: Impact of the Concord Reuse Area Plan on Concord's Growth Potential



Source: Concord 2030 General Plan

▼ Figure 1-3: Concord Community Reuse Project Planning Framework

OVER-ARCHING GOALS	WORLD-CLASS PROJECT BALANCED APPROACH ECONOMICALLY VIABLE + SUSTAINABLE DEVELOPMENT QUALITY OF LIFE				
GOALS	PLANNING CONSIDERATIONS	COMMUNITY DEVELOPMENT	PARKS, RECREATION AND OPEN SPACE	ECONOMIC DEVELOPMENT	TRANSPORTATION
GUIDING PRINCIPLES	<ul style="list-style-type: none"> > Inclusive, Transparent and Collaborative Planning Process > Offering Choices 	<ul style="list-style-type: none"> > Community Benefits > Community Character > Multi-Generational and Inclusive Community > Environmentally Sustainable Development 	<ul style="list-style-type: none"> > Resource Conservation > Land Stewardship > Community Parks and Recreation 	<ul style="list-style-type: none"> > Vibrant and Diverse Economy 	<ul style="list-style-type: none"> > Effective Transportation System
	<ul style="list-style-type: none"> > Environmental Remediation > Phasing of Development > Buffer and Transition Zones > Quality of Development > Emergency Preparedness > Best Practices > Regional Approach 	<ul style="list-style-type: none"> > Shared Identity > Mix of Uses > Housing Variety and Affordability > Community and Cultural Facilities > Concurrent Infrastructure Development > Integration of Parks and Open Space with Development > "Green Building" Practices 	<ul style="list-style-type: none"> > Maximizing Open Space > Watershed Approach > Regional Connectivity > Habitat Management > Variety of Parks and Recreational Facilities 	<ul style="list-style-type: none"> > Creation of Quality Jobs > Complementary Development > Ongoing Revenue Generation > Positioning for Future Opportunity > Economic Viability > Business and Education Partnership 	<ul style="list-style-type: none"> > Transit-Oriented Development > Multi-Modal Transportation > Access and Mobility > Maximizing Connectivity While Minimizing Impacts

Creation of the Reuse Plan, which is the foundation of CRP Area Plan, stirred passionate interest during several years of community involvement. A shared sense of the area's enormous potential is reflected in the Planning Framework established through the Concord Community Reuse Project (CCRP) process.

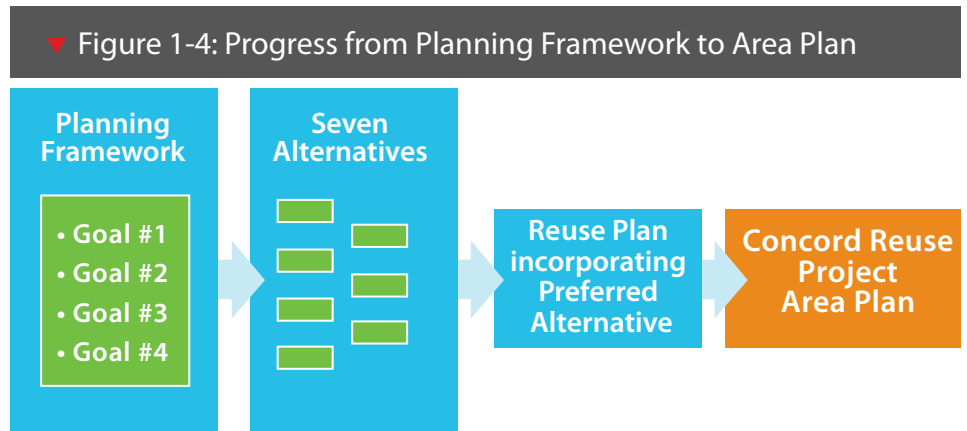
The CCRP Planning Framework consists of the series of goals and guiding principles shown in Figure 1-3.

Developed during the first stage of the public involvement process, this Framework was instrumental in shaping a series of alternatives for the site's future.

Analysis in public meetings of the initial seven alternatives, along with detailed assessment through the environmental review process, led to selection of a the environmental review process, led to selection of a *Preferred Alternative*.

An Environmental Impact Report assessed the potential environmental impacts of the Preferred Alternative. This process concluded with adoption of the Preferred Alternative as the Reuse Plan, and certification of the Environmental Impact Report by the Concord City Council -acting as Local Reuse Authority- during the winter of 2010.

The progress from Planning Framework to Area Plan is shown in Figure 1-4.



Importance to Concord – and Beyond

The site has an important role in the future of Concord and the Bay Area. In addition to making up 25 percent of the city’s incorporated land, it is a key location for creating sustainable city, county, and regional growth.

Scale

The size of the development and conservation areas envisioned by the Area Plan give the CRP area greater than local significance. As shown in Figure 1-5, the Regional Park open space will form a regional park larger than the East Bay Regional Park District’s Tilden Park and over twice the size of San Francisco’s Golden Gate Park. This open space will expand recreation opportunities for all Concord residents and the entire East Bay.

The CRP area will accommodate a significant share of projected county and even regional growth during the coming decades. Between 2015 and 2035, as much as 10 percent of Contra Costa County’s growth could occur on the site. At buildout, the site may house one out of every six Concord residents and one of every four of the city’s jobs. This enormous potential has been recognized through the Area’s

designation as a Priority Development Area (PDA) by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). PDAs are infill development opportunity areas that together can accommodate over half of the Bay Area’s projected housing growth through 2035 while comprising less than 5 percent of the region’s total land area. The CRP area is one of the largest of the almost 60 PDAs that have been designated, and one of the few undeveloped sites as of 2010.

Sustainability and Climate Action

This Area Plan comes at a turning point in planning and development practice. For the first time in Concord’s history, the City’s commitment to creating communities of character and quality has been fully integrated with a program that addresses climate change. Book Three of the Area Plan is the Climate Action Plan for the CRP area. It details how the Area Plan responds to California’s climate law and policy. Its program for reducing the impacts of development on climate through innovative energy, transportation, water and waste strategies are drawn from all books of the Area Plan.

Transit-Oriented Districts

As one of only eight cities in the Bay Area with more than one Bay Area Rapid Transit (BART) station, Concord can shape development so that residents and workers benefit from transit service. At the same time, the creation of a customer base for which transit is a convenient, attractive choice will benefit the BART system itself. Transit-oriented districts (TODs) are increasingly recognized as key elements of livable communities. TOD provides the choice to live and work in a place where owning a car is an option but not a necessity.

The North Concord/Martinez BART Station acts as a focal point for the Area Plan. The Area Plan provides a sufficient intensity and mix of uses to give residents and workers practical alternatives to automobile transportation for most daily trips. By supporting transit use and enabling compact development, transit-oriented development is also a key Climate Action strategy. TOD is supported by regional planning and investment activities led by MTC and ABAG.

Natural Resources

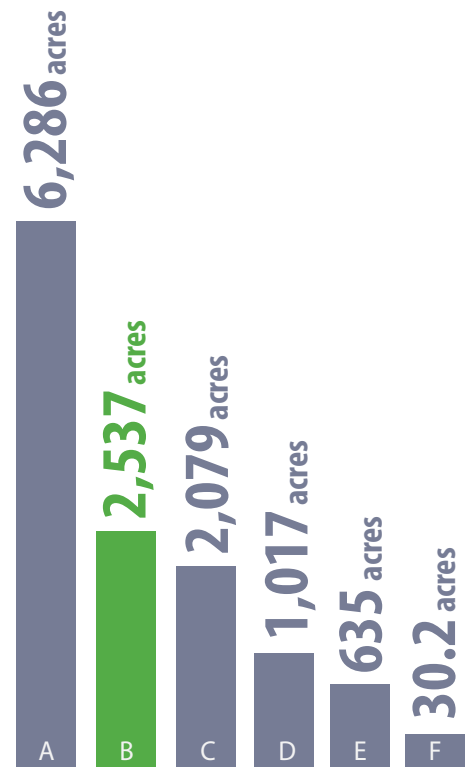
The site is home to a wide variety of wildlife species, including threatened and endangered species. A number of sensitive habitat areas are contained within the Planning Area. Those portions of the site that are richest in habitat value are retained as open space. Natural features—in particular Mt. Diablo Creek and the Los Medanos Hills—shape the location of proposed open spaces and the programming of these spaces for habitat conservation or passive recreation.

Connections to Neighboring Communities

The CRP area is connected to surrounding communities via regional thoroughfares such as Willow Pass Road, Bailey Road, Port Chicago Highway, and by State Highways 4 and 242. This high accessibility has both positive and negative implications. Open space, workplaces, shopping and cultural venues will be easily reached, but the site's transformation will also result in changes to traffic patterns. These changes will not only affect Concord but also have the potential to affect roads in Pittsburg, Walnut Creek, Clayton, and surrounding communities. The Area Plan's transportation and climate change sections detail strategies to moderate new traffic from the Area by reducing trips and shifting auto trips to walking, bicycle, and transit.

Amendments to the General Plan Transportation and Growth Management Elements, along with key initiatives for implementing the Area Plan, attest to the City's commitment to participate in efforts to solve regional transportation problems and take part in new efforts to lessen traffic impacts in Concord and surrounding communities.

▼ Figure 1-5: Parks Acreage



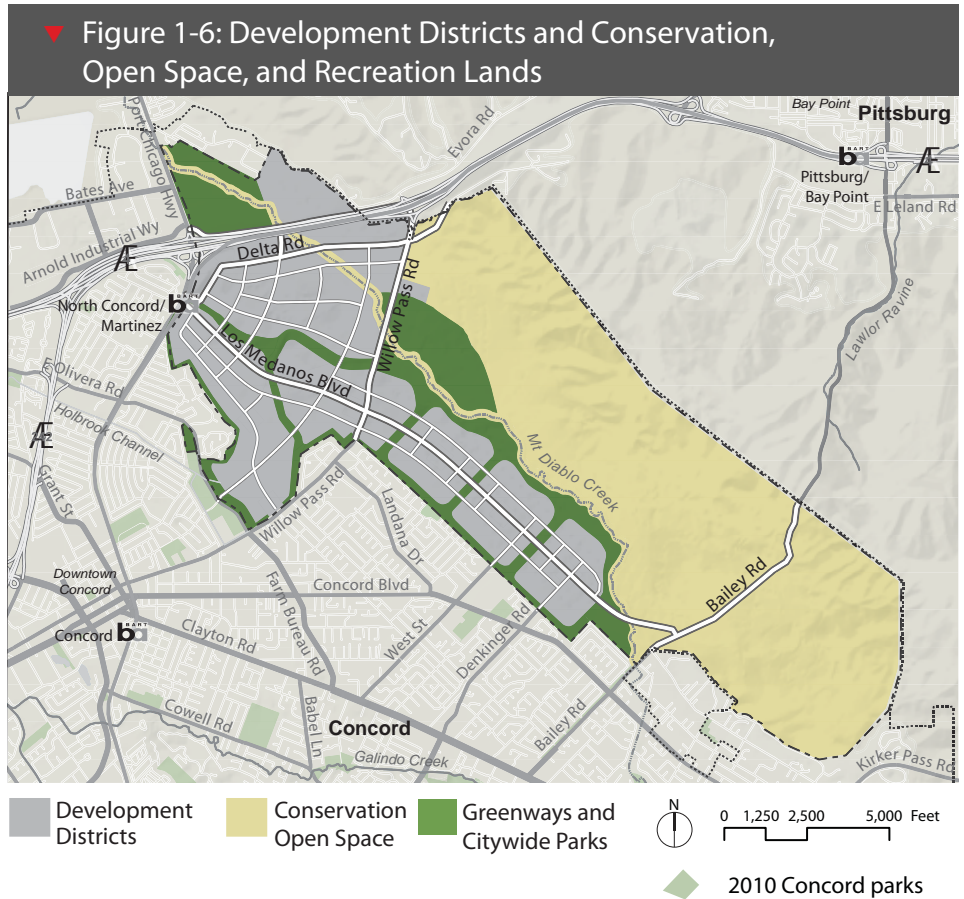
- A. Black Diamond Mines Regional Preserve
- B. CRP Area Plan's Regional Park
- C. Tilden Regional Park
- D. Golden Gate Park
- E. All active parks in Concord in 2010
- F. Concord Community Park

Creating a World Class Community

The Area Plan sets forth a program for conservation and development that includes new neighborhoods, business districts, community facilities, and resource conservation areas supported by expanded circulation and infrastructure systems. This document's text, diagrams and policies work together to express the City's intentions for the CRP area and establish a basis for evaluating the consistency of future proposals with these intentions. The following section provides an overview of features of the Area Plan. Chapter 3, Community Framework, provides essential detail on the land use plan, including the intended housing mix, residential densities, and commercial development intensities.

Throughout this Area Plan, the term 'Development Districts' is used to designate all portions of the site that are planned for future development, including neighborhoods, TOD, and business districts. The 'Conservation, Open Space, and Recreation Lands' are areas that serve primarily a conservation purpose by preserving natural resources, while expanding recreation opportunities. Development Districts also contain land dedicated to conservation and recreation.

Preparation of the Area Plan has been guided by a commitment to ensuring high-quality development, economic and fiscal feasibility, stewardship of natural resources,



and improvements that benefit all of Concord. Integrating these commitments into the Area Plan means that the neighborhoods, business districts and open spaces described will be complemented by high quality facilities, Climate Action measures, and convenient transportation features.

Highlights of the plan include:

- A transit-oriented district with the flavor of city life
- Neighborhoods of character and convenience

- A commercial district offering flexibility and opportunity for investment and job growth
- Open spaces that provide for conservation and recreation
- Community and regional facilities
- Action on climate change
- Convenient multi-modal transportation system

Each of these features is described generally in the next section and in detail elsewhere in the Plan.

A Transit-Oriented District with the Flavor of City Life

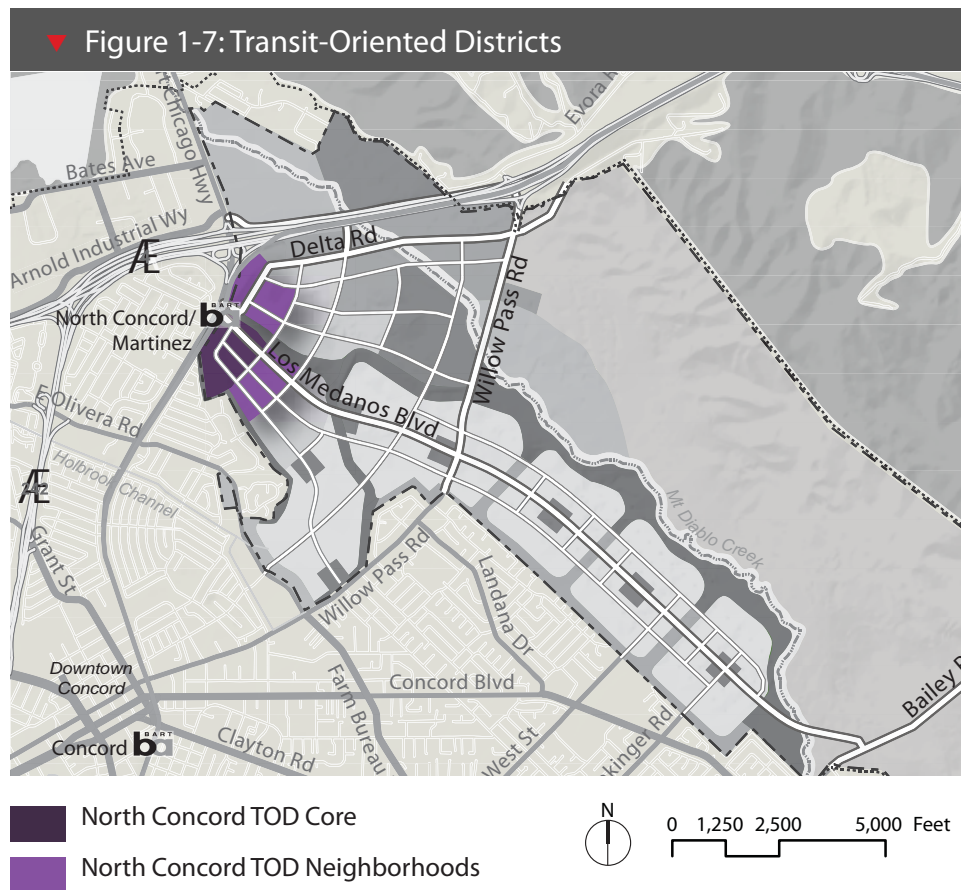
The North Concord / Martinez BART station anchors a transit-oriented district (TOD) with two distinct subareas:

North Concord TOD Core

All properties in this new mixed-use district are just a short walk away from the North Concord / Martinez BART Station. The district features Class A office space complemented by retail, services and public gathering places. With the highest densities in the Planning Area, mid-rise office buildings, structured parking, and streets designed for shopping and strolling, this walkable district will have a downtown feel. Housing may be mixed with offices, shops and dining destinations. Bus, bike, shuttle, and car-share connections at BART will link this district to nearby neighborhoods, workplaces and surrounding communities.

North Concord TOD Neighborhoods

The TOD neighborhoods are adjacent to the employment opportunities of the TOD Core, and a short walk from the BART station. The districts feature compact development with small blocks, multi-unit housing, and special streets designated for ground floor shops, dining and services. The mix of uses may include housing, plazas, community facilities, and offices, creating an “urban neighborhood” quality. The northern TOD neighborhood will have a unique character that includes hillside housing and parks tailored to the site’s topography. Of all the neighborhoods in the Plan Area, the TOD Neighborhoods offer the greatest opportunity for transit-oriented living and walkability.

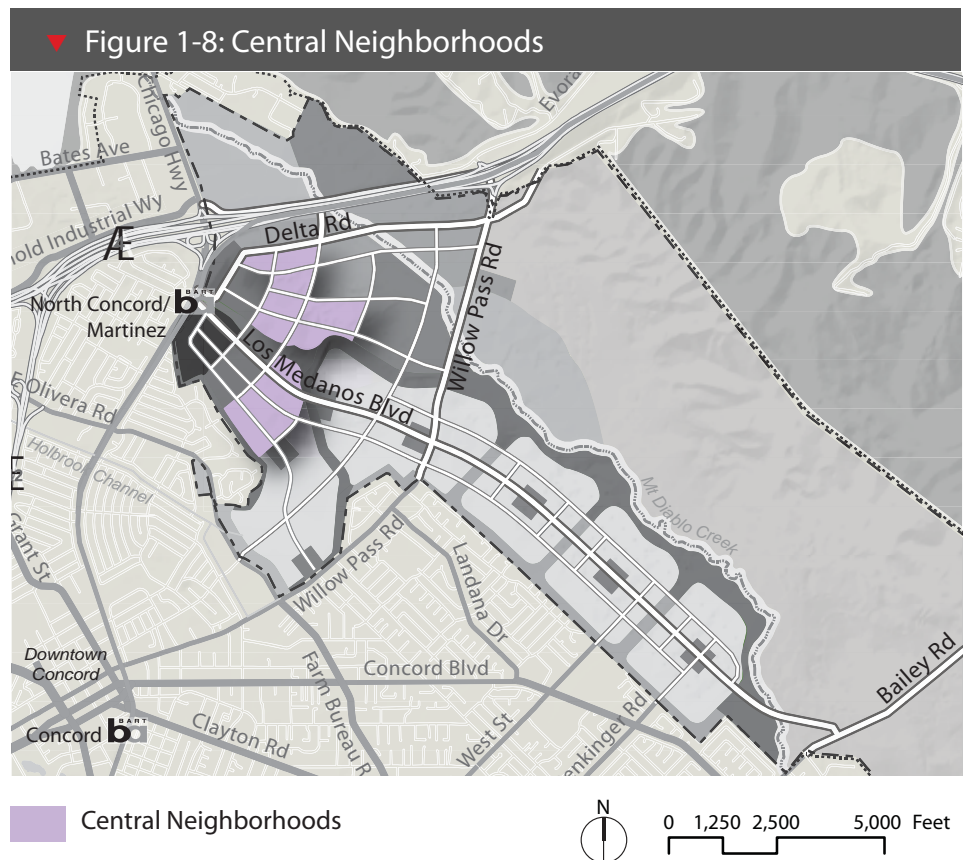


Neighborhoods of Character and Convenience

Two types of residential neighborhoods will offer the quality development and high quality of life valued by Concord residents.

Central Neighborhoods

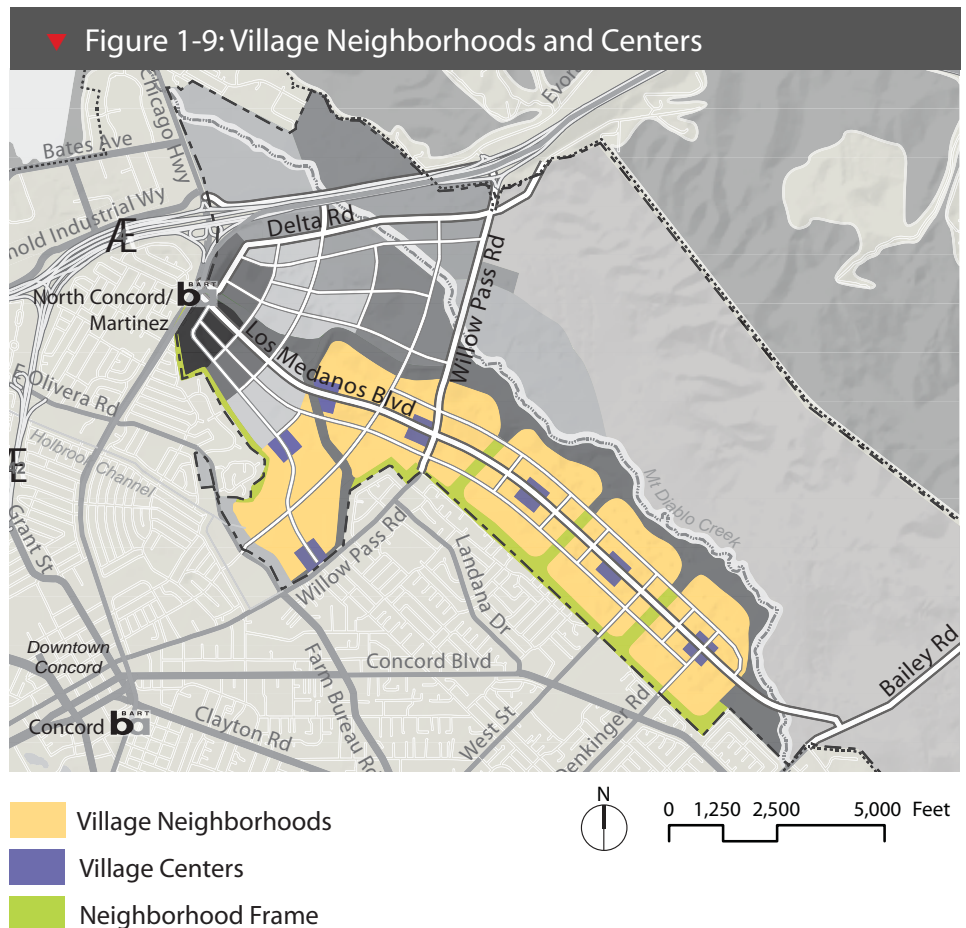
Conveniently located midway between the BART Station and Willow Pass Road, the Central Neighborhoods will provide easy access to employment, shops, and services both within and beyond the site. These neighborhoods feature vertical mixed-use development, which means that in some locations—particularly near bus or shuttle stops—shopping, dining and services may locate on the ground floor of buildings that have offices and/or housing on the upper stories. Housing may include attached single-unit residential, live/work units, and multi-unit buildings. Linear parks link the Central Neighborhoods to other districts and provide biking and walking routes that complement the sidewalks on all streets. Community facilities and neighborhood parks are integrated into these districts.



Village Neighborhoods & Centers

The Villages are a series of neighborhoods that extend south and east from the Central Neighborhoods. While each neighborhood will have a distinct character and mix of building types, they will share a number of common features. Each Village will have:

- A variety of rental and ownership housing types built at different densities. Densities will be highest around Village Centers and lowest beside neighborhoods outside the CRP area.
- A Village Center with uses such as community facilities and local-serving retail, anchored by public open space, and—in those centers traversed by a through street—a bus stop with service to and from the North Concord / Martinez BART Station
- Safe, dedicated facilities for walking and biking
- Community facilities such as schools, places of worship, and senior centers
- Easy access to neighborhood parks and the neighborhood frame. The neighborhood frame is a linear open space offering biking and walking facilities that connect to locations within and outside the Planning Area. The Neighborhood Frame includes natural resource preservation, and offers a variety of open space uses such as community gardens and picnic areas.



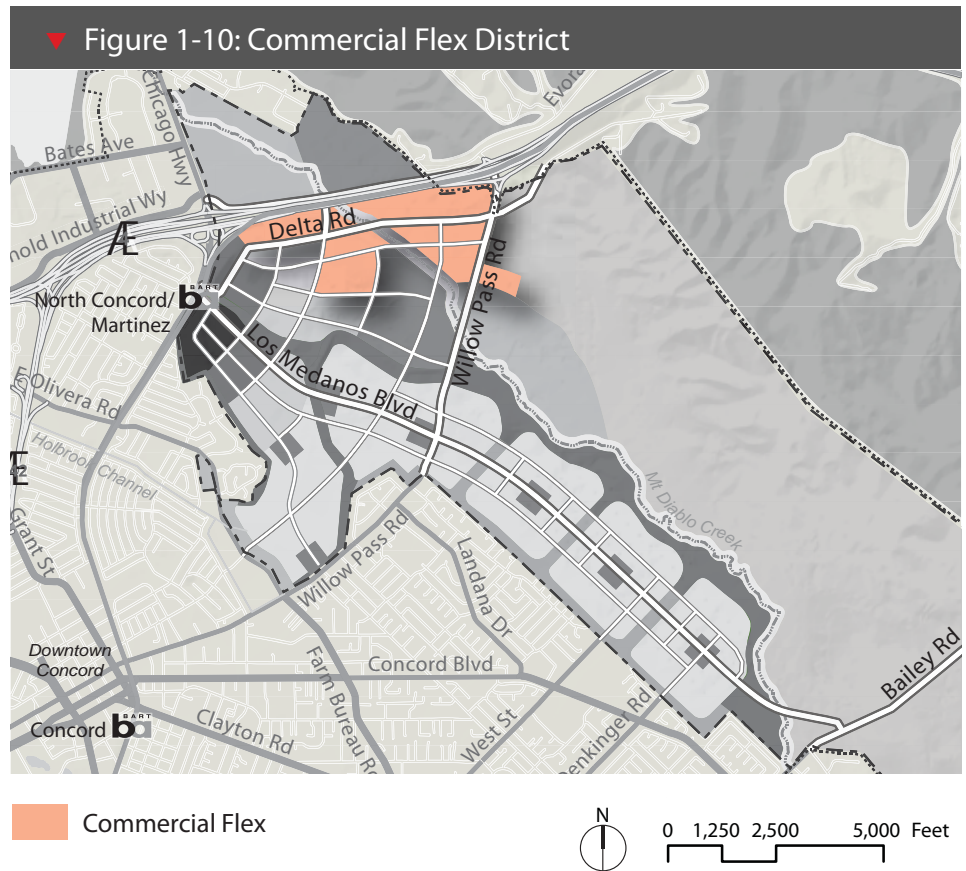
A Commercial District Offering Flexibility and Opportunity for Investment

Situated just south of Highway 4 between Willow Pass Road and Port Chicago Highway, the Commercial Flex district is the largest area on the site set aside for business uses. The Area Plan provides significant flexibility in how this area may develop, recognizing that varying market conditions and a lengthy buildout period make it unwise to specify particular commercial uses. Research and development, light industry, offices, and larger retail establishments could all be appropriate. Because of freeway proximity and lower development intensities, this is likely to be a more auto-oriented district than the rest of the site. Comfortable walking, biking and transit use will nonetheless be accommodated and encouraged.

Additional workplace locations include the TOD Core, a campus district adjoining the Commercial Flex area, Village Centers, and other community facilities throughout the site.

Open Spaces that Provide for Conservation and Recreation

More than half of the CRP Planning Area will be retained as open space. This designation means that resources will be managed to achieve conservation or recreation objectives. It does not necessarily mean that all land and resources will be untouched from their condition at the time of Area Plan adoption. The Area Plan identifies four main categories of open space: Conservation



Open Space, Greenways, Citywide Parks, and District Open Spaces.

Conservation Open Space

Two major Conservation Open Space areas are planned. These areas have significant natural resource value, provide scenic benefits, and play a role in giving form to the area as a whole.

- **Regional Park:** This 2,537-acre area is reserved, first and foremost, for resource conservation. Trails and facilities for other low impact recreational activities will be included, to the extent they are compatible with that primary aim. Preserved hillsides will provide a visual amenity and protect views of Mt. Diablo. The Area Plan envisions the East Bay Regional Park District as the long term owner and manager of the Park.

- **Mt. Diablo Creek Corridor:** Mt. Diablo Creek is a primary feature of the site, influencing its hydrology, vegetation and habitat. The Area Plan anticipates the creation of a conservation buffer along both sides of the creek channel and restoration of the creek for both habitat and flood control benefits. A detailed plan for these efforts will await regulatory approvals from resource agencies including the US Army Corps of Engineers, the U.S. Department of Fish and Wildlife Service, the California Department of Fish and Game, and the California Regional Water Quality Control Board.

Greenways

The CRP Area Plan features a connected network of linear open spaces, or greenways. These greenways form part of the area's overall

circulation network with integrated pedestrian and bicycle paths. They shape the area's Development Districts and provide space for recreational amenities shared by the entire community, such as picnic areas, community gardens, and play fields.

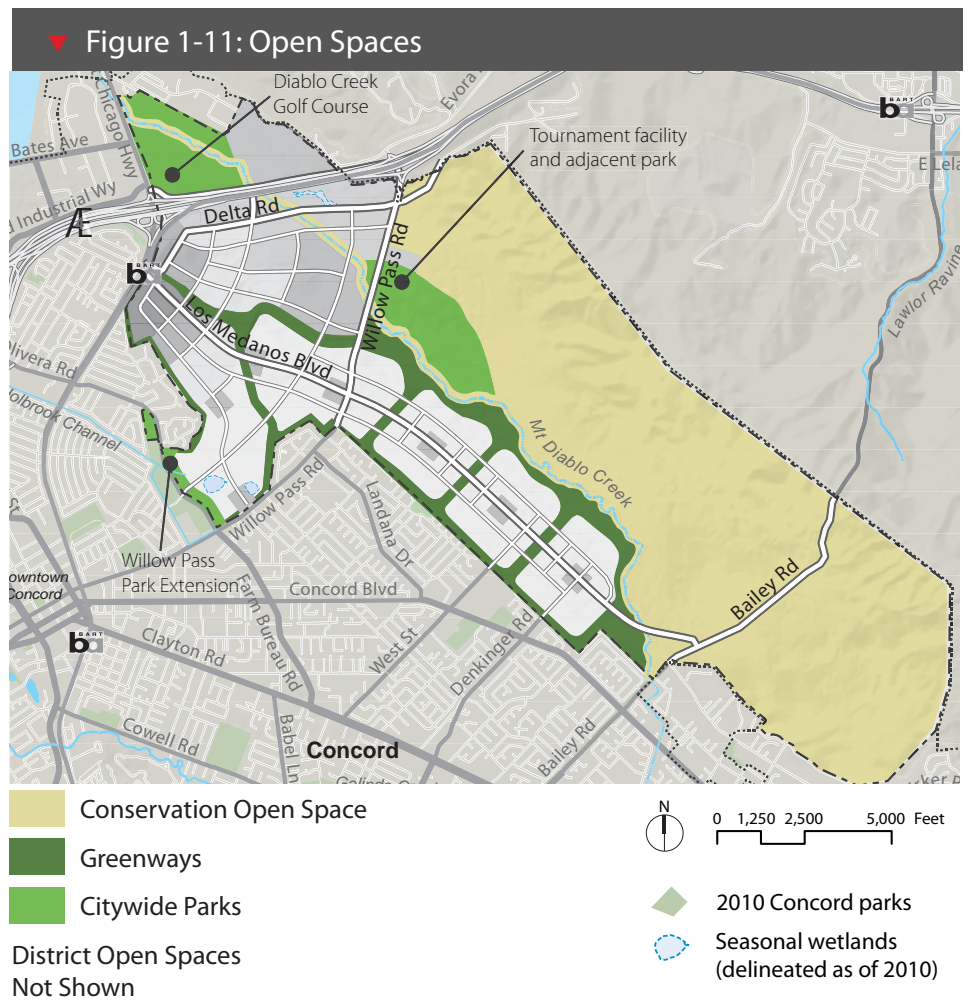
Citywide Parks

Open spaces on the site will expand the existing network of community and neighborhood parks in the city and meet the daily recreational needs of Concord residents. The Diablo Creek Golf Course, which is an existing community-serving use, will be retained as part of the Area Plan.

The Area Plan identifies two locations for new Citywide Parks: a 45-acre extension to the 40-acre Willow Pass Park on Olivera Road, and a 100-acre Citywide Park adjacent to a 75-acre tournament sports facility, located east of Willow Pass Road north of Mt. Diablo Creek.

District Open Spaces

Smaller-scale open spaces will be integrated into the Development Districts to meet community needs. Together, these open spaces will provide places to experience the outdoors, be physically active or restful, socialize or enjoy solitude, and host events such as outdoor markets and concerts. To best integrate open spaces into the design of individual neighborhoods and districts, the Area Plan guides but does not dictate the precise location and detailed characteristics of these places. Detailed open space planning will be part of the process of designing neighborhoods that incorporate the principles described in this Area Plan.



Community and Regional Facilities

The Area Plan accommodates:

- A 120-acre campus site capable of accommodating a variety of education, research and cultural uses such as a university or research and development center.
- An 80-acre first responder training center north of Highway 4 immediately east of the golf course.
- Facilities and services for people with special housing and education needs, including land set aside to provide self-help housing for low-income families.

- Schools and parks integrated into citywide systems to serve residents of CRP area neighborhoods as well as neighborhoods citywide.

Action on Climate Change

The CRP Area Plan includes strategies for reducing the climate impacts of development. Book Three, *Climate Action*, explains how greenhouse gas emissions can be reduced by almost 40 percent compared to the emissions that would be associated with implementation of the Area Plan in the absence of these strategies.

The heart of the Climate Action Plan (CAP) is the Greenhouse Gas Reduction Program. The program describes innovations in planning, mobility, building design, building systems, and infrastructure that will reduce the greenhouse gas emissions associated with new development. The program, designed specifically for the CRP area, is comprised of four initiatives:

1. Sitewide Development Standards
2. Sector-based Actions, including strategies relating to integrated transportation and urban form, building and site energy, water and waste
3. Education and Collaboration
4. Implementation and Monitoring.

Sitewide development standards call for urban planning and design features that support energy efficiency and walkability. The sector-based actions include strategies relating to transportation, building energy, waste and water. Education and collaboration activities are included because the climate impacts of future development will also be impacted by the behavior of the individuals, households and

businesses who form the community. Finally, implementation and monitoring policies will help put the Reduction Program into place and track its success.

Research behind the Climate Action Plan in Book Three finds that technologies that increase energy efficiency and capture solar energy to heat water and generate electricity using rooftop photovoltaics can achieve significant reductions in greenhouse gas emissions. In fact, research demonstrates that typical detached homes can achieve “net zero” energy use through a combination of local energy generation and conservation strategies. Transportation strategies and waste are the next most effective groups of Climate Action measures. Water and waste strategies also offer complementary resource conservation benefits.

Because of the likelihood of future changes in technology, the Area Plan specifies key Climate Action strategies—such as an emphasis on transit use and requirements for energy efficient green buildings—but leaves others to be selected in the future based on feasibility, cost effectiveness and compatibility with other development and conservation goals. The Implementation Program in Book Three provides details.

Convenient Multi-modal Transportation System

The Area Plan encourages walking, bicycling and transit use. It embraces the goals of lowering the environmental and congestion impacts of transportation, improving public health by encouraging active



This icon is used throughout Books One and Two of the Area Plan to identify policies or standards that are included in the Greenhouse Gas Reduction Program included in Book Three.

For more information about how the Area Plan responds to Climate Change, consult Book Three: *Climate Action*

lifestyles and offering mobility to people who do not drive because of age, ability or preference. Youth and seniors in particular will benefit from shops, services, and community facilities linked by walking and biking paths and village centers built around transit stops that connect to destinations within and outside of the CRP area. Drivers will benefit from a “car-share” program that makes a variety of vehicles available for temporary use within walking distance of homes and workplaces. This will have the added benefit of reducing the financial burden of vehicle ownership.

Advancing to Implementation: The Key Initiatives

Implementation Outlook

The time frame for development of the Reuse Area is long—twenty five years or more may pass between the City’s adoption of the Area Plan and its full realization. During that time, the City will be continually engaged in activities that advance the Area Plan’s implementation. An Area Plan Implementation Work Program, to be created following Plan adoption, will be based on the “Key Initiatives” identified below. Each of the initiatives consists of a set of steps that will be taken after Area Plan adoption and before initial development approvals. Some will be undertaken directly by the City, while others will be advocated or required by the City and undertaken by other organizations. The Work Program will be the basis for coordinating implementing actions for the full range of programs identified in Books One, Two and Three.

The Key Initiatives

Environmental Protection

- Secure sitewide natural resources permits. Collaborate with federal and State regulatory agencies, including the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Department of Toxic Substance Control, Environmental Protection Agency, California Department of Fish and Game, and others to secure the necessary permits to proceed with implementation of the Area Plan.

- Conduct project-specific CEQA reviews on development applications and public improvement proposals.
- Establish open space ownership and operational responsibilities in coordination with East Bay Regional Park District (EBRPD).

Detailed Planning and Design

- Conduct detailed planning and design through preparation of one or more Specific Plans or use of a similar planning tool. At the option of the City, Specific Plan preparation may be sponsored by the City or prepared by private sponsors with City oversight.
- In advance of or as part of Specific Plan preparation, prepare and finalize:
 - District-level and site design for Development Districts and open space lands.
 - Conceptual engineering of utility and transportation infrastructure (alignments, sizing, connections, off-site improvements).
 - Specification and codification of standards required by the Climate Action Program as described in Chapter 5 of Book Three.

Regional Planning

- Participate in the Sustainable Communities Strategy (SCS) planning process and respond

as appropriate to policies and standards that evolve from the process.

- Coordinate with the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), and the Bay Area Air Quality Management District (BAAQMD) as needed to incorporate the Area Plan into regional growth projections.

Safety and Remediation

- Work with the Navy, regulatory agencies and property owners to ensure site clean-up to risk levels consistent with the urban and conservation activities envisioned by the Area Plan.
- Work with Navy and relevant regulatory agencies to remove the Inland Area of the Concord Naval Weapons Station property from the National Priority List if deemed appropriate
- Identify potential early transfer opportunities that may require privatization of clean up.

Financing Mechanisms

- Analyze, select, and implement financing mechanisms such as development impact fees and/or special districts.
- Conduct nexus studies as needed to substantiate fees.

- Seek Federal and State funding sources to support conservation activities, infrastructure investments, clean up and remediation, and Climate Action planning and implementation.

Phasing and Feasibility

- Assess long-term impact of Area Plan buildout on the City's General Fund with financial and dynamic fiscal analysis.
- Create phasing plans reflecting conclusions of financial and fiscal analysis and detailed planning.

Climate Action/ Sustainability

- Initiate Climate Action Program Implementation as described in Book Three Chapter 5.
- Incorporate green building standards into codes and standards.

Economic Development

- Conduct detailed market studies to assess the types of businesses that are most viable on the site, and to better define the relationship between the site and other business districts of Concord.
- Develop marketing and outreach programs to promote development opportunities.
- Establish specific initiatives to provide adult education and vocational training, and to link new jobs to local residents.
- Revise the Concord Economic Vitality Strategy to recognize the CRP area and its impact on the city's economic capacity and marketing strategies.

Transportation

- Coordinate with Contra Costa Transportation Authority and Transportation Partnership and Cooperation (TRANSPAC) on development mitigation for the Area Plan.
- Coordinate transportation projects with neighboring jurisdictions, Caltrans, and Contra Costa County.
- Develop transportation infrastructure project list and traffic impact fee
- Develop funding mechanisms to support transit services and facilities identified in the Area Plan.

Relationship to other City Plans and Programs

City of Concord General Plan

The Area Plan is to be adopted as part of the Concord 2030 General Plan. Chapter 1 of the 2030 General Plan document (Introduction) explains the legal mandate for planning in California and the purposes and functions of a General Plan. Of particular importance is the fact that all parts of the General Plan, including the entirety of the Area Plan, are subject to standards for internal consistency established by California Planning Law.

Consistency has two dimensions: horizontal and vertical.

The horizontal consistency requirement means that all parts of the General Plan—those in this Book as well as the other documents that collectively comprise the complete General Plan—must be internally aligned. The content of the Area Plan must be in harmony with all parts of the General Plan. This demands an absence of conflict between policies, data, and analysis. No part of the Area Plan may supersede another—all have equal weight. To maintain consistency, the City is amending other parts of its General Plan in combination with adoption of this Area Plan. The amendments and the Area Plan will be considered for adoption as consolidated General Plan amendment. Incentives to encourage housing affordability have been established by resolution by the City Council.

Housing Element amendments specifically addressing affordability in the CRP Area that reflect City Council Resolution 12-4823.3 will be incorporated in the Housing Element update to begin in the second half of 2012.

The requirement for vertical consistency is what gives the General Plan importance as a guide for conservation, development, and public and private investment. Vertical consistency demands that activities that implement the Area Plan must be carried out without conflicting with policies anywhere in the General Plan. Planning statute and case law have specifically identified the following activities as requiring substantive consistency with the General Plan:

- Public works projects and capital improvements
- Zoning and subdivision ordinances
- Specific Plans
- Development Approvals
- Other provisions of the municipal code (noise ordinance, etc.)

In order for any of these activities to diverge from the Area Plan, the Area Plan itself must be amended, while retaining consistency with the General Plan as a whole. Additional information on the relationship of the Area Plan to Zoning and the Capital Improvement Program (CIP) is provided below.

Zoning

Concord's Zoning Ordinance (Chapter 122 of the Municipal Code) implements the General Plan by providing parcel-level detail on the allowable uses of land, intensity of building, required setbacks, permitted heights, lot coverage, parking, and other aspects of development. Section 65860 of the California Government Code requires that the zoning ordinance be consistent with the general plan. Typically, specific zoning districts correspond to each general plan designation. At the time of Area Plan adoption, the CRP area has a zoning designation of "S" (Study District).

The mechanism for amending this designation to achieve consistency with the Area Plan will be determined after this Area Plan is adopted, as part of the Detailed Planning and Standards activities that will be among the Key Initiatives for implementing the Plan. The most likely tool will be the use of one or more specific plans. Under California law, specific plans may be used in lieu of zoning to prescribe detailed development standards and requirements in a given area.

Capital Improvement Program (CIP)

The City of Concord has an adopted CIP which lists public works and community facility projects and provides a schedule and funding plan for their completion. The California Government Code requires that the CIP be consistent with the General Plan. During future capital improvement planning cycles, the CIP will be revised as needed to reflect the additional development activity planned in the CRP area and associated infrastructure, transportation, and public facility needs.

Redevelopment Area

Establishment of a Redevelopment Area that comprises the CNWS Reuse Area, the BART property, the Coast Guard Housing Property, and the City-owned portion of the Diablo Golf Course provides a mechanism for property tax revenue reflecting value created through implementation of the CRP Area Plan to be used to fund essential site improvements. A redevelopment plan was adopted by the Concord City Council in April 2011 after, as the redevelopment agency, it projected the stream of property tax revenue created based on Plan implementation, and identified how that revenue will be divided among public agencies. Monies that are returned to the Redevelopment Agency will fund essential site improvements consistent with the Plan. Creation of a Redevelopment Area also establishes requirements for the provision of affordable housing.

At the time of Area Plan adoption, the availability of tax increment financing as a mechanism for Area Plan implementation is uncertain.

The City will work to identify funding sources for essential site improvements consistent with Area Plan and with evolving State law.

Environmental Review

Planning activities following Area Plan adoption, and specific applications for development, will be subject to environmental review consistent with the California Environmental Quality Act (CEQA). These reviews will allow assessment of plans at an increasing level of detail. Implementation and monitoring of mitigation measures identified through CEQA reviews will be ongoing.

Land Use Authority Over Properties Included in the CRP Area

After land on the site is transferred from DOD ownership, the City of Concord will have land use authority and collaborate with developers and the wider community to ensure that the vision, principles and standards set through the planning process are achieved.

Relationship Between Area Plan Diagram and Adopted Reuse Plan Diagram

In January 2009, the City Council and Redevelopment Agency adopted Resolution 09-5 recommending the Clustered Villages Alternative as the preferred alternative to be analyzed in the CCRP Final Environmental Impact Report (EIR).

The Area Plan Diagram (Figure 3-3) presented in Chapter 3 of this Area Plan carries forward the essential

qualities of the Adopted Reuse Plan, including the location of various development types and the total quantity of housing and employment-generating development on the site. Minor modifications to the land use plan have been made to:

- Better reflect site topography;
- Incorporate General Plan terminology and mapping conventions;
- Incorporate the BART station as part of the project area;
- Respond to City Council direction regarding the location of detached single unit housing; and
- Reflect the Planning Framework prepared during the CCRP.

A comparison of the Adopted Reuse Plan Alternative and Area Plan Diagram is in Section 2.3 beginning on page 28.

Application, Administration, & Interpretation of the Concord Reuse Project Area Plan

Application of the CRP Area Plan

The CRP Area Plan applies to the Planning Area shown on Figure 1-1. This area includes the land that was operated by the US Navy as the Inland Area of the Concord Naval Weapons Station, as well as Diablo Creek Golf Course, and properties owned by the BART District at the North Concord / Martinez BART station.

Administration of the CRP Area Plan

Section 1.7 of the Concord 2030 General Plan describes key aspects of General Plan administration, such as procedures for General Plan amendments, monitoring and reporting. These provisions also apply to the CRP Area Plan as part of the City's General Plan.

Administration of the CRP Area Plan will also be accomplished through implementation of the Key Initiatives listed in Section 1.3. The Key Initiatives outline the actions needed to proceed with detailed plans for public and private investment. In addition, the development standards in this Plan will be incorporated as appropriate in the disposition and development agreements that will be drafted prior to disposition of the land by the Navy.

Plan Terminology

The three books that comprise the CRP Area Plan use a shared terminology to express desired outcomes. This terminology was established by the 2030 General Plan and is incorporated throughout the Area Plan for consistency. Additional terms have been developed as needed to reflect the scope and intent of the reuse planning process.

The 2030 General Plan includes goals describing a vision statement or ultimate end state that the City is hoping to achieve. The Area Plan is consistent with these citywide aspirations, which are cited in Book Two as appropriate. The Area Plan includes, for the CRP area only:

- **Principles**, which establish direction for a policy framework
- **Policies**, which provide more specific direction on how to achieve goals and principles by outlining actions, procedures, and techniques.
- **Standards**, which are specific criteria used to direct land use, site planning, building design, transportation, and other decisions related to future development and conservation activities.

As in the other books that comprise the Concord General Plan, the principles, policies, and standards are uniquely numbered for ease of reference. The policies and standards generally include titles to assist the

reader in navigating the document and quickly scanning the subjects covered.

The Area Plan also includes background information, explanatory material and commentary. The purpose of this information is to explain the basis for Plan policies and to guide Plan implementation. The principles, policies and standards of the Area Plan will remain in effect if background information, explanatory material or commentary becomes out of date.

Interpretation of the CRP Area Plan

Principles, policies, and standards in the Area Plan typically begin with an action-oriented verb expressing a directive for future decisions. The verb indicates whether a policy is mandatory or advisory.

- Policies beginning with "Require," "Ensure," "Mandate," "Protect," "Use," and similar verbs indicate binding directives. The use of the words "shall" or "will" in a sentence likewise indicate binding directives. Conformity with such policies is necessary for proposals or actions to be determined consistent with the General Plan.
- Policies beginning with "Encourage," "Strive," "Support," "Work with," "Avoid," "Minimize," and similar verbs indicate more aspirational directives. While they carry the same weight as the mandatory policies, there is

a greater degree of flexibility and discretion in their application. The word “should” in a sentence can be interpreted in a similar way. Conformance with such policies or demonstration of an alternative way to meet stated goals and principles is expected in order to achieve the aims of the General Plan.

- The use of the word “desired” in a policy indicates that implementation, while not mandatory, would promote the aims of the Area Plan.
- “May” indicates a policy that should receive consideration by project sponsors to identify opportunities to promote the aims of the Area Plan. “May” also indicates that there are multiple courses of action to achieve a given outcome.

Unless otherwise indicated in the language of specific principles, policies or standards, the responsibility for overseeing implementation rests with the City of Concord. Even where policies indicate activities related to private development, it is the City’s responsibility to ensure compliance through its regulations, review and approval processes, and operating procedures.

Where policies indicate activities related to other public agencies or special districts, it is the City’s responsibility to communicate the Plan’s intent and to work with these agencies to achieve desired results. In instances where the City’s jurisdiction is limited by state or federal law (for instance, policies applying to state universities or to the Navy), the policies should be considered by the affected agencies to the extent permitted by law, but may not be binding.

Interpretation of Diagrams

The Area Plan includes diagrams that show the intended arrangement of future uses on the site, as well as the locations of parks, roads, bikeways, and other community improvements. These diagrams are generalized and are subject to refinement through more detailed surveys and planning processes. Minor changes to boundaries and alignments are acceptable as long as they do not conflict with the policies and standards of the Area Plan.

The nature of some of the diagrams is such that more detailed planning will be needed to identify the specific mix and spatial distribution of uses in a given area. For instance, more detailed planning will be needed to determine the mix and arrangement of uses within each Village Center, or the precise boundaries of a Village Neighborhood. In addition, the specific location of greenways and boundaries of districts may shift so that key topographic features can be incorporated into the greenways.

The Area Plan intentionally and necessarily provides for such flexibility. This approach is responsive to the City’s housing and economic development goals, the desire for high quality site planning and market responsiveness, and the long time frame expected for site buildout.

Relationship of Area Plan to Property Entitlements

Adoption of the Area Plan does not by itself constitute the granting of entitlements or approval of development on any property in the Planning Area. As noted in the “Key

Initiatives” section and elsewhere in this Plan, detailed planning, environmental protection and mitigation implementation activities are required in advance of approvals.

Similarly, the designation of a property with a certain land use category on the Area Plan Diagram does not convey the right to develop that property at the maximum intensity associated with that category. Each designation indicates a density/intensity range with a minimum and maximum limit. The actual density/intensity will fall somewhere within this range, but not necessarily at the top end. The precise density/intensity on any given parcel will be determined through subsequent planning activities and site analysis.

Finally, the Area Plan indicates the “required mix” and “additional appropriate” uses within each land use category. This provides general guidance for site planning but is not a substitute for zoning or an equivalent tool that regulates permitted facilities and activities. Additional tools will be needed to more explicitly define which uses are permitted by right, which uses require a conditional use permit or other form of discretionary review, and which uses are prohibited.

Detailed planning activities may identify additional required or appropriate uses, provided that they are consistent with the intent expressed.

A Community's Journey

The long history of the CRP-Area is summarized in two parts in this Chapter.

The first part of this chapter provides a brief summary of the history of the Planning Area and includes highlights of the pre-contact era, Spanish period, American period, military uses, and post-base closure. The second part of the chapter provides a brief overview of the process for the Concord Community Reuse Project (CCRP) for the Concord Naval Weapons Station (CNWS), which is the basis for the CRP Area Plan. It highlights the role that community members, elected officials, and City staff have played in creating the vision and principles that are the foundation of the CRP Area Plan.

Chapter Two is organized into the following sections:

2.1 Site History — Provides a brief summary of the site history from the pre-contact era to the start of the reuse planning effort.

2.2 Planning Process Timeline — Outlines major landmarks of the Concord Community Reuse Project, which provided the foundation for CRP Area Plan.

2.3 From Reuse Plan to Area Plan — identifies changes in the diagram between the Adopted Reuse Plan and the CRP Area Plan Diagram.

Site History

Prehistoric Settlements

Prehistoric cultures occupied the Concord area as early as 8,000 to 12,000 years ago. However, the Planning Area contains no known archaeological sites that predate 3000 BC.

Although the Planning Area has been extensively disturbed, some areas along Mt. Diablo Creek and around the now-defunct runway are considered highly sensitive due to past discovery of subsurface prehistoric cultural material, deposits, or features. Some of the few archaeological findings include a deposit of 5,000 year old Native American artifacts found near the runway, and a bedrock milling feature found by the present day Cistern Pond

Native American Presence

Many ancient Native American villages were established in the Bay Area between 2,500 and 4,000 years ago. These villages were commonly located near streams and adjacent to resource-rich shoreline and marsh habitats.



▲ Chupcan grain collection, pre-European settlement

At the time of European contact in the 1700s, the present-day Concord area was home to the Chupcan, a group of 300 to 400 people who inhabited the lower Diablo Valley, including the areas now encompassing the cities of Concord, Clayton, and Walnut Creek, and possibly eastward to the Bay Point area. The marshland and inland valley of the CNWS were probably important environments for the Chupcans, where nut and seed crops, forbs, and roots would have been collected. Deer and rabbits were hunted in the interior valley and uplands, while elk would have been most abundant on the lowland plains along the creek and bordering the marsh. Large semi-subterranean ceremonial houses were common in villages located to the north and east of Contra Costa County, but none have been documented in or around the Planning Area.

Spanish and Mexican Period

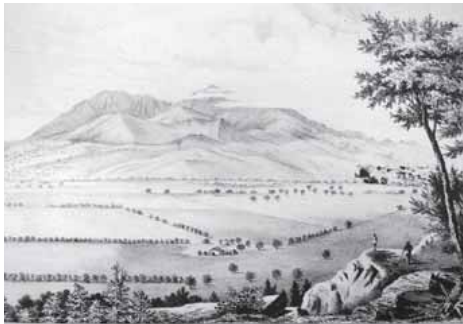
Several Spanish expeditions passed through the Concord region beginning in 1772. After establishment of Mission San Francisco de Asís and Mission San José in 1776 and 1797, many of the Chupcan moved to the missions or migrated north across Suisun Bay. Between 1810 and the 1830s, many Chupcans at the missions intermarried with Bay Miwok and Patwin-speaking groups. The native population in the missions was decimated because of the introduction of European diseases for which the Chupcan had no immunity. No present-day Native Americans can trace their ancestry to the Chupcan people.

During the Spanish period, Mission San José may have used land near or within the CNWS for cattle grazing. A majority of the site was part of two Mexican land grants, Rancho Los Medanos and Rancho Monte del Diablo. A portion was granted to Don Salvio Pacheco in 1830. The property included a ranch near the former runway. There are no remaining buildings or archaeological sites that date from this period.

¹ Note: All references in this section, unless otherwise indicated were obtained from the Reuse Plan Environmental Impact Report, 2009 and related background studies. Images were collected by CMG and provided by the Concord Historical Society and the Navy.

American Period

The Bollman and Geringher families, among others, bought land from Salvio Pacheco and developed farms on the current site. Consistent with the settlement pattern in much of Contra Costa County, the succeeding American period focused mainly on the agriculture and cattle industries. Most of the lower hills and flatland that comprise the site were altered by farming practices, including the planting and cultivation of orchards. Elsewhere in the County, the discovery of coal near Mt. Diablo in 1848 created a land rush and precipitated the construction of railroads, towns, lumber mills, and more permanent settlements in the vicinity of the site.



▲ Mt. Diablo, 1870



▲ Gehring Farm, 1862-1944



▲ Concord, 1930s

Military Uses at the Concord Naval Weapons Station

At one time, the CNWS was the United States Navy's primary ammunition port on the Pacific Coast. The Navy's presence began in 1942, shortly after the United States' entry into World War II, with the construction of an annex to the Mare Island Naval Shipyard ammunition magazine at nearby Port Chicago. At that time, the site was only comprised of the roughly 7,000 acre Tidal Area, which is outside the boundary covered by this Area Plan.

In July 1944, a massive ammunition detonation destroyed the Tidal Area's pier and two munitions ships docked there. The blast, the largest stateside disaster of the war, killed 320 people—including more than 200 African-American sailors who had been assigned the dangerous duty of loading explosives onto the ships. In a subsequent incident commonly called the "Port Chicago Mutiny," a group of 50 African-American sailors refused to continue loading munitions. These men were court-martialed, and this action became a key development in the history of the African-American civil rights movement. Today, the Port Chicago Naval Magazine National Memorial commemorates this tragic event.



▲ Port Chicago Memorial, 1999

As a result of the explosion and concern for military security, in 1944 and 1945 the Navy purchased the 5,200 acres that would become the Inland Area of the CNWS. The initial facilities in the Inland Area consisted of a group of high-explosive magazines and gun ammunition magazines, along with administration buildings, military barracks, and a weapons laboratory. This area was used for storing explosives and supplies, and for military housing. During World War II, the Navy also built a rail system and a small airfield within the Inland Area.



▲ Bomb loading, 1940s

During the early years of the Cold War (1946–1963), the CNWS served as a weapons storage facility; providing support to the naval fleet. During the Vietnam War years (1964–1972), the facility provided support for military efforts in South-east Asia. From 1973 until the end of the Cold War in 1989, the facility continued its mission of supplying ammunition, loading and unloading ships, re-arming ships, and maintaining and assembling missiles.



▲ Naval weapons loading, 1953

Research Uses

While still active for military uses, smaller portions of the site were used for forest research and other environmental activities. In 1964, small groves of eucalyptus and pine species were established, nurtured and studied by the United States Forest Service to determine which species thrived best in California's Coastal climate. In 1975, in cooperation with the State Fish and Game Commission, the Station was designated a wildlife preserve for deer, tule elk, golden eagles, quail, pheasants and foxes.



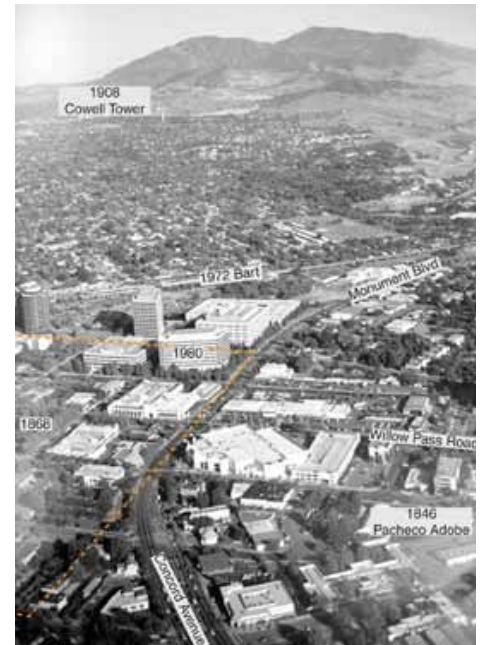
▲ Tule Elk, 1977



▲ Pine grove, 1967

Regional Development

Throughout the post-World War II period, new development extended through eastern Contra Costa County, spurred by the construction of the freeway system, expansion of the Caldecott Tunnel, and later by BART. This relatively low-density development, made up primarily of detached single-unit homes and auto-oriented commercial uses, characterizes the neighborhoods surrounding the site at the time of planning for conversion of the CNWS to civilian use.



▲ Concord Aerial View, 1980

Decommission of the Inland Portion of the CNWS

Due to changes in military operations, the Navy vacated the Inland Area of the CNWS in 1999. A joint-use study issued in 2000 identified conceptual options for the property. Further progress on this plan was deferred due to security considerations following the events of September 11, 2001.

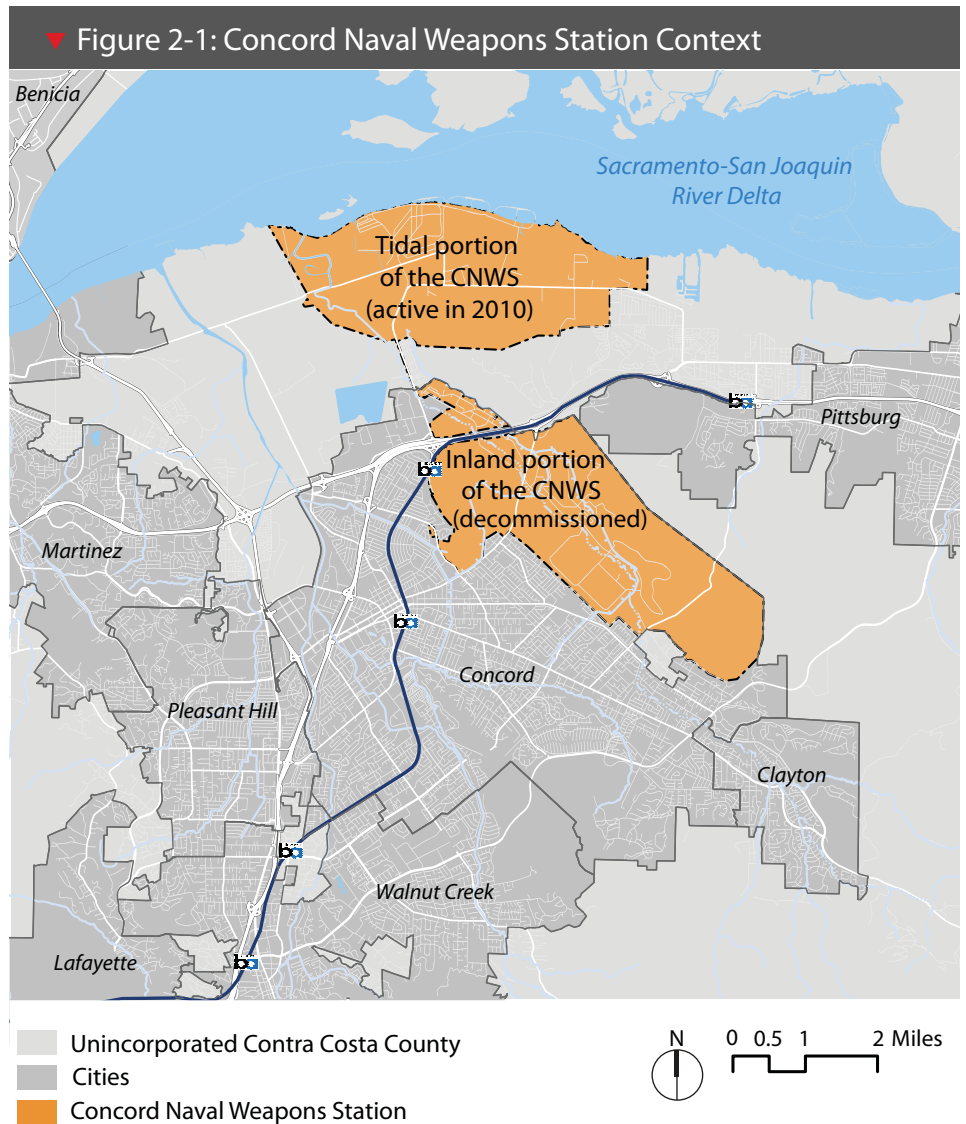
In October 2002, the City and the Navy initiated discussion of the City's acquisition of 154 acres near Olivera and Willow Pass Road for development of a park. A conceptual lease agreement was reached and the City began a master planning process. Residents of nearby neighborhoods, youth sports organiza-

tions, open space advocates, and others participated in this process and the City developed a draft plan for the Navy's review. However, the project was put on hold in late 2005 when the Department of Defense (DOD) announced that it planned to close the entire Inland Area.

Under the DOD proposal, the Tidal Area would remain in operation as a port, but would be transferred to the U.S. Army. Base Realignment and Closure legislation stipulated that the Navy retain ownership of the Inland Area until a Reuse Plan was completed by the City and agreements about property transfers were reached. In 2007, another 115 acres of the Inland Area were transferred to the Army and 58 acres were transferred to the U.S. Coast Guard.



▲ Bunker City, 2007



Planning Process Timeline

In 2006 the City of Concord initiated a multi-year effort to guide development and conservation of the inland portion of the CNWS. The CRP Area Plan marks a significant milestone in this process by establishing the principles, policies, and standards that will shape the future of the area's development districts and open space lands. The timeline below summarizes key events in the planning process:

2005

CNWS CLOSED Official closure of the inland portion of the CNWS. Concord City Council Designated as the Local Reuse Authority (LRA).

2006

PLANNING EFFORT BEGINS The City of Concord collects input from hundreds of residents and community leaders.

SUMMER

VISION STATEMENT DEVELOPED The City develops a Vision Statement and Planning Framework with the input of residents.

FALL

CAC FORMED The City Council forms a 21-member Community Advisory Committee (CAC) and Technical Advisory Groups (TAGs) to provide input to the subsequent planning effort.

2007

SPRING

INFORMATIONAL OPEN HOUSE The City hosts an Open House with information about the community and the site, including physical, environmental, economic, and social characteristics.

SUMMER

PUBLIC WORKSHOPS AND CAC EFFORTS The City of Concord holds a series of workshops aimed at identifying the themes that residents would like to see incorporated into the plan. Workshop participants express a strong preference for the following four attributes all of which are incorporated into the Area Plan:

- Higher-intensity uses around the North Concord/Martinez BART station
- Lower-intensity uses between Willow Pass Road and Bailey Road
- Preservation of the Los Medanos Hills above a 30 percent grade and the ridgeline, with incorporation of hiking trails
- Protection and enhancement of Mt. Diablo Creek with a trail along the creek for walking and biking

THE CAC AND CITY BOARDS The CAC and various City boards and commissions hold a number of sessions to address four key issues that will shape the development of the alternative land use concepts:

- Level of intensity of use
- Arrangement of land uses and transit
- Distribution of open space
- Buffers and transitions to surrounding land uses.

2008

FALL

FIVE ALTERNATIVE CONCEPTS Five Alternative Reuse Concepts are developed and presented to the CAC. Two additional alternatives are developed based on the CAC's recommendations. CAC recommends to the LRA (i.e., City Council) that seven Alternative Reuse Concepts be approved for analysis in the CCRP Draft EIR. These concepts are organized around two main themes: Clustered Villages, and Concentration and Conservation.

SPRING

EVALUATION OF SEVEN ALTERNATIVE CONCEPTS

At the same time that the Draft EIR is being developed, the seven Alternatives are analyzed according to wider sustainability criteria. The analysis includes indicators on the following categories :

- Transportation: Traffic, Travel Choices, Connectivity
- Community: Community Integration, Community-Serving Uses and Facilities, Housing Variety, Parkland
- Land Stewardship: Viewshed and hillside protection, Cultural Resources, HazMat Remediation, Biological Resources, Watershed Resources.
- Economics: Fiscal Sustainability, Financial Feasibility

SUMMER

PUBLIC WORKSHOPS The City shares the results of the sustainability evaluation at a series of workshops and receives feedback from residents. Attendees are invited to rank their priorities and provide feedback on two land use themes. In an effort to increase the awareness and participation of a diverse group of residents, the City collaborates with local community organizations to organize a bilingual English-Spanish workshop in the Monument Corridor. Workshop participants express their interest in environmental protection, job creation, and affordable housing.

FALL

TWO NEW CONCEPTS In response to public comments and the findings from the sustainability evaluation and the Draft EIR, two new alternatives—the Clustered Villages Alternative and the Concentration and Conservation Alternative—are developed. These are presented to the public at a “Building Consensus Public Workshop”.

WINTER

PREFERRED ALTERNATIVE The LRA designates the Clustered Villages Alternative as the Preferred Alternative.

2009
2010

SUMMER

DRAFT REVISED EIR ISSUED The Draft Revised EIR for the CCRP is issued.

WINTER

FINAL EIR CERTIFIED The Final EIR is certified and the LRA adopts the Preferred Alternative as the Reuse Plan.

COUNCIL RESOLUTION 10-10 directs staff to conduct further study on ten areas of concern, including relocation of low density housing south of Willow Pass Road and East of Mt. Diablo Creek.

REUSE PLAN ADOPTED The Clustered Villages Alternative begins to be refined and reformatted as the CRP Area Plan, for an amendment to the General Plan.

FALL

DRAFT AREA PLAN ISSUED Public Review Draft CRP Area Plan is issued for community consideration.

2011

WINTER

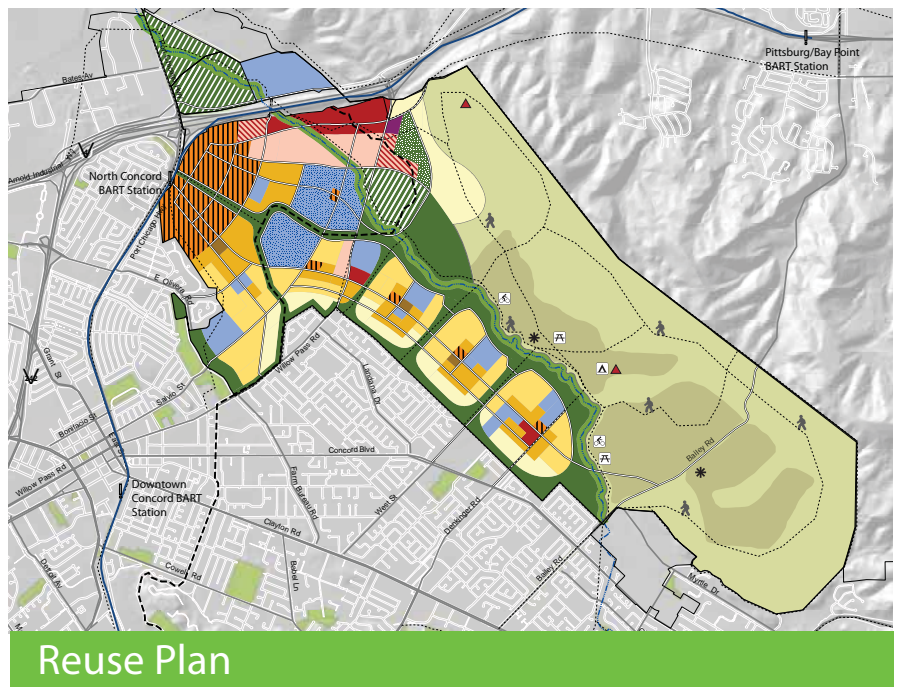
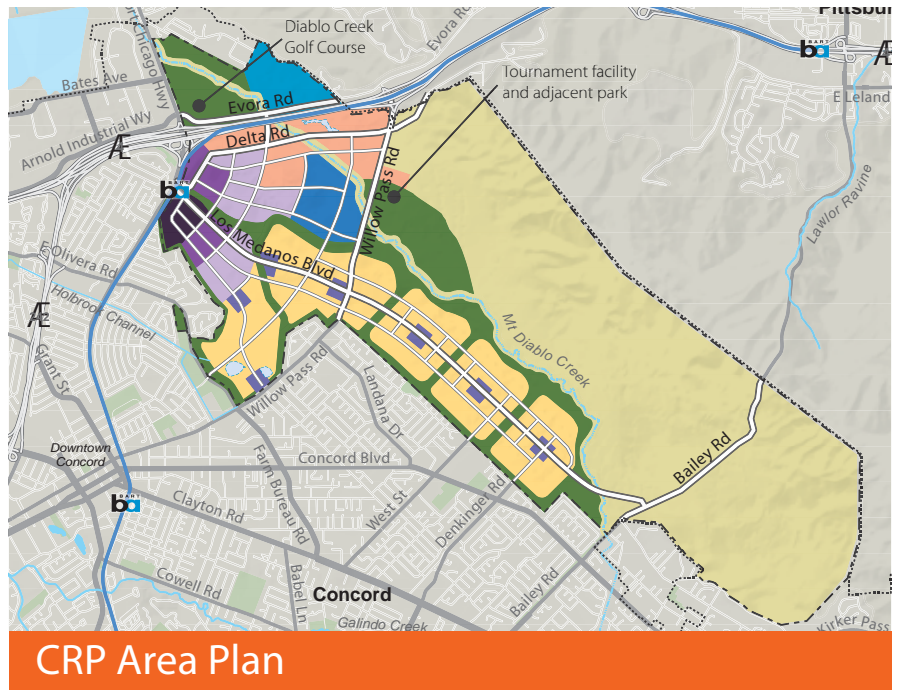
AREA PLAN PROPOSAL FOR ADOPTION RELEASED Public consideration invited during hearings in late 2011 and early 2012.

From Reuse Plan to Area Plan

Transition from the Reuse Plan (Clustered Villages Alternative) to the CRP Area Plan

As highlighted in this Chapter, the involvement of Concord community members and other interested stakeholders was of paramount importance in shaping the Reuse Plan that emerged as the Preferred Alternative during the CCRP process. Even though the Clustered Villages plan is the basis for the Area Plan, the many people who contributed to or followed the CCRP effort will notice a number of differences between the two. Most striking may be the fact that while the Area Plan contains more detail than the Reuse Plan in many respects, it is less detailed in others—particularly in the diagram itself. Despite these changes, there is no change between the two with respect to the development program indicating the uses that can be built on the site, and the amount of development to be permitted. The extent of the area designated for conservation and open space is increased in the Area Plan.

Key differences between the Clustered Villages and Area Plan diagrams are shown in the following pages.

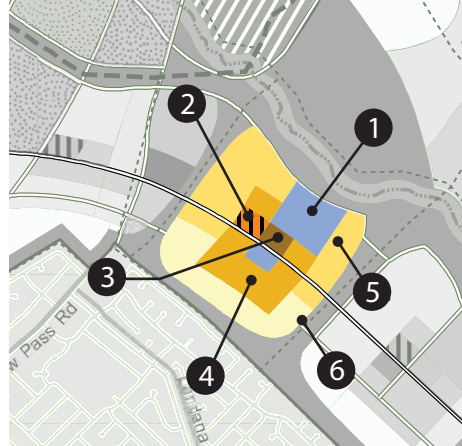


Greater Integration of Uses in the Villages and Neighborhoods

In the Clustered Villages Plan, community facilities such as schools and parks, and housing areas built at different densities, are depicted in separate locations on the diagram. In the Area Plan Diagram included in Chapter 3, neighborhoods throughout the site are shown more simply. Neighborhood housing areas and village centers are differentiated, but individual uses such as neighborhood parks and schools are not specifically shown. Requirements and standards for the mixed-use village centers, as well as for housing density, are included in Chapter 3. This approach provides flexibility for the future designers and developers of the villages to locate different uses, as well as to create mixed-use centers that respond to market conditions, public and private financing availability, and consumer preferences at the time of development. The Area Plan's commitment to creating neighborhoods and centers with an emphasis on quality, convenience, character, and low environmental impact is expressed through the principles, policies and standards in this document.

Reuse Plan

Village neighborhood with separate use zones.



INCLUDED USES

1. Community Facility
2. Neighborhood Commercial Center
3. High Density Residential
4. Medium Density Residential
5. Medium-Low Density Residential
6. Low Density Residential

Area Plan

Village incorporating full range of uses included in Reuse Plan, providing additional flexibility for the precise location and density of uses.



REQUIRED MIX

(Subject to District standards)

- Community Facility
- Neighborhood Retail/Services
- Public Gathering Place
- Housing
 - Attached Single-Unit Housing
 - Detached Single-Unit Housing
 - Multi-Unit Housing

ADDITIONAL APPROPRIATE USES

- Special Needs Housing
- Live/Work Units
- Home-Based Businesses

Overall Consistency

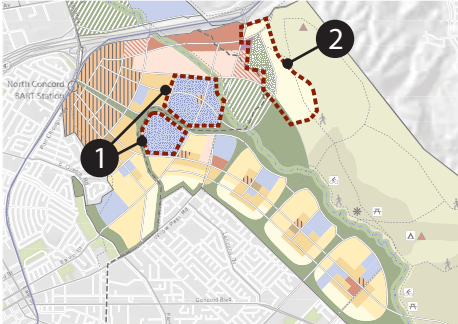
The Area Plan diagram that has the features described in this section is integrated with text, policies, figures and tables that expand on the material prepared during the CCRP process. The changes establish a clear and comprehensive guide for conservation and development in the Planning Area consistent with the CCRP Vision Statement and Planning Framework, the Preferred Alternative approved by the City Council in January 2009, and the requirements of State planning law.

Integration of Low-Density Housing and Campus Consolidation

The Clustered Villages Plan included a Residential Low Density zone south of Highway 4 and a 150-acre University Campus. Following City Council direction, the Area Plan disperses the single unit housing from the Residential Low Density Zone into the villages, creating greater housing diversity in the villages and expanding the Regional Park. The Area Plan also creates a Campus District with the capacity to accommodate a University or a combination of educational, research or cultural uses. The campus is consolidated into a site north of the Central Greenway, adjacent to the Commercial Flex District. This location promotes synergies between activities in the Campus District and the Commercial Flex District.

Reuse Plan

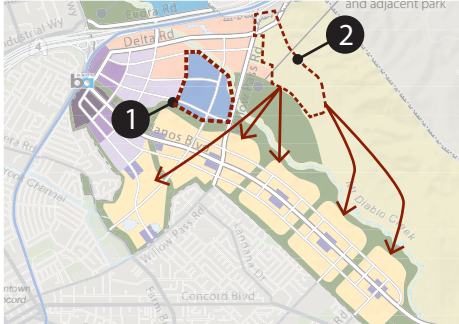
Single-use low-density residential district and dispersed Campus District



1. University Campus (dispersed)
2. Residential Low-Density (single use)

Area Plan

Low-density residential units integrated into Village Neighborhoods, and a consolidated Campus District



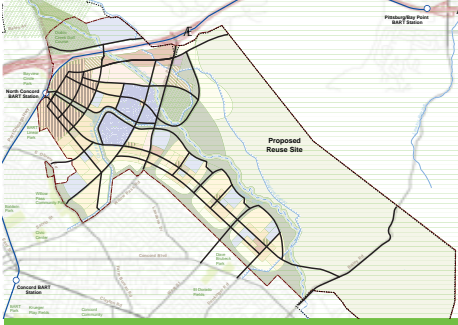
1. Consolidated Campus District
2. Detached single-unit housing dispersed into villages. Area added to the Regional Park

Refinement of Circulation Network

The conceptual transportation network in the Reuse Plan is refined into a hierarchy of complete streets. This hierarchy is configured to support sitewide and district-specific circulation needs, leading to some modifications to the diagram. Further modifications and the addition of a complete network of local streets will be among the detailed planning activities completed as part of the program of Key Initiatives.

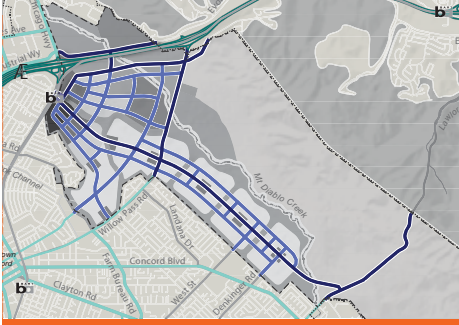
Reuse Plan

Conceptual circulation network; hierarchy between street types remains to be defined



Area Plan

Hierarchy between street types defined; network configured to reflect hierarchy



A Development Program with Greater Flexibility

As noted above, the Area Plan establishes the same development program as the Reuse Plan. The Reuse Plan assigned a fixed number of dwelling units and commercial square feet to geographic areas across the site. The Area Plan refines the Reuse Plan program by describing an approximate number of housing units and commercial square feet for each development district. These estimates are complemented by a precise indication of total maximum residential and commercial development on the site. The Plan's policies and standards specify that all residents and workers are within walking distance of daily conveniences, and that development takes place at transit-supportive densities.

Commercial Flex District

The patterned flex areas that were prominent on the Adopted Reuse Plan diagram are shown more uniformly on the Area Plan diagram. The Area Plan introduces a "Commercial Flex" district that allows a wide range of commercial uses including retail, business or industrial park, or hotel. This approach is intended to provide additional flexibility and responsiveness to dynamic market conditions.

Reuse Plan

Fixed development totals by geographic areas

Area Plan

Density ranges applied to Development Districts for which approximate build out is established.

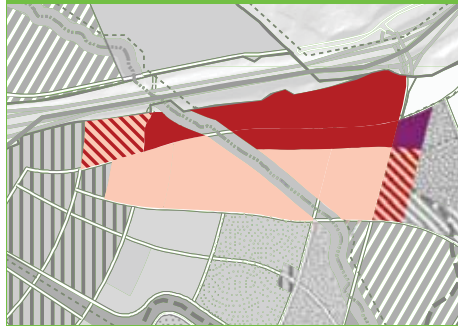
Maximum Site-wide Development remains the same

Reuse Plan

Separate commercial zones.

Area Plan

Commercial Flex District allowing specific uses to respond to market conditions.



REQUIRED MIX

One or more of the following:

- Research and development/Flex
- Light industrial
- Office/retail and services

ADDITIONAL APPROPRIATE USES

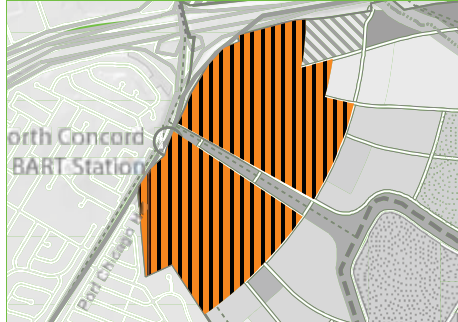
- Public utilities facility, such as a PG&E substation
- Appropriate ancillary uses, such as dining or lodging, will be determined once primary commercial uses are established.

Transit-Oriented District

In the Reuse Plan, the transit-oriented district (TOD) was indicated with a single pattern. The Area Plan distinguishes TOD sub-areas to establish a greater emphasis on employment closer to BART, and lower-intensity neighborhoods further from the station. These changes are the result of a transit use study of people working and living near rail stations in other locations. The refinement is designed to offer the most community benefits possible from mixed-use development near transit, in terms of convenience, character, and environmental impact.

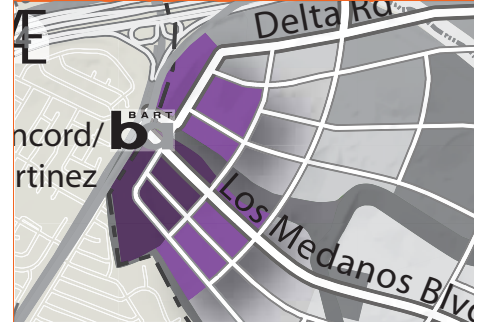
Reuse Plan

Single Transit-Oriented District extending 1/2 mile from North Concord / Martinez BART Station.



Area Plan

Multiple Transit-Oriented Districts recognizing typical transit users' behavior.



Community Open Space and Facilities

The Reuse Plan showed the Golf Course and Tournament Sports Facility in a distinct category. The Area Plan Diagram shows a single designation for Citywide Parks, and recognizes in policy and standards that larger open spaces may include large-scale recreation activities that may include commercial and accessory uses such as clubhouses. The location for the Golf Course and Tournament Sports Facility is recognized in the Open Space Network diagram.

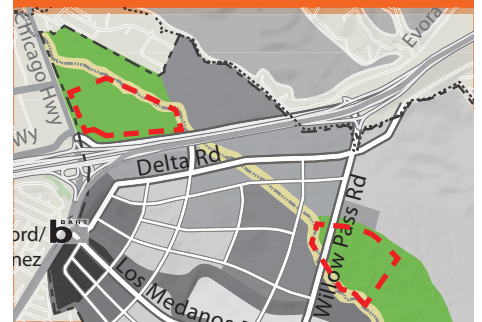
Reuse Plan

Golf Course and Tournament Sports Facility placed in separate category.



Area Plan

The Area Plan includes a designation for Citywide Parks, which include the Golf Course and Tournament Sports Facility.



Community Framework

The future pattern of conservation and development in the Planning Area is described in this chapter with principles, standards, figures, tables, and narrative text.

Together, these will guide the CRP area's evolution into the place envisioned through the CCRP process and described in Chapter One. Combined with Books Two and Three and other portions of the General Plan, this chapter sets the stage for design, development, and conservation of the site.

Chapter Three is organized into the following sections:

3.1 Sitewide Development Principles and Standards — establishes principles and standards applicable throughout the site.

3.2 Area Plan Diagram, Program, and Districts — identifies the intended general locations of Development Districts and a development program for the site, as well as the intent, standards, and land use mix for each district.

3.3 Conservation, Open Space, and Recreation Lands — identifies the intended general location and standards for each element of the open space network, and describes its character.

3.4 Community Facilities — establishes guidelines for the location and design of community facilities.

3.5 Circulation System Design — identifies the general location, intent, function, and characteristics of primary components of the pedestrian, bicycle, transit, and complete street networks.

Sitewide Development Principles & Standards

Sitewide Development Principles

Four broad principles establish the basis for development and conservation of the CRP area.



Principle A — Character

Create a complete community that provides well-connected, pedestrian-oriented neighborhoods and districts with high-quality urban design and convenient access to open spaces, daily necessities and regional transit.

Principle B — Housing Diversity

Provide a range of housing types, rental and ownership opportunities, and price levels that meet the needs of a diverse population. The site should include housing opportunities for persons of varied socioeconomic backgrounds, ages, and physical abilities.

Principle C — Stewardship

Conserve and enhance ecologically sensitive areas throughout the site, including natural resources located within Development Districts as well as those within Conservation, Open Space, and Recreation Lands.

Principle D — Balanced Development

Provide for a balance between development and open space that permits attainment of conservation, community development, and economic vitality goals, consistent with the text, tables, and diagrams in the Area Plan, as well as other portions of the General Plan. Limit development within the Plan Area as indicated in Table 3-2 and Figure 3-3.

Sitewide Development Standards

Table 3-1 establishes standards applicable to all development in the CRP area. These standards shall be interpreted together with the standards in Sections 3.2, 3.3, 3.4, and 3.5, Books Two and Three of the Area Plan, and all other parts of the General Plan. These standards are prefaced with “CF” to denote “Community Framework”.

Sitewide standards are organized into the following categories:

Community — standards to achieve a diverse and complete community, including mix of housing types, locations of community facilities, accessibility, and visitability.


Character — urban design and planning standards applicable across the site addressing topics including transitions in scale and density to adjoining communities, neighborhood diversity, topography, view corridors, and street-level activity. This set of standards and other parts of the Area Plan related to urban design are intended to ensure high-quality design while allowing creativity in the design of buildings, streetscapes and other elements of the built environment.

Climate Action — standards to reduce the greenhouse gas emissions associated with future activity in the CRP area. Books Two and Three of the Area Plan include additional policies to create a low-carbon transportation network, green buildings, and efficient waste and water infrastructure. Many of these climate action strategies have been integrated into the design of the community and are conveyed through the standards presented in this chapter.

▼ Table 3-1: Sitewide Development Standards (continued on next page)

Type	Standard		
Community	Housing Balance and Diversity	CF-1	Consistent with the Concord Housing Element, promote a balanced supply of rental and ownership housing offering a variety of housing types, densities and prices, in order to meet the needs of all income groups.
	Housing Affordability	CF-2	Affordable housing for lower income households as defined in Housing Element shall comprise at least 25 percent (3,020 total units) of the dwelling units within the Planning Area, with 30 percent of all affordable units prioritized for lower-income seniors, veterans, and teachers. Affordable housing should be geographically dispersed across and within the various Development Districts and not concentrated in a single district. Wherever possible and in compliance with U.S. Department of Housing and Urban Development Regulations, strive to integrate multifamily housing units identified in the City's Homeless Assistance Plan with larger affordable housing developments.
	Accessibility (ADA)	CF-3	Ensure that all development fully complies with the Americans with Disabilities Act, California Building Code, and California Fair Housing Act, where applicable.
	Visitability	CF-4	To extend full participation in community life to all residents and visitors, ensure that all attached and detached single-unit homes provide for visitability, as defined in the Glossary of Terms.
	Location of Community Facilities	CF-5	Wherever feasible, locate community facilities such as schools, libraries, post offices, and senior centers within Village Centers, Transit-Oriented Districts, or within walking distance of high-frequency transit stops.
Character	Community Transitions	CF-6	Design open spaces and new buildings that adjoin neighboring communities at a scale compatible with these neighborhoods.
	Topography	CF-7	Design greenways, district boundaries, and built features and the circulation network to respond to the site's natural form. Where slopes of 30 percent or greater occur within areas shown as Development Districts on Figure 3-3, they should generally be set aside as public or private open space in order to minimize the need for grading and earth movement, and to allow the site's physical landscape to contribute to its unique identity. Ridgelines should be preserved.
	View Corridors	CF-8	Maximize views from public rights of way and public spaces to natural features including, but not limited to, Mt. Diablo, the California Delta, and the Los Medanos Hills, provided that Standards CF-15 and CF-16 are achieved.
	Housing Mix	CF-9	Accommodate multiple types of rental and ownership housing throughout Development Districts, consistent with the standards in Table 3-4. Locate multiple housing types and both rental and ownership housing on individual and adjacent blocks wherever possible.
	Interconnected Transportation Network	CF-10	Create a multi-modal transportation system with frequent connections, frequent transit service within walking distance of homes and workplaces, and dedicated on- and off-street bicycle and pedestrian routes, consistent with Tables 3-22 through 3-27. Design this system to accommodate phased improvements to adjoining neighborhoods, the city and the region.
	Open Space Integration	CF-11	Create a complementary relationship between Development Districts and conservation, open space, and recreation lands by: <ol style="list-style-type: none"> 1) Placing plazas, seating areas, and play fields along open space edges bounded by Development Districts; 2) Providing an integrated trail and street network that connects key destinations within Development Districts, open spaces, and surrounding neighborhoods; and 3) Minimizing road crossings of Greenways and Citywide Parks to those that are essential to meet sitewide circulation objectives or emergency access needs. Where wetlands and other protected ecological features occur within areas designated for development on Figure 3-3, site planning and design shall secure their long-term protection from development.

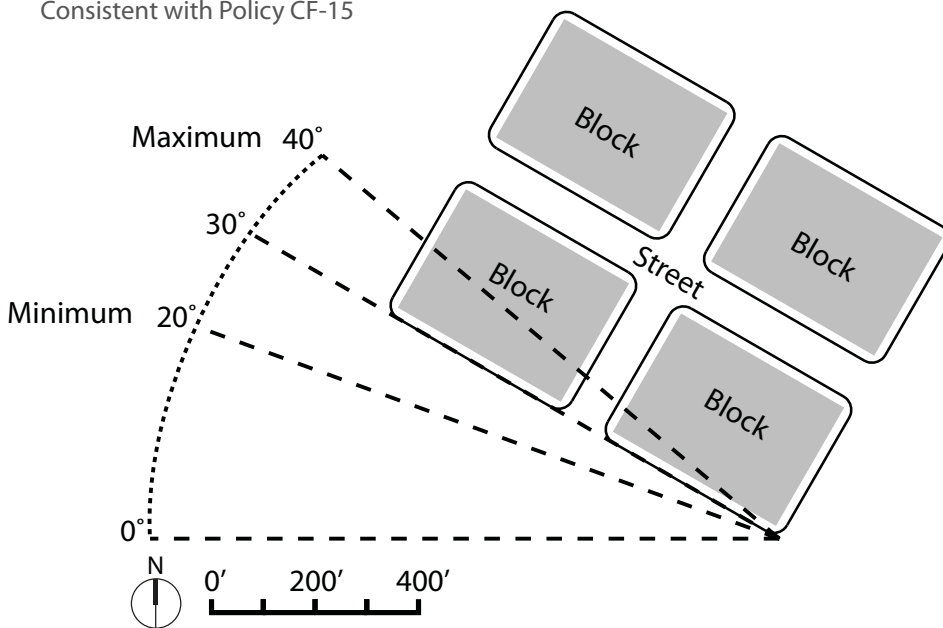
▼ Table 3-1: Sitewide Development Standards (continued from previous page)

Character	Building Relationship to Street	CF-12	Place the primary facades and entrances of shops, community facilities, offices and attached housing along through streets and collector streets, accessible directly from a public sidewalk. Do not place parking between these primary entrances and the public sidewalk.
	Parking Location	CF-13	Within higher density and mixed-use portions of Development Districts, locate parking facilities beneath buildings or at the interior of blocks behind buildings. Where parking cannot be accommodated in these configurations, it shall be screened from public rights of way through landscaping or other design treatments.
	Streetscape Quality	CF-14	Create engaging, pedestrian-scale streetscapes by: <ol style="list-style-type: none"> 1) Visually differentiating adjoining buildings and blocks through vertical and horizontal facade articulation, fenestration, and other architectural treatments; 2) Providing continuous tree cover or shading devices along sidewalks; 3) Providing at least one building entrance every 50 linear feet along streets with high levels of pedestrian activity, and at least one entrance every 100 linear feet on other streets, except in the Campus and First Responder Training Center districts; 4) Providing ground floor commercial facades with a high degree of door and window transparency; and 5) Providing an integrated signage and orientation program that clearly identifies districts, transit stop locations and parks, and is visible to pedestrians, bicyclists, and drivers.
Climate Action 	Street Orientation	CF-15	Maximize solar exposure and penetration of summer winds by designing the street network so that the longest face of each block is oriented between +20 and +40 degrees from due south, measured clockwise. (See illustration in Figure 3-1.) When application of this standard would require a substantial amount of grading or would negatively impact natural hillsides, as in portions of the TOD Neighborhood, the permitted range of orientation may be slightly increased.
	Solar Exposure	CF-16	During detailed planning, ensure the potential of roof-mounted photovoltaic cells to generate solar energy by requiring that all south, southwest, and southeast facing rooftops receive unobstructed access to the sky at a +22 degree angle, measured counterclockwise from due south. (See illustration in Figure 3-2.)
	Green Building	CF-17	Require green building methods that maximize the use of recycled materials, promote energy and water conservation, and create healthy spaces for future occupants, as demonstrated by: <ol style="list-style-type: none"> 1) Consistency with policies and strategies included in Book Three of the Area Plan; 2) Exceeding Title 24 energy standards by at least 30 percent for all buildings (to be interpreted as the most recently published Title 24 standards at time of submission of development application); and 3) For commercial buildings greater than 25,000 square feet, achieving LEED Gold Certification or verifying equivalent performance
	Outdoor Shading	CF-18	All public sidewalks and parking lots shall receive at least 50 percent shade coverage when outdoor landscaping is mature.

Note: CF denotes "Community Framework"

▼ Figure 3-1: Street Orientation

Example of Street Orientation
Consistent with Policy CF-15



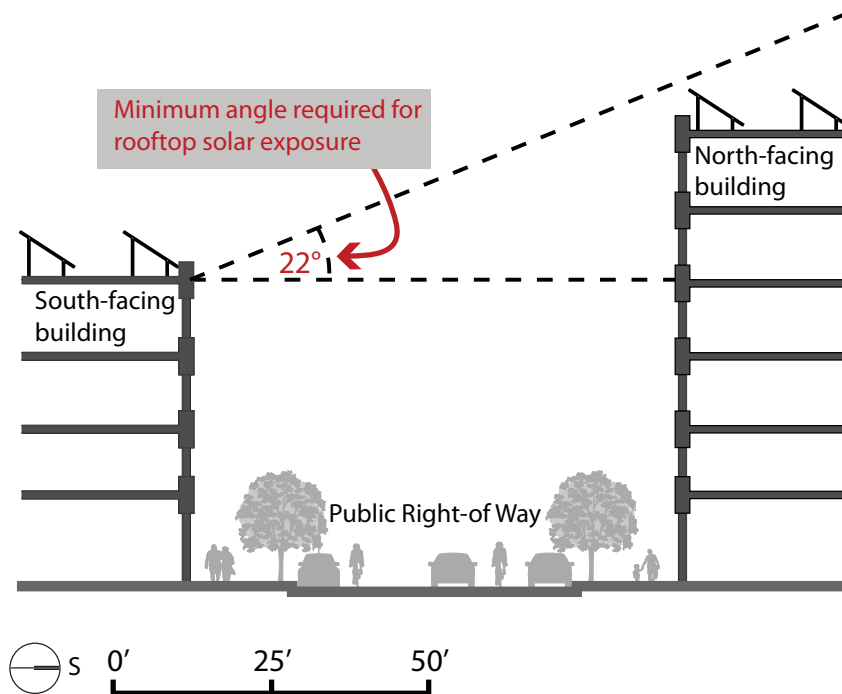
Policy CF-15

Maximize solar exposure and penetration of summer winds by designing the street network so that the longest face of each block is oriented between +20 and +40 degrees from due south, measured clockwise. When application of this standard would require a substantial amount of grading or would negatively impact natural hillsides, as in portions of the TOD Neighborhood, the permitted range of orientation may be slightly increased.



▼ Figure 3-2: Solar Exposure

Example of Solar Exposure
Consistent with Policy CF-16



Policy CF-16

During detailed planning, ensure the potential of roof-mounted photovoltaic cells to generate solar energy by requiring that all south, southwest, and southeast facing rooftops receive unobstructed access to the sky at a +22 degree angle, measured counterclockwise from due south.



Area Plan Diagram, Program & Districts

This section establishes the intended geographic distribution and maximum amount of development throughout the CRP area, and specifies standards for the districts in which development will take place.

Area Plan Diagram

The general distribution of land uses on the site is graphically represented in the Area Plan Diagram (Figure 3-3). The Development Districts identified in the Diagram are linked to the standards in Table 3-4. The Diagram is intended to be used and interpreted in conjunction with the text and other figures in this chapter, Books Two and Three of the Area Plan, and all other parts of the General Plan.

The classification of a property with a certain district designation on the Area Plan Diagram does not convey the right to develop that property at the maximum intensity associated with that district. (See Section 1.5)

A series of icons accompanies each district classification in the Diagram. These icons illustrate some of the activities that are of particular importance in achieving the aims of the Plan for each district.

Preliminary street names are included in the diagram. Actual street names will be determined through subsequent planning.

Development Program

The development program in Table 3-2 specifies the maximum total number of dwelling units and square feet of commercial floor space that can be built within the Planning Area. The program also provides estimated acreage, dwelling units, and commercial floor space for each district. These estimates will be refined in subsequent stages of planning consistent with all parts of the Area Plan and General Plan.

Neighborhood Housing Mix

An estimated mix of housing types in Development Districts is shown in Table 3-3. This mix is consistent with the minimum and maximum residential densities introduced in Table 3-4. Figure 3-4 illustrates a generalized distribution of housing types consistent with the principles, policies, and standards in the Area Plan.

▼ Table 3-2: Concord Reuse Project Area Plan Development Program

District	Approximate Acres	Approximate Housing Units	Approximate Commercial Floor Space (Square Feet)*
North Concord TOD Core	55	700 (housing not required)	3,000,000
North Concord TOD Neighborhoods (all)	90	2,200	150,000
Central Neighborhoods (all)	180	2,600	100,000
Village Centers (all)	70	500	350,000
Village Neighborhoods (all)	740	6,200	N/A
Commercial Flex	210	N/A	1,700,000
Campus	120	TBD	800,000
First Responder Training Center	80	N/A	N/A
Greenways and Citywide Parks	786	N/A	N/A
Conservation Open Space	2,715	N/A	N/A
Total	5,046	12,200	6,100,000
Maximum Planning Area-wide Total	5,046	12,272	6,115,718

Interpretation:

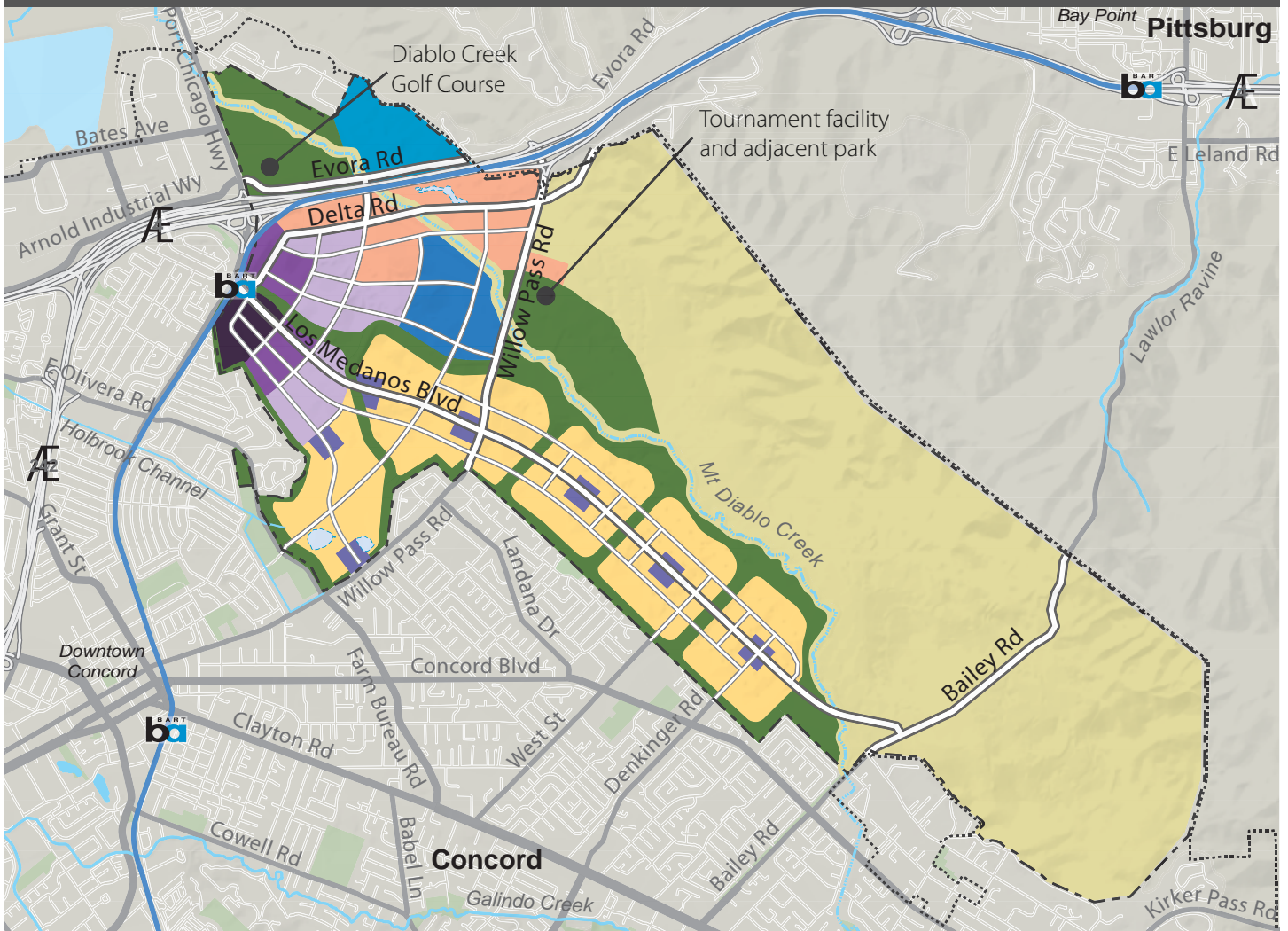
- 1) The precise acreage, number of housing units, and commercial floor space in each district will be defined during subsequent planning phases and may vary from the program shown in this table subject to overall consistency with the Maximum Planning Area-wide Total.
- 2) District Open Spaces are included in acreage shown for the Development Districts.
- 3) Total acreage includes the 18-acre Bay Area Rapid Transit (BART) property.

▼ Table 3-3: Neighborhood Housing Mix

District	Approximate Housing Units	Approximate Percentage of Housing Units by Type			
		Multi-Unit	Attached Single-Unit	Mix of Detached and Attached Single Unit	Detached Single Unit
North Concord TOD Core	700	100%	-	-	-
North Concord TOD Neighborhoods (all)	2,200	80%	20%	-	-
Central Neighborhoods (all)	2,600	15%	75%	10%	-
Village Centers (all)	500	60%	40%	-	-
Village Neighborhoods (all)	6,200	-	35%	45%	20%
Total	12,200	25%	40%	25%	10%
Maximum Planning Area-wide Total	12,272	N/A	N/A	N/A	N/A
Typical Residential Building Heights (stories)		3-6	2-3	2	2

Interpretation: The number and mix of housing units will be defined during subsequent planning phases and may vary from the program shown in this table subject to consistency with the Area Plan.

▼ Figure 3-3: Area Plan Diagram



Legend

Transit Oriented Districts



- North Concord TOD Core
- North Concord TOD Neighborhood

Neighborhoods



- Central Neighborhood
- Village Center
- Village Neighborhood

Civic and Institutional



- Campus
- First Responder Training Center

Commercial



- Commercial Flex

Conservation, Open Space and Recreation Lands



- Conservation Open Space
- Greenways, Citywide Parks, and Tournament Facilities

Not shown: Potential bike and pedestrian facilities in the Regional Park.

Primary Circulation Network



- Through Streets
- Collector Streets



0 1,250 2,500 5,000 Feet

- Planning Area Boundary
- City of Concord Boundary

- Seasonal Wetlands (delineated as of 2010)
- ◆ 2010 Concord parks

Activities Included



Housing



Offices



Shopping



Schools + Public Facilities



Research + Development



Regional Auto Access



Transit, Bicycling + Walking Priority

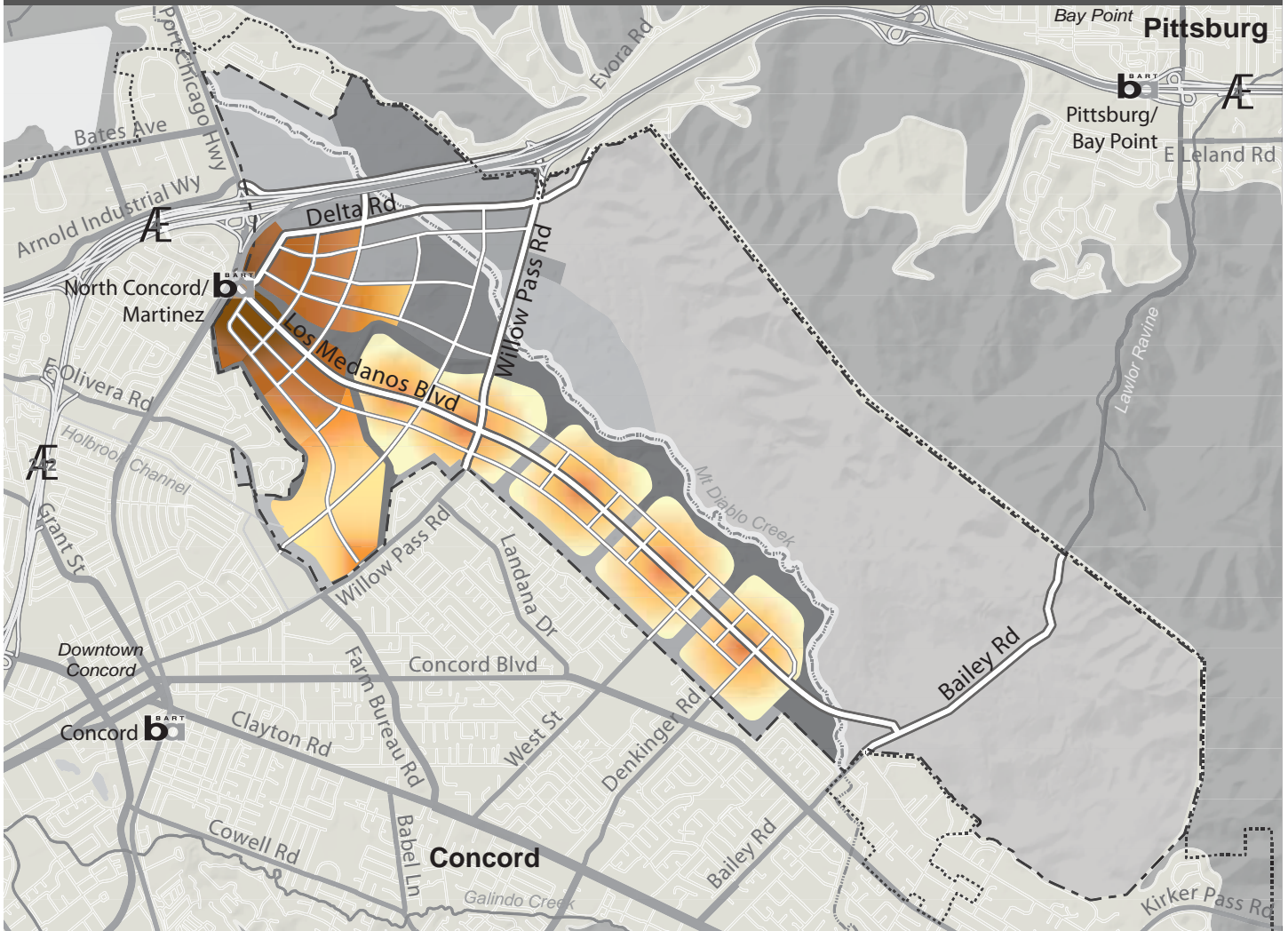


Parks and Recreation



Conservation and Species Protection

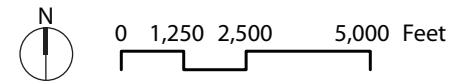
▼ Figure 3-4: Housing Mix



Legend

Mix of Housing Types

- Multi-Unit Varied Height (see example on page 53)
- Multi-Unit Low-Mid Rise (see example on page 55)
- Mix of Attached Single Unit and Multi-Unit (see example on page 59)
- Mix of Attached and Detached Single Unit (see example on page 59)
- Detached Single Unit (see example on page 59)



- Planning Area Boundary
- City of Concord Boundary

Interpretation:

This diagram illustrates a distribution of housing types generally consistent with the principles, policies and standards in the Area Plan. Specific distribution will be determined through detailed planning and design.

District Standards Table

Eight Development Districts will work in concert with the open space, circulation, and infrastructure networks delineated in the Area Plan to realize the vision established by the Reuse Planning process. Some district classifications apply to multiple geographic areas, while others are only applicable to a single geographic area.

Table 3-4 describes the intent and requirements applicable to each of the Development Districts identified in the Area Plan Diagram. These standards provide general guidance for site planning but are not a substitute for zoning or an equivalent tool that regulates permitted facilities and activities with greater precision. Additional tools will be needed to more explicitly define which uses are permitted by right, which uses require a conditional use permit or other form of discretionary review, and which uses are prohibited.

Density and Intensity — specifies the minimum and maximum permitted dwelling units per acre, and minimum and maximum permitted commercial and mixed-use building intensities. Permitted dwelling units per acre are expressed as a range across the entire geographic extent of each district (per gross acre) and permitted on individual residential parcels (per net residential acre) within these districts. In some districts, permitted dwelling units across a district (per gross acre) is significantly lower than dwelling units on each parcel. This is because residential dwellings may comprise a small proportion

of a district's overall development. The actual density/ intensity will fall somewhere within this range, but not necessarily at the top end. The precise density/ intensity on any given parcel will be determined through subsequent planning activities (for instance, specific plans) and site analysis. Gross district acres are calculated excluding Neighborhood Parks, but including Pocket Parks and Plazas.

Mix of Uses — specifies required and additional appropriate land uses within each district. Uses included in required mix must be included, while additional appropriate mix of uses reflect key components of the Area Plan's vision for each district. The specific location of the uses within each district is not prescribed, but the convenience standards in Table 3-4 shall apply. For example, the Area Plan Diagram does not identify the streets along which retail development will take place; the precise location will emerge during subsequent planning and design. Site plans must comply with the standards described in the table.

Convenience Standards — specify the maximum walking distance, on public sidewalks or paths, between each residence and workplace within a district and daily necessities.

Maximum Block Perimeter — specifies the maximum distance around individual blocks in each district, measured from the center line of the public right of way. This requirement helps create walkable neighborhoods with efficient circulation. Where achieving a specified block size would require signifi-

cant grading, this standard may be modified slightly. Block size standards apply to schools and other community facilities.

Illustrative Grids

Following the district standards table, a set of narratives and images express in greater detail the intent for each development district. These illustrative grids complement the Area Plan Diagram, Program and District Standards Table with text and images of development consistent with these figures and tables.



▼ Table 3-4: District Standards (continued on following pages)

Standard		3.3A North Concord TOD Core	3.3B North Concord TOD Neighborhoods
Intent	Description	<p>Region-serving mixed-use employment center within brief walking distance of BART, with Class A offices, shops, services, plazas and open spaces. Highest intensity employment and mixed-use development on site. May include housing.</p> <p>Mid-rise buildings above streets and open spaces with a rich mix of activities throughout the day and evening. Linked to outlying districts by Los Medanos Boulevard, dedicated bicycle routes, and high-frequency transit service.</p>	<p>Mixed-use residential district within comfortable walking distance of BART, with local-serving retail and services, neighborhood open spaces, and community facilities.</p> <p>Mid-rise residential buildings along local, collector, and through streets, linked to surrounding districts. Smaller-scale offices may be integrated into the district. Mix of rental and ownership housing.</p>
	Allowable Density and Intensity (Min-Max)		
Allowable Density and Intensity (Min-Max)	Dwelling Units / Gross District Acre	Housing optional, up to a maximum of 20 du/gross district acre	20-30
	Dwelling Units / Net Residential Acre	60-150	18-100
	Net Floor Area Ratio (FAR) / Commercial and Mixed-Use Parcel	2.0-4.0	1.0-3.0
Mix of Uses	Required Mix	<ul style="list-style-type: none"> Offices Retail and services Plaza and Pocket Park 	<ul style="list-style-type: none"> Multi-unit housing Grocery store Retail and services Community facilities Neighborhood Park Pocket Parks and Plazas
	Additional Appropriate Uses	<ul style="list-style-type: none"> Dining and entertainment Multi-unit housing, possibly including special needs housing Performing arts facility Hotel Community facilities Cultural/civic facilities 	<ul style="list-style-type: none"> Attached single-unit housing Dining and entertainment Special needs housing Live/work units Offices
Convenience Standards	High-Frequency Transit Stop	1/4 mile	1/3 mile
	Dedicated Bicycle Lane (Class I and/or Class II)	1/4 mile	1/3 mile
	Shared Vehicle Facility	1/8 mile	1/3 mile (desired)
	Public Gathering Space	1/4 mile	1/3 mile
	Active Open Space	1/4 mile	1/3 mile
	Grocery Store	1/4 mile	1/3 mile
	Maximum Block Perimeter	1,600'	1,600'
	Off-Street Parking Location	Underground or embedded parking structures	Underground or embedded parking structures



▼ Table 3-4: District Standards (continued on next page)

Standard		3.3C Central Neighborhoods	3.3D Village Centers
Intent	Description	<p>Mixed-use residential district serving a diverse range of household types and sizes at moderate densities. Variety of community facilities, neighborhood open spaces, and local-serving retail.</p> <p>Low- to mid-rise residential buildings along pedestrian-friendly streets. Active ground floor uses below some residences, services and retail around transit stops. Mix of rental and ownership housing.</p>	<p>Anchors of Village Neighborhoods, with community facilities and services located along a main street connected to the surrounding neighborhood by local streets and to BART by high-frequency transit service (if the Village Center has a through street). Each center includes an open space and multi-unit housing.</p> <p>Low- to mid-rise community facilities and mixed-use buildings along a main street with slower vehicle speeds and an inviting pedestrian realm. Pocket Parks and Plazas provide opportunities for community gathering and passive recreation.</p>
	Allowable Density and Intensity (Min-Max)		
Allowable Density and Intensity (Min-Max)	Dwelling Units / Gross District Acre	15-20	5-20 du/gross district acre
	Dwelling Units / Net Residential Acre	14-50	18-50
	Net Floor Area Ratio (FAR) / Commercial and Mixed-Use Parcel	0.5-2.0	0.5-2.0
Mix of Uses	Required Mix	<ul style="list-style-type: none"> Multi-unit housing Attached single-unit housing Grocery store Retail and services Community facilities Neighborhood Park Pocket Park and Plaza 	<ul style="list-style-type: none"> Multi-unit housing Retail and/or services (desirably including a grocery or convenience store) Community facility Pocket Park and/or Plaza
	Additional Appropriate Uses	<ul style="list-style-type: none"> Joint use facilities Live/work units Home-based businesses Dining and entertainment Special needs housing 	<ul style="list-style-type: none"> Joint use facilities Dining and entertainment Attached single-unit housing Live/work units Special needs housing
Convenience Standards	High-Frequency Transit Stop	1/2 mile	1/8 mile (for Village Centers traversed by a through street)
	Dedicated Bicycle Lane (Class I and/or Class II)	1/4 mile	1/8 mile
	Shared Vehicle Facility (desired)	1/4 mile	1/8 mile
	Public Gathering Space	1/4 mile	1/8 mile
	Active Open Space	1/4 mile	1/4 mile
	Grocery Store	1/2 mile	1/2 mile
Maximum Block Perimeter	Maximum Block Perimeter	1,800'	1,600'
	Off-Street Parking Location	Embedded parking structures; parking garages located along mid-block alleys	Embedded parking structures or surface parking lots behind buildings or screened from public rights of way.



▼ Table 3-4: District Standards (continued on next page)

Standard		3.3E Village Neighborhoods	3.3F Commercial Flex
Intent	Description	Residential districts serving a diverse range of household types and sizes at moderate to low densities. Anchored by a Village Center and surrounded by community and regional open spaces. Diverse in character and architectural style. Low-rise attached residences around Village Centers, transitioning to detached homes along district edges. Local streets with slow-moving traffic and ample space for pedestrians and bicycles linking Village Centers to open spaces. Mix of rental and ownership units.	Region-serving retail and/or workplace district with flexibility to accommodate varying proportions of light industrial, retail, and office uses depending upon market demand. Research and development uses may complement those in the adjacent Campus district. Low-rise research and development/office, light industrial and/or retail buildings anchored by a through street (labeled Delta Road on Figure 3-3) balancing the needs of trucks, drivers, cyclists, transit, and pedestrians. Connected to BART by a Class I bike path.
	Allowable Density and Intensity (Min-Max)		
Allowable Density and Intensity (Min-Max)	Dwelling Units / Gross District Acre	8-12	N/A
	Dwelling Units / Net Residential Acre	6-45 (see limited exception in additional appropriate uses)	N/A
	Net Floor Area Ratio (FAR) / Commercial and Mixed-Use Parcel	N/A	0.2-1.0
Mix of Uses	Required Mix	Attached single-unit housing (at least 25% of neighborhood housing units) Detached single-unit housing Public gathering space Neighborhood Park Pocket Parks and Plazas	One or more of the following: Research and development/Flex Light industrial Office/retail and services
	Additional Appropriate Uses	Multi-unit housing Home-based businesses Special needs housing Live/work Large-lot single-unit housing (less than 6 dwelling units per net acre; cumulative total limited to 40 total units)	Public utilities facility, such as a PG&E substation Appropriate ancillary uses, such as dining or lodging, will be determined once primary commercial uses are established.
Convenience Standards	High-Frequency Transit Stop	1/4 mile (for Village Centers traversed by a through street)	N/A
	Dedicated Bicycle Lane (Class I and/or Class II)	1/4 mile	1/4 mile
	Shared Vehicle Facility (desired)	1/4 mile	1/4 mile
	Public Gathering Space	1/4 mile	N/A
	Active Open Space	1/4 mile	N/A
	Grocery Store	1/2 mile	1/2 mile (desired)
Maximum Block Perimeter	Maximum Block Perimeter	1,800'	3,000'
	Off-Street Parking Location	Garages desirably located along mid-block alleys; embedded parking structures	Surface parking and loading facilities, screened from public rights of way where possible; embedded and free-standing parking structures.



▼ Table 3-4: District Standards

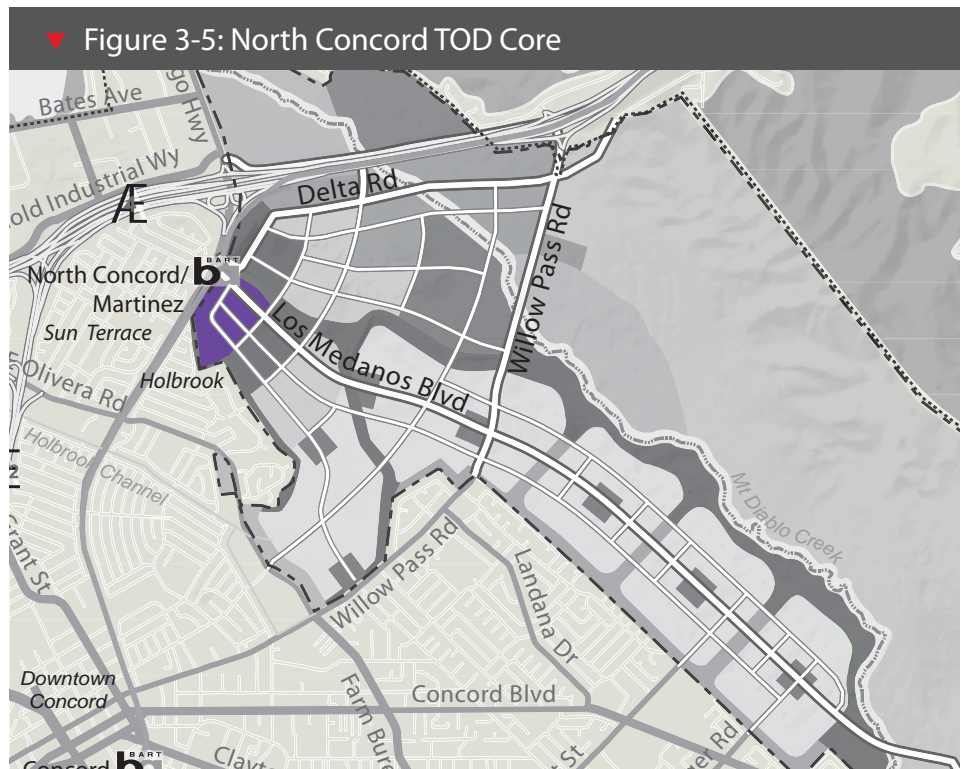
Standard		3.3G Campus	3.3H First Responder Training Center
Intent	Description	<p>A campus environment with flexibility to accommodate a range of educational, research and development, cultural, and health care uses. These uses may attract and/or support complementary uses in the adjoining Commercial Flex district. May include community facilities, such as a library, that would benefit the entire community.</p> <p>Clusters of buildings focused around public spaces that create comfortable environments for study, discussion and recreation. Prominent buildings with highest levels of activity concentrated at entries along Willow Pass Road and intersections adjacent to neighboring districts. Well-connected to transit service and other districts by a network of pedestrian and bicycle pathways.</p>	Meet the varied training needs of emergency service providers, which may include the Contra Costa County Sheriff and Fire Departments, and local police departments
	Allowable Density and Intensity (Min-Max)		
Allowable Density and Intensity (Min-Max)	Dwelling Units/Gross District Acre	N/A	N/A
	Dwelling Units / Net Residential Acre	N/A	N/A
	Net Floor Area Ratio (FAR) / Commercial and Mixed-Use Parcel	To be determined in subsequent planning phases. Maximum build out of 800,000 square feet for any use besides a four-year campus.	N/A
Mix of Uses	Required Mix	One or more of the following: Educational, research and development, health care, and/or cultural uses	First Responder Training Center facilities
	Additional Appropriate Uses	<ul style="list-style-type: none"> Campus-serving retail Conference center Performing arts facility Dormitory associated with an educational campus (will not count toward site-wide dwelling unit maximum) 	N/A
Convenience Standards	High-Frequency Transit Stop	1/4 mile (may be provided through shuttle service)	N/A
	Dedicated Bicycle Lane (Class I and/or Class II)	1/4 mile	N/A
	Shared Vehicle Facility (desired)	1/4 mile	N/A
	Public Gathering Space	1/4 mile	N/A
	Grocery Store	1/2 mile	N/A
Maximum Block Perimeter	Maximum Block Perimeter	To be determined in subsequent planning phases, based upon land use mix and site design considerations	N/A
	Off-Street Parking Location	To be determined in subsequent planning phases, based upon land use mix	N/A

3.3A North Concord Transit-Oriented District (TOD) Core

Located immediately around the North Concord/Martinez BART station southeast of Port Chicago Highway, the TOD Core will be a commercial and community district for Concord. Offices, shops, and multi-unit housing along lively streets will create an active pedestrian environment that supports local and regional businesses in conjunction with Concord’s city center around Todos Santos Plaza while welcoming people of all ages throughout the day. All destinations in the district will be less than a quarter mile from the BART station.

Higher density offices will be focused around the BART station. The most prominent commercial buildings will frame a public plaza across from the station, referred to as the North Concord Plaza. Offices will typically be located above retail shops or ground-floor lobbies with street-facing windows. The northern edge of the district may feature a mix of mid-rise office and multi-unit residential buildings. The scale of buildings will step down adjacent to the Sun Terrace and Holbrook neighborhoods.

Los Medanos Boulevard will be an active, pedestrian-friendly transit street shaded by mid-rise buildings and tree canopies. Collector streets parallel to Los Medanos Boulevard will provide ample sidewalks, and will be closed for special events such as markets and parades.



▼ Table 3-5: North Concord TOD Core Profile

Program	Number of Districts	1
	Approximate Acres	55
	Approximate Homes	700 (not required)
	Approximate Commercial Floor Space (square feet)	3,000,000
Density and Intensity	Dwelling Units / Gross District Acre (min-max)	Housing optional up to a maximum of 20 du/gross district acre
	Dwelling Units / Net Residential Acre (min-max)	60 - 150
	Net Floor Area Ratio (FAR) / Commercial and Mixed-Use Parcel (min-max)	2.0 - 4.0
Mix of Uses	Required Mix	Offices Retail and services Plaza and Pocket Park
	Additional Appropriate Uses	Dining and entertainment Multi-unit housing, possibly including Special needs housing Performing arts facility Hotel Community facilities Cultural/civic facilities
	Convenience Standard	1/4 mile (shared vehicle facility 1/8 mile)
	Maximum Block Perimeter	1,600'
	Off-Street Parking Location	Underground or embedded parking structures

Illustrative Grid 3-3A: North Concord TOD Core

The photographs below show examples of buildings consistent with the standards for the North Concord TOD Core District. Detailed planning and design after Area Plan adoption will determine the specific mix, placement, and style of TOD Core development.

Mixed-use: Class A Office above Retail

2.0-4.0 FAR



Class A Office

2.0-4.0 FAR



Mixed-use: Multi-Unit housing over retail

*2.0-3.0 FAR;
60+ dwelling units/net acre*



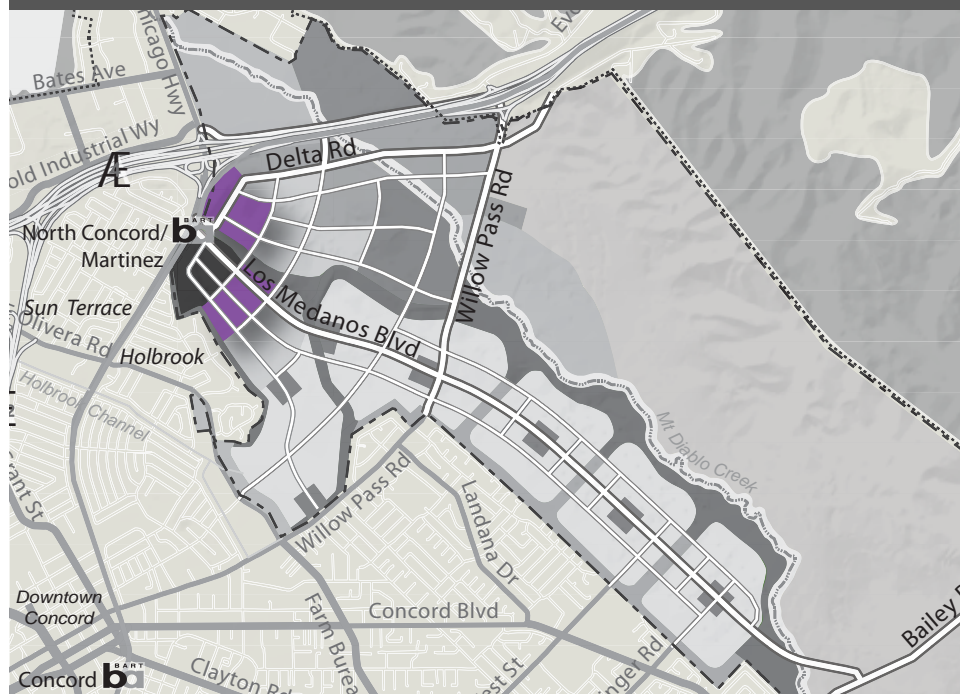
3.3B North Concord Transit-Oriented District (TOD) Neighborhoods

The North Concord TOD Neighborhoods will be vibrant, mixed-use residential districts located within a half mile of the North Concord/Martinez BART station. The districts will be linked to the North Concord TOD Core and to the remainder of the Planning Area by Los Medanos Boulevard and Delta Road, and connected internally by local streets designed to accommodate pedestrians, bicyclists, and vehicles. Buildings will be oriented toward streets to make them active, safe public spaces. Community facilities such as a library or school will be within a short walk of homes. A mix of rental and ownership housing will accommodate a range of incomes.

The Central Greenway will link the district to the North Concord / Martinez BART station as well as to Development Districts, Citywide Parks, and Conservation Open Spaces to the south and east. Sidewalks and pedestrian paths throughout the district will be at grades that provide comfortable access to BART and other portions of the site.

The southern TOD neighborhood will transition from a dense and vibrant mixed-use area adjacent to the North Concord TOD Core to a low- to mid-rise residential area near the established Holbrook neighborhood.

▼ Figure 3-6: North Concord TOD Neighborhoods



▼ Table 3-6: North Concord TOD Neighborhood Profile

Program	Number of Districts	2
	Approximate Acres (per district)	45
	Approximate Homes (per district)	1,150
	Approximate Commercial Floor Space (square feet) (per district)	75,000
Density and Intensity	Dwelling Units / Gross District Acre (min-max)	20 - 30
	Dwelling Units / Net Residential Acre (min-max)	18 - 100
	Net Floor Area Ratio (FAR) / Commercial and Mixed-Use Parcel (min-max)	1.0 - 3.0
Mix of Uses	Required Mix	Multi-unit housing Grocery Store Retail and services Community facilities (e.g., school, library, community center, etc.) Neighborhood Park Pocket Parks and Plazas
	Additional Appropriate Uses	Attached single-unit housing Dining and entertainment Special needs housing Live/work units Offices
	Convenience Standard	1/3 mile
	Maximum Block Perimeter	1,600'
	Off-Street Parking Location	Underground or embedded parking structures

Illustrative Grid 3-3B: North Concord TOD Neighborhoods

The photographs below show examples of buildings consistent with the standards for the North Concord TOD Neighborhood District. Detailed planning and design activities after Area Plan adoption will determine the specific mix, placement and style of TOD neighborhood development.

Mixed-use: multi-unit housing
over retail
(mid rise)

*2.0-3.0 FAR; 60+ dwelling units/net
acre*



Multi-unit housing
(mid rise)

45-60 dwelling units/net acre



Multi-unit housing
(low-mid rise)

30-45 dwelling units/net acre



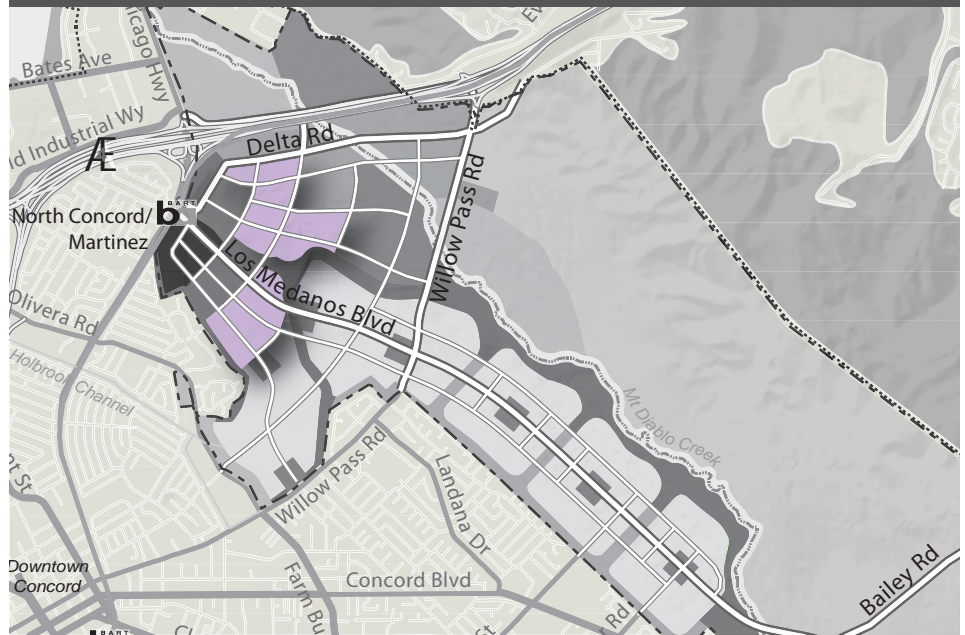
3.3C Central Neighborhoods

Central Neighborhoods will feature a diversity of housing types and sizes in close proximity to shops, community facilities, and transit service. The neighborhoods extend one-half mile to one mile from the North Concord/Martinez BART Station on both sides of the Central Greenway. Pocket Parks, convenience retail and home-based businesses will contribute to a unique community identity and create active streets. Bus stops located along Los Medanos Boulevard, Delta Boulevard and collector streets will provide convenient access to centers throughout the Planning Area and the rest of Concord, as well as regional destinations accessible by BART.

Housing types will be mixed throughout the neighborhoods, with multi-unit and single-unit housing frequently on the same block. The highest density multi-unit buildings, community facilities, and shops will cluster around transit stops. A mix of rental and ownership housing will accommodate a range of incomes. Los Medanos Boulevard will form the spine of the southern neighborhood, lined with mid-rise buildings providing shade and “eyes on the street.” Topography will help define the northern neighborhood. Minimizing grading will preserve space for unique hill-top neighborhood parks and afford residents excellent views.

Both neighborhoods will transition in scale and density along the edges of lower intensity districts and surrounding neighborhoods.

▼ Figure 3-7: Central Neighborhoods



▼ Table 3-7: Central Neighborhoods Profile

Program	Number of Districts	2
	Approximate Acres (per district)	90
	Approximate Homes (per district)	1,300
	Approximate Commercial Floor Space (Square Feet)	50,000
Density and Intensity	Dwelling Units / Gross District Acre (min-max)	15-20
	Dwelling Units / Net Residential Acre (min-max)	14-50
	Net Floor Area Ratio (FAR) / Commercial and Mixed-Use Parcel (min-max)	0.5-2.0
Mix of Uses	Required Mix	Multi-unit housing Attached single-unit housing Grocery store Retail and services Community facilities Neighborhood park Pocket Park and Plaza
	Additional Appropriate Uses	Joint use facilities Live/work units Home-based businesses Dining and entertainment Special needs housing
Convenience Standard		1/4 mile (1/2 mile for High-Frequency Transit Stop and Grocery Store)
Maximum Block Perimeter		1,800'
Off-Street Parking Location		Embedded parking structures; parking garages located along mid-block alleys

Illustrative Grid 3-3C: Central Neighborhoods

The photographs below show examples of buildings consistent with the standards for the Central Neighborhoods. Detailed planning and design after Area Plan adoption will determine the specific mix, placement and style of Central Neighborhood development.

Mixed-use: multi-unit homes and/or offices above retail and services (mid rise)

0.5-2.0 FAR



Multi-unit homes (low-mid rise)

30-45 dwelling units/net acre



Attached single-unit homes (low rise)

18-24 dwelling units/net acre

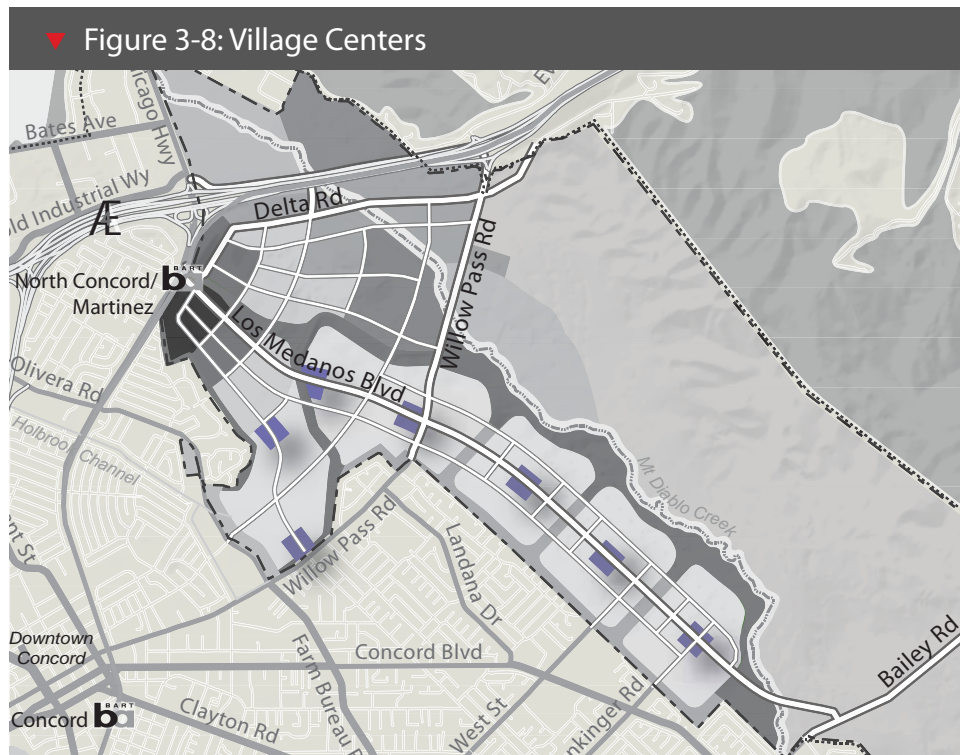


3.3D Village Centers

Each Village Center will be the core of a Village Neighborhood. Together, each center and village will form a complete neighborhood.

Apartments, townhomes, and condominiums will offer convenient living options that create activity throughout the day, increasing pedestrian safety and comfort while supporting local businesses. The village centers will vary in character, scale, density, and mix of uses. Some centers will be anchored by grocery stores and related local services, while others will be anchored by a library, elementary school, or other community facility.

Shops, community facilities, and gathering spaces will be clustered in the Village centers. Within each of the centers located along the Los Medanos Boulevard will be a transit stop providing high-frequency service to the North Concord/Martinez BART Station, and to centers, neighborhoods, and open spaces across the site. Local streets and trail connections will provide comfortable bicycle and walking access to community and regional open space networks.



▼ Figure 3-8: Village Centers

▼ Table 3-8: Village Centers Profile

Program	Number of Districts	7
	Approximate Acres per District	10
	Approximate Homes per District	Varies by district, up to approximately 150 dwelling units
	Approximate Commercial Floor Space per District (Square Feet)	5,000 (centers with local services only) - 75,000 (centers with grocery stores and related services)
Density and Intensity	Dwelling Units / Gross District Acres (min-max)	5-20 du/ gross district acre
	Dwelling Units / Net Residential Acres (min-max)	18-50
	Net Floor Area Ratio (FAR) / Commercial and Mixed-Use Parcel (min-max)	0.5-2.0
Mix of Uses	Required Mix	Multi-unit housing Retail and/or services (desirably including a grocery or convenience store) Community facility Pocket Park and/or Plaza
	Additional Appropriate Uses	Joint use facilities Dining and entertainment Attached single-unit housing Live/work units Special needs housing
	Convenience Standard	1/8 mile (if traversed by a through street)
	Maximum Block Perimeter	1,600'
	Off-Street Parking Location	Embedded parking structures or surface parking lots behind buildings or screened from public rights of way

Illustrative Grid 3-3D: Village Centers

The photographs below show examples of buildings consistent with the standards for the Village Centers. Detailed planning and design after Area Plan adoption will determine the specific mix, placement and style of village center development.

Community Facilities and Public Gathering Spaces



Local Retail and Services
(Vertically integrated housing optional)

0.5-1 FAR



Multi-unit and attached single-unit housing

18-50 dwelling units/net acre



3.3E Village Neighborhoods

Village neighborhoods will be residential communities within walking distance of a mixed-use center and conservation lands and parks. Local streets and Neighborhood Parks will evolve over time to create a unique character that complements established Concord neighborhoods. Levels of activity and housing density will gradually decrease toward neighborhood edges, where the Neighborhood Frame will create a gentle transition to adjoining communities. A variety of housing opportunities—including rental and ownership units—will accommodate a wide range of household sizes and incomes. Areas with significant topography will provide opportunities for unique large-lot homes.

Buildings will be oriented toward well-shaded sidewalks and front yards to make them comfortable spaces where neighbors can congregate and relax. Home-based businesses are envisioned to provide residents with the opportunity to reduce commute times and auto travel, and respond to evolving workplace trends.

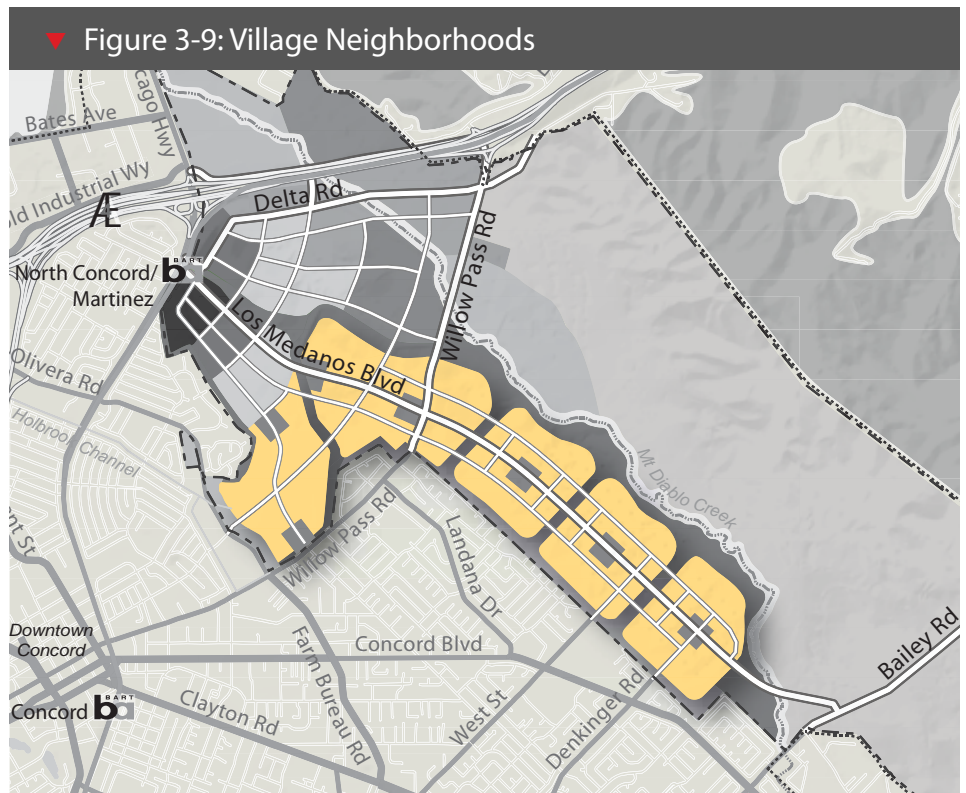


Table 3-9: Village Neighborhoods Profile

Program	Number of Districts	5
	Approximate Acres per District	150
	Approximate Homes per District	1,240
Density and Intensity	Dwelling Units / Gross District Acre (min-max)	8-12
	Dwelling Units / Net Residential Acre (min-max)	6-45
Mix of Uses	Required Mix	Attached single-unit housing (at least 25% of neighborhood housing units) Detached single-unit housing Neighborhood Park Pocket Parks and Plazas
	Additional Appropriate Uses	Multi-unit housing Special needs housing Home-based businesses Live/work Large-lot single-unit housing (less than 6 dwelling units per net acre; cumulative total limited to 40 total units)
Convenience Standard		1/4 mile (for Village Centers with a through street); 1/2 mile for grocery
Maximum Block Perimeter		1,800'
Off-Street Parking Location		Garages desirably located along mid-block alleys; embedded parking structures

Illustrative Grid 3-3E: Village Neighborhoods

The photographs below show examples of buildings consistent with the standards for the Villages. Detailed planning and design after Area Plan adoption will determine the specific mix, placement and style of village neighborhood development.

Attached single-unit homes

18-24 dwelling units/net acre



Detached single-unit homes
(small lot)

10-15 dwelling units / net acre



Detached single-unit homes
(small-medium lot)

6-8 dwelling units / net acre

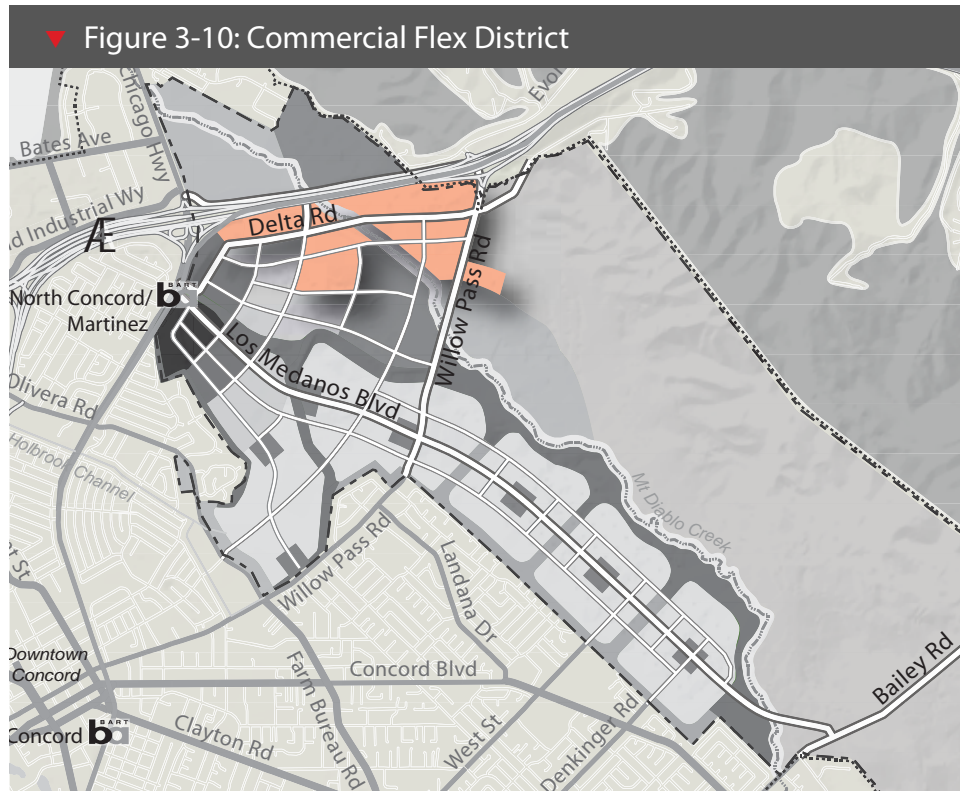


3.3F Commercial Flex District

The Commercial Flex district may accommodate a variety of light industrial, research and development, retail, and office uses. The specific mix of uses will be based upon real estate market demand and detailed planning and design studies. Access to Highway 4 and Willow Pass Road creates opportunities for activities that demand high-capacity road access and/or high volumes of pass-by trips. The district's flexibility offers an opportunity to capitalize on synergies with the adjoining Campus district, in particular research and development activities.

The character of the Commercial Flex district will be shaped in large part by the uses supported by market conditions. Additional standards will be developed once these uses are identified. Block sizes are likely to be larger in the Commercial Flex district than elsewhere on the site to accommodate the larger building footprints typically associated with this type of development. Primary building entrances will open directly onto sidewalks to promote activity and pedestrian safety. This will be reinforced by clustering the district's highest density uses along Delta Boulevard and surrounding the Campus district and tournament facility with complementary uses.

Standards for transit access and for supportive uses such as dining and lodging will be refined when the district's commercial uses are established.



▼ Figure 3-10: Commercial Flex District

▼ Table 3-10: Commercial Flex District Profile

Program	Number of Districts	1
	Approximate Acres	210 (The Commercial Flex designation applies only to portions of the former CNWS; property owned by Caltrans is excluded.)
	Approximate Commercial Floor Space (Square Feet)	1,700,000
Density and Intensity	Net Floor Area Ratio (FAR) / Commercial Parcel (minimum-maximum)	0.2-1.0
Mix of Uses	Required Mix	One or more of the following: Research and Development/Flex Light Industrial Office Retail and services
	Additional Appropriate Uses	Public utilities facilities, such as a PG&E substation Appropriate ancillary uses, such as dining or lodging, will be determined once primary commercial uses are established.
	Convenience Standard	1/4 mile (bike lane, shared vehicle facility only)
	Maximum Block Perimeter	3,000'
	Off-Street Parking Location	Surface parking and loading facilities, screened from public rights of way where possible; embedded and free-standing parking structures

Illustrative Grid 3-3F: Commercial Flex

The photographs below show examples of buildings consistent with the standards for the Commercial Flex District. Detailed planning and design after Area Plan adoption will determine the specific mix, placement and style of Commercial Flex development.

Industrial/Research +
Development Flex

0.2-0.35 FAR



Office
(Low-rise)

0.35-0.5 FAR



Large Format Retail

0.35-0.5 FAR



3.3G

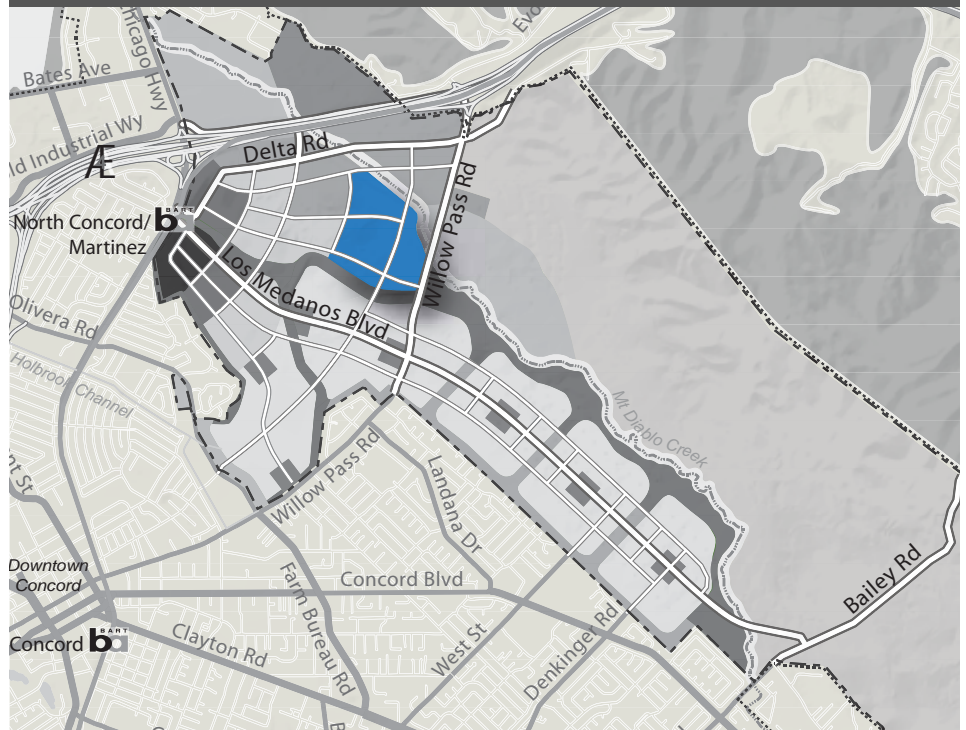
Campus District

This district is a campus environment with the flexibility to accommodate a range of educational, research and development, cultural, and health care uses. These uses may attract and/or support complementary uses in the adjoining Commercial Flex district.

The Central Greenway bordering the district provide direct access to North Concord/Martinez BART and the Los Medanos and Mt. Diablo Creek Regional Parks on dedicated bicycle and foot paths. Transit connections to North Concord/Martinez BART station will further enhance opportunities for students, employees, and visitors to reach the district without using an automobile.

The urban campus will include clusters of buildings focused around public spaces that create comfortable environments for study, discussion, and recreation. Additional standards for the site will be developed once a major use has been identified. A campus use could include community facilities, such as a library, that would benefit the entire community.

▼ Figure 3-11: Campus District



▼ Table 3-11: Campus District Profile

Program	Number of Districts	1
	Approximate Acres	120
	Maximum Commercial Floor Space (Square Feet)	800,000 (for any use besides a four-year campus)
Mix of Uses	Required Mix	Education, Research and development, Health care, and/or Cultural uses.
	Additional Appropriate Uses	Campus-serving retail Conference center Performing arts facility Dormitory (will not count towards site-wide dwelling unit maximum)
Convenience Standard		1/4 mile
Maximum Block Perimeter		To be determined in subsequent planning phases, based upon land use mix and site design considerations
Off-Street Parking Location		To be determined in subsequent planning phases, based upon land use mix and site design considerations

Illustrative Grid 3-3G: Campus

The photographs below show examples of development consistent with the standards for the Campus District. Detailed planning and design after Area Plan adoption and identification of site occupant(s) will determine the specific form and character of the district.

University



Learning Centers and Cultural Facilities

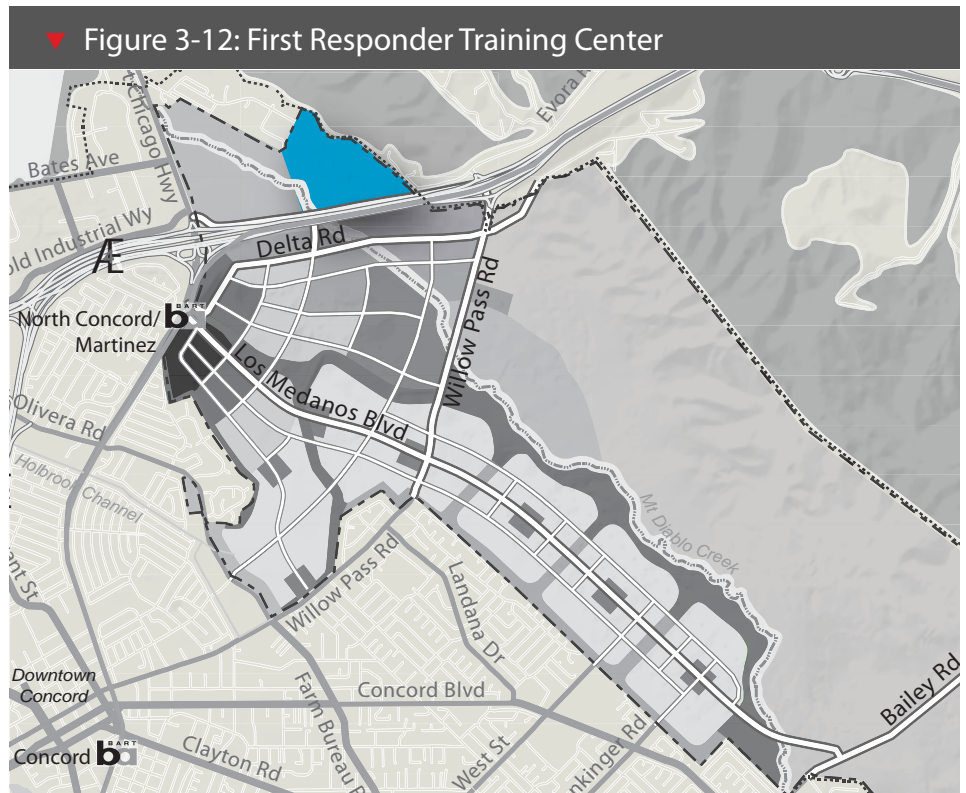


Research Center



3.3H First Responder Training Center

The First Responder Training Center will include training grounds and other facilities required to support regional first responders, which may include the Contra Costa County Sheriff and Fire Departments. This district is physically separated from the rest of the site by Highway 4.



▼ Table 3-12: First Responder Training Center

Program	Approximate Acres	80
Mix of Uses	Required Mix	First Responder Training Center Training facilities
	Additional Appropriate Uses	N/A

Conservation, Open Space, & Recreation Lands

The Area Plan preserves 69 percent of the site for Conservation, Open Space, and Recreation Lands, creating an array of recreation opportunities while preserving valuable natural resources. Combined with the circulation and development standards, the site's open space network will promote healthy lifestyles by providing convenient access to neighborhood, city, and regional scale parks and public spaces.

Open Space Network Diagram

The Area Plan organizes open space into four categories: 1) Conservation Open Space; 2) Greenways; 3) Citywide Parks; and 4) District Open Spaces. Figure 3-13 designates the general locations of Conservation Open Spaces, Greenways, and Citywide Parks.

Not shown on Figure 3-13 or the Area Plan Diagram are the District Open Spaces—Neighborhood Parks, Pocket Parks, and Plazas—because these will be located within Development Districts and their locations will be planned as part of detailed district design activities following Area Plan adoption. District Open Spaces appropriate for each Development District, are shown in Table 3-13.

Open space acreage is shown in Table 3-14.

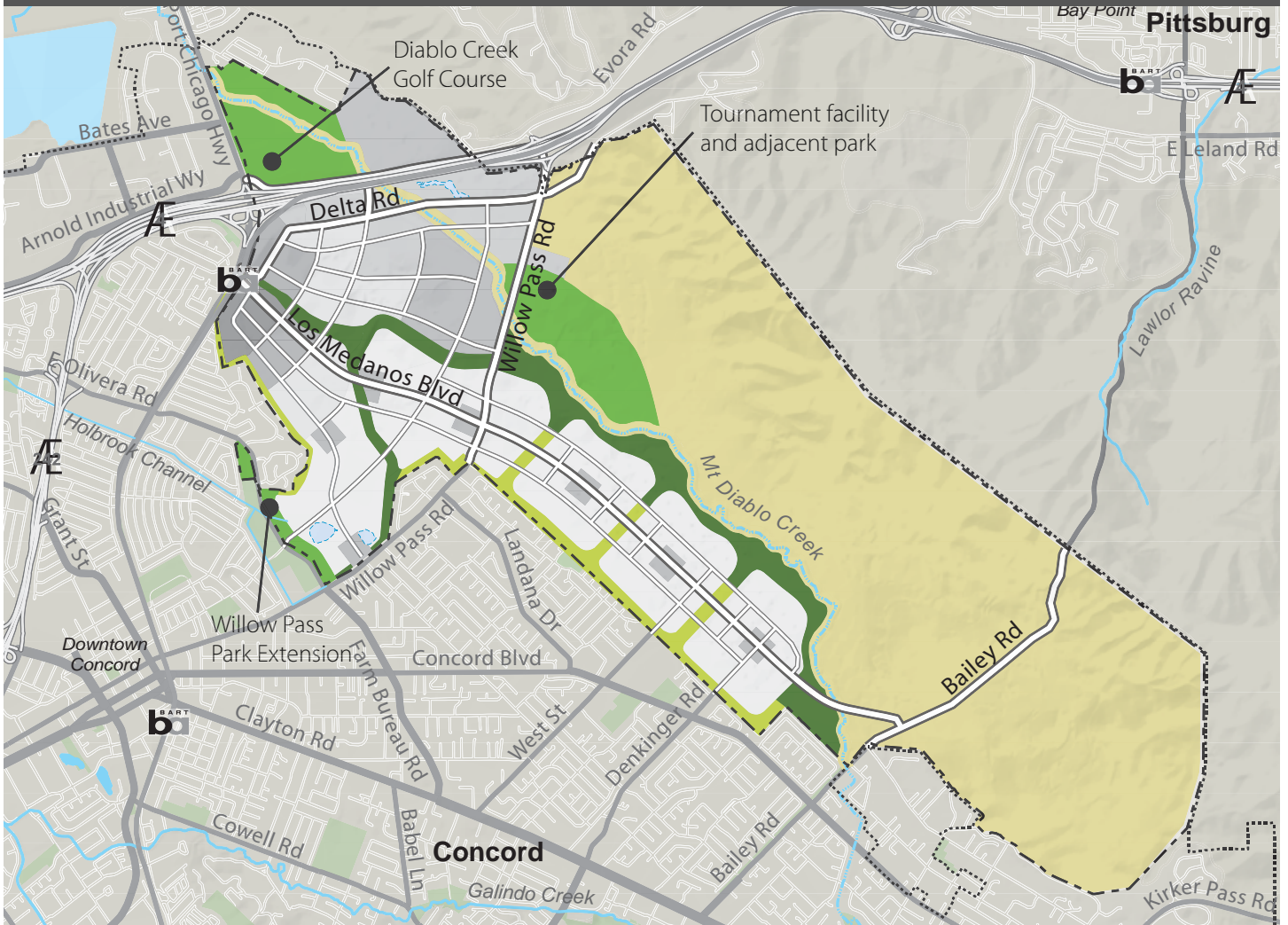
Trail System

The network of Greenways provides an opportunity to develop an off-road trail system that serves both circulation and recreation functions.

The Countywide Bike and Pedestrian Plan and the City of Concord Trails Master Plan provide a framework for integrating new trails with a citywide and regional trail network that extends throughout the Bay Area. The site may close a gap in the Delta de Anza Trail, which terminates at the northern edge of the site at Willow Pass Road and Highway 4. It may also link to the Contra Costa Canal Regional Trail, which terminates near the southwestern part of the site. These trails provide linkages to a regional system that includes the Iron Horse Trail, the California Hiking and Riding Trail, the San Francisco Bay Trail, and the Ridge Trail.

Trails on the site may connect to the surrounding bike lane and sidewalk system, improving access to city parks, regional parks and trails, and other destinations around the region. Alignment of trails will be determined during detailed planning following Area Plan adoption and will be subject to the provisions of natural resources permits.

▼ Figure 3-13: Open Space Network



Legend

Conservation Open Space

- Regional Park
- Mt. Diablo Creek Corridor

Not shown: Potential bike and pedestrian facilities in the Conservation Open Space planned for the EBRPD Regional Park.

Greenways and Citywide Parks

- Neighborhood Frame
- Central Greenway
- Citywide Parks



0 1,250 2,500 5,000 Feet

- Planning Area Boundary
- City of Concord Boundary
- 2010 Concord parks
- Seasonal wetlands (delineated as of 2010)

▼ Table 3-13: Required District Open Spaces

	TOD Core	TOD Neighborhood	Central Neighborhoods	Village Centers	Villages
Neighborhood Parks		●	●		●
Pocket Parks + Plazas	●	●	●	●	●
North Concord Plaza	●				

Locations within Development Districts to be determined through detailed planning.

▼ Table 3-14: Open Space Acreage

Open space type	Approximate acreage
Conservation Open Space	
Regional Park	2,537
Mt. Diablo Creek Corridor	178
<i>Conservation Open Space subtotal</i>	<i>2,715</i>
Citywide Parks	
Willow Pass Park extension	45
Tournament Facility	75
Citywide park adjacent to Tournament Facility	100
Mt. Diablo Golf Course	88
<i>Citywide Parks subtotal</i>	<i>308</i>
Greenways	
Central Greenway	380
Neighborhood Frame	98
<i>Greenways total</i>	<i>478</i>
OPEN SPACE TOTAL	3,501
	~69% of the Planning Area

Notes: Total acreage of District Open Spaces is not specified in the Area Plan. Total Golf Course acreage is approximately 190 acres; 88 acres are to be transferred from Navy ownership as part of the Golf Course.

Open Space Standards Table

Table 3-15 presents the intent and standards applicable to the open space classifications shown on Figure 3-13. The standards are organized into the following categories:

Intent — describes the intended purpose and function of the classification.

Required Features — specifies programmatic components, such as picnic areas, required within the geographic extent(s) of each classification shown on Figure 3-13.

Critical Dimensions — specifies spatial requirements applicable to each classification, such as minimum and/or maximum widths, and in some cases, total site acreage.

Additional Appropriate Features — specifies additional programmatic components desired within each open space classification shown on Figure 3-13. Examples included in Table 3-15 are illustrative and are not exhaustive.

▼ Table 3-15: Open Space Standards (continued next page)

	Conservation Open Space		Greenways	
	Regional Park	Mt. Diablo Creek Corridor	Central Greenway	Neighborhood Frame
Intent	Regional open space providing protection and enhancement of sensitive habitats and valuable topographical and hydrological features of the site. Visual and physical amenity to residents of Concord and the Bay Area, with limited access provided through trails, picnic areas, and overlooks—consistent with natural resource permits.	Open space buffering Mt. Diablo Creek, supporting passive habitat restoration and providing a sensitive transition to regional open space. Sensitive trails and public spaces will provide a community and regional amenity linked to the Regional Park and to Concord’s open space network consistent with natural resource permits.	Linear open space providing a continuous connection between North Concord/Martinez BART station, the TOD Core, and districts throughout the site. The design of the greenway will respond to the site’s topography, habitat areas, and cultural resources. Adjacent community-serving uses will take advantage of this open space through site planning and programming	Linear open space along the perimeter of the site providing a transition between Development Districts and adjoining neighborhoods, and accommodating bicycling and walking, urban agriculture, community gardens, and active and passive recreation.
Required Features	To be determined; based upon natural resource permits	To be determined; based upon natural resource permits	Bicycle and pedestrian trails; shaded seating; picnic areas; plantings; sport courts; play fields, tot lots; wayfinding markers; special event areas	Bicycle and pedestrian trails; shaded seating; picnic areas; community gardens; sport courts; play fields; picnic areas
Additional Appropriate Features	Trails; shaded seating and picnic tables; interpretive center; siting dependent on natural resource permits	Trail; shaded seating; trail-heads and overlooks at interfaces with Greenways and Conservation Open Space; siting dependent on natural resource permits	Recreation facilities; community gardens; outdoor vending; interpretive signage; cultural resources; habitat; stormwater retention and detention as needed	Dog parks; tot lots; small-scale agriculture; habitat; stormwater retention and detention as needed
Critical Dimensions	At least 2,537 total acres	To be determined, based upon natural resource permits, 178 acres assumed provisionally	At least 100’ wide. Approximately 380 acres total.	275’-425’ wide between established neighborhoods and three southern Villages; 150’-500’ wide between Villages. Approximately 98 acres total.

▼ Table 3-15: Open Space Standards (continued from previous page)

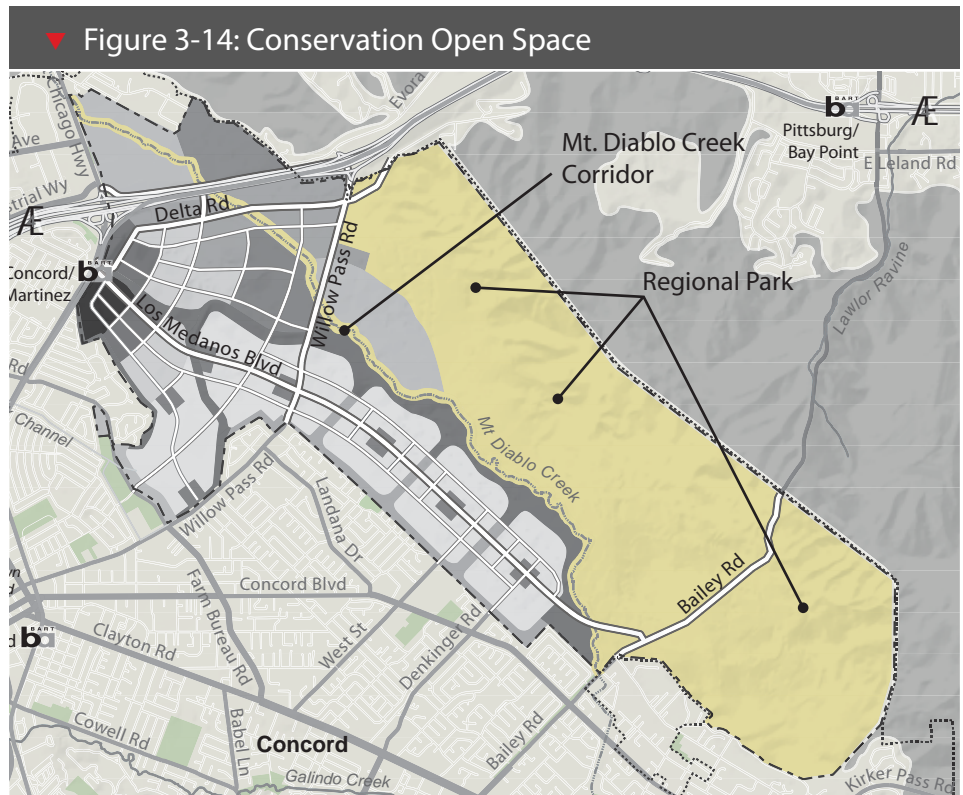
	Citywide Parks	District Open Spaces		
		Neighborhood Parks	Pocket Parks and Plazas	North Concord Plaza
Intent	<p>Large recreation and community facilities serving residents of Concord and the region, that may include commercial recreation.</p> <p>Locations include:</p> <ul style="list-style-type: none"> • East of Willow Pass Rd and adjacent to the Campus District. This site will host a tournament-level sports complex that may be publicly or privately operated, and may include a large indoor facility or outdoor stadium. • Western edge of the site, north of Willow Pass Road. This park will serve as an extension of Willow Pass Park. • Existing golf course Northeast of the junction of Highway 4 with Port Chicago Highway 	Parks providing active and passive recreation within districts and along Greenways.	Small resident and employee-serving open spaces integrated into Development Districts to support public gathering and passive recreation. More active plazas may be located in Village Centers and in areas of high commercial activity.	Active gathering place marking entry point to the site from North Concord/Martinez BART station. A paved plaza for pedestrians that supports movement between the BART station, bus stops and other modes of transportation, while also creating a space for community interaction and public events.
Required Features	Tournament sports facility; sports courts and fields; golf course; play fields; restrooms; shaded seating areas; picnic areas; auto and bicycle parking; transit stop; plantings	Trails; shaded seating and picnic areas; play areas; sport courts	Shaded seating; plantings; outdoor gathering space	Shaded seating; outdoor gathering space; plantings
Additional Appropriate Features	Concessions; skate park; community meeting facilities; indoor and outdoor performance facilities; stormwater retention and detention as needed	Community gardens; tot lots; outdoor vending; dog parks; game tables; community pool; community centers; stormwater retention as needed	Tot lots; community gardens; game tables; picnic area; outdoor vending; sport courts; stormwater retention as needed	Café; outdoor vending; public restrooms; sheltered bicycle storage; game tables; outdoor performance space; water features
Critical Dimensions	45 -100 acres each; Approximately 308 acres total	2-10 acres	0.25-2 acres	0.5-5 acres

3.4A Conservation Open Space

The primary purpose of Conservation Open Space lands is resource conservation. Public access to these lands will be controlled in order to conserve and restore habitat and protect special status species, consistent with the conditions of natural resource permits. Residents will be able to access these open spaces along sensitive trails linked to community and regional networks.

The Regional Park will cover at least 2,537 total acres of the Planning Area, including the site's most significant topography. Consistent with provisions of natural resource permits, hiking trails, picnic areas, and overlooks will add to the region's rich network of publicly accessible parkland while maintaining and enhancing the site's habitat value. Bicycle paths, sensitively aligned to avoid critical natural resources, will offer cyclists a challenging route that connects current and planned regional bicycle paths.

The Mt. Diablo Creek Corridor will form a natural buffer along the Creek as it winds through the site, providing a valuable wildlife corridor. Consistent with natural resource permits, trails and shaded seating areas will create unique spaces for gathering and relaxation within a short walk of many homes. The Creek Corridor contains the majority of the site's riparian habitat and forms an important link in the city and region's open space network.



▼ Table 3-16: Conservation Open Space Profile

Number of Open Spaces	2 (Regional Park and Mt. Diablo Creek Corridor)
Critical Dimensions	Regional Park: At least 2,537 total acres Mt. Diablo Creek Corridor: 178 acres assumed provisionally
Required Features	To be determined; based upon natural resource permits
Additional Appropriate Features (Siting dependent upon natural resource permits)	Trails Shaded seating Shaded picnic tables in Regional Park Interpretive center in Regional Park Trailheads in Mt. Diablo Creek Corridor at interfaces with Greenways

Illustrative Grid 3-4A: Conservation Open Spaces

The photographs below show examples of features consistent with the standards for Conservation Open Spaces. Detailed planning and design following Area Plan adoption will determine the specific features of these open spaces.

Regional Park
Hillside preservation (left)
Hiking trails (right)



Mt. Diablo Creek Corridor
Creek preservation (left)
Conservation trails (right)



Features of both conservation
open spaces
Sensitive public access (left)
Wildlife habitat (right)



In the event of conflicts between the conditions of State and/or federal permits, and policies included in the General Plan, permit provisions shall govern.

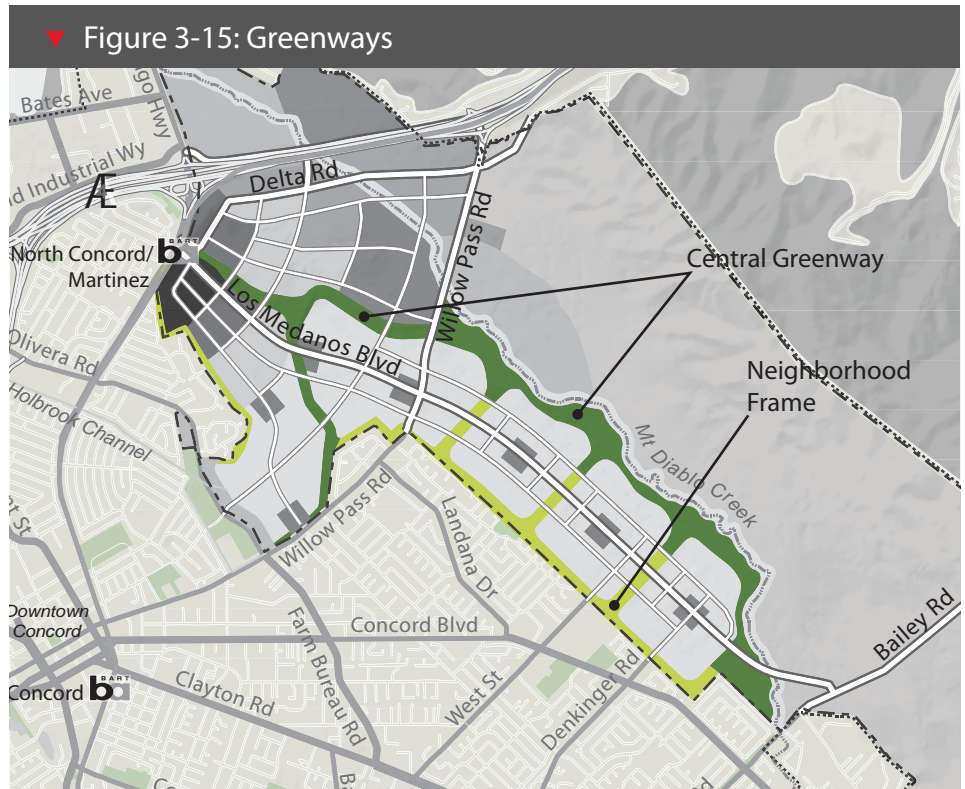
3.4B Greenways

Greenways are linear parks and open space areas that link districts to one another and to the Regional Park and Mt. Diablo Creek Corridors, accommodate pedestrian and bicycle facilities, provide a transition to surrounding communities, and enhance the site's visual identity. Greenways will also provide opportunities for formal and informal recreation, as well as community assets such as community gardens, tot lots, and dog parks.

Greenways include the Central Greenway and Neighborhood Frame. The Central Greenway will connect the North Concord/Martinez BART station and the TOD districts to neighborhoods and adjoining communities. The qualities of this greenway will vary at different locations, providing active gathering spaces and sports fields adjacent to the TOD Districts and Central Neighborhoods, transitioning into a series of less active spaces along the Village Neighborhoods.

The Neighborhood Frame will host bicycle and pedestrian trails as well as a variety of programmed uses, including community gardens, play fields, and picnic areas. The frame will provide a sensitive transition between Development Districts and adjoining neighborhoods.

Priority pedestrian and bicyclist crossings will be provided where Collector Streets cross Greenways to allow continuous travel through the site's open space network. The specific location of greenways may shift to incorporate topographic features and to help provide continuity along the trail network.



▼ Table 3-17: Greenway Profile

Number of Open Spaces	2 (Central Greenway and Neighborhood Frame)
Critical Dimensions	Approximately 380 acres total (Central Greenway) Approximately 98 acres (Neighborhood Frame) Neighborhood Frame 275'-425' wide where bounding established neighborhoods; 150'-500' wide between Villages. Central Greenway at least 100' wide.
Required Features	Bicycle and pedestrian trails Shaded seating and picnic areas Plantings in Central Greenway Tot lots in Central Greenway Wayfinding markers in Central Greenway Community gardens in Neighborhood Frame
Additional Appropriate Features	Outdoor Vending Stormwater retention and detention as needed Sport courts and play fields Community gardens in Central Greenway Interpretive signage in Central Greenway Cultural resources in Central Greenway Dog parks in Neighborhood Frame Tot lots in Neighborhood Frame Urban agriculture in Neighborhood Frame

Illustrative Grid 3-4B: Greenways

The photographs below show examples of features consistent with the standards for Greenways. Detailed planning and design following Area Plan adoption will determine the specific locations and features of Greenways.

Central Greenway
Dog parks (left)
Seating and picnic areas (right)



Neighborhood Frame
Community gardens (left)
Play fields (right)



Features of all Greenways
Pedestrian and bicycle trails (left)
Stormwater retention/detention (right)



3.4C Citywide Parks

Citywide Parks will be large recreation and community facilities serving residents of Concord and the region.

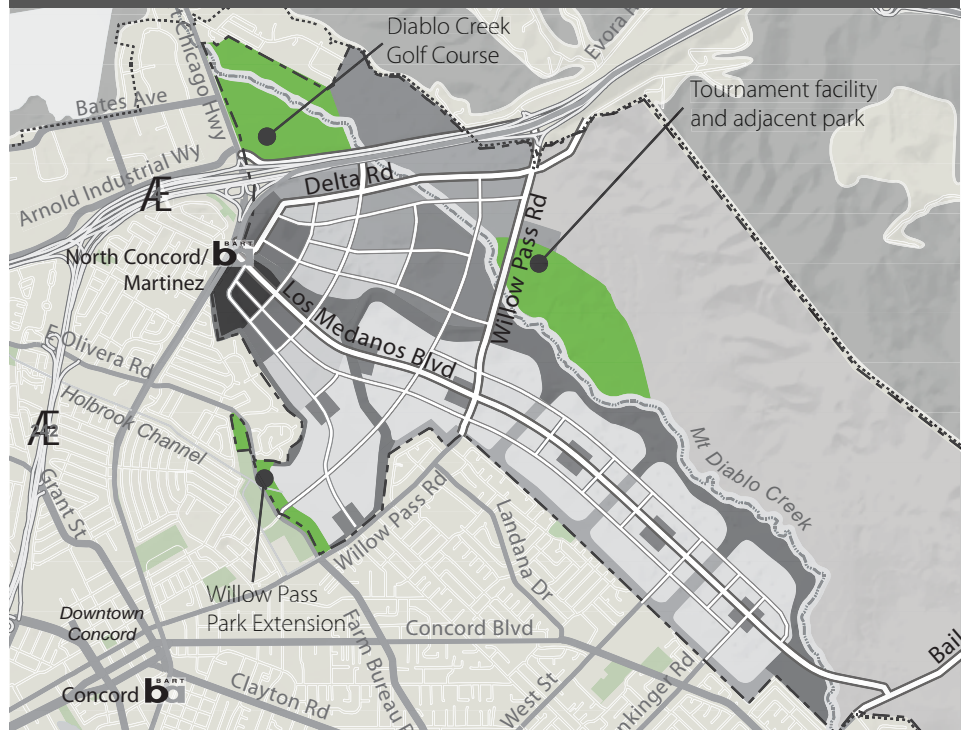
At the western edge of the site, a Citywide Park will extend Willow Pass Park into the Planning Area. This will serve the recreational needs of Concord residents, and will be easily accessible from transit, pedestrian, and bicycle networks. Plantings, shaded seating and picnic areas will make this a comfortable and attractive space. This park may include cultural activities such as a performance space.

East of Willow Pass Road and adjacent to the Campus District, a 100-acre Citywide Park will accommodate a variety of active recreational activities, providing sport courts and fields, picnic and seating areas, restrooms, and possibly cultural facilities.

A 75-acre tournament sports facility will adjoin this park. The facility will host youth and amateur-level sports tournaments and include a large indoor facility or outdoor stadium for youth or tournament. Complementary uses in neighboring parts of the Commercial Flex district may provide food and lodging to users of the facility and visitors. Concessions and parking would be provided as appropriate.

Located north of Highway 4 and east of Port Chicago Highway, the Diablo Creek Golf Course will continue to provide residents of Concord and neighboring cities with access to an 18-hole course.

▼ Figure 3-16: Citywide Parks



▼ Table 3-18: Citywide Parks Profile

Number of Open Spaces	3
Critical Dimensions	45-100 acres
Required Features	<ul style="list-style-type: none"> Tournament sports facility Sports courts and fields Golf course Play fields Restrooms Shaded seating and picnic areas Auto and bicycle parking Transit stop Plantings
Additional Appropriate Features	<ul style="list-style-type: none"> Concessions Skate parks Community meeting facilities Indoor and outdoor performance facilities Stormwater retention and detention, as needed

Illustrative Grid 3-4C: Citywide Parks

The photographs below show examples of features consistent with the standards for Citywide Parks. Detailed planning and design after Area Plan adoption will determine the specific locations and features of Citywide Parks.

Tournament facility



Sport fields (left)
Playfields (right)



Pools (left)
Picnic Areas (right)



3.4D District Open Space

District Open Spaces include a variety of improved parks and plazas within Development Districts featuring facilities that meet the day-to-day recreational needs of residents.

Neighborhood Parks will provide convenient places to play, relax, and socialize. Play areas, trails, picnic areas, and sport courts will support community identity and health.

Pocket Parks will be attractive gathering spaces for residents and employees. Pocket Parks will range from quiet oases to bustling gathering spaces, complementing surrounding uses and activities.

In the TOD core a public plaza will act as a gateway to the mixed use district. The North Concord Plaza will be a public gathering space for residents, workers, and visitors in the TOD districts. Shaded seating and unique plantings will complement the intensity of buildings in the district.

▼ Table 3-19: District Open Space Profile

Critical Dimensions	2-10 acres per Neighborhood Park 0.25-1 acre per Pocket Park or Plaza 0.5-5 acres for North Concord Plaza
Required Features	Shaded seating Outdoor gathering spaces in North Concord Plaza, and in Pocket Parks and Plazas Plantings in North Concord Plaza, and in Pocket Parks and Plazas Trails in Neighborhood Parks Shaded picnic areas in Neighborhood Parks Play areas in Neighborhood Parks Sport courts in Neighborhood Parks
Additional Appropriate Features	Outdoor vending Game tables Community gardens in Neighborhood Parks and Pocket Parks Tot lots in Neighborhood and Pocket Parks and Plazas Stormwater retention, as needed in Neighborhood and Pocket Parks and Plazas Dog parks in Neighborhood Parks Community pool in Neighborhood Parks Community center in Neighborhood Parks Cafe in North Concord Plaza

▼ Table 3-20: Required District Open Spaces (same as Table 3-13)

	TOD Core	TOD Neighborhood	Central Neighborhoods	Village Centers	Villages
Neighborhood Parks		●	●		●
Pocket Parks + Plazas	●	●	●	●	●
North Concord Plaza	●				

Locations within Development Districts to be determined through detailed planning.

Illustrative Grid 3-4D: District Open Spaces

The photographs below show examples of features consistent with the standards for the District Open Spaces. Detailed planning and design following Area Plan adoption will determine the locations and features of District Open Spaces.

North Concord Plaza
Shaded seating area (left)
Outdoor vending (right)



Neighborhood Parks
Sport courts (left)
Picnic areas (right)



Pocket Parks
Tot lots (left)
Shaded outdoor gathering spaces and plantings (right)



Community Facilities

Facilities such as libraries, schools, and arts centers will be community focal points. Some facilities may serve people living and working in the immediate surroundings, while others will attract people from throughout Concord or even the whole Bay Area. This section provides a set of guidelines for the location and design of community facilities in the Plan Area, complemented by an illustrative grid.

New schools, fire stations, community centers, libraries, and other community facilities will be needed to serve the increased population and workforce in the CRP area. In addition to providing essential services to residents, these facilities are an important part of creating complete neighborhoods and developing the Area into a walkable, sustainable community. While the Area Plan does not identify specific sites for most community facilities, their location and design will play a central role in creating vibrant and safe centers, supporting all modes of transportation, and enhancing quality of life.

Community Facilities Guidelines

Table 3-21 establishes guidelines for the location and design of community facilities. These guidelines express the desired attributes of community facilities, but are not specific requirements.

Community Facilities Illustrative Grid

The grid photographs illustrate features consistent with the intent and standards for each facility type. The photographs represent potential features, and are not intended to be exhaustive or prescriptive.

Illustrative Grid 3-4E: Community Facilities

The photographs below show examples of features consistent with the guidelines for community facilities. Detailed planning and design following Area Plan adoption will determine the locations and features of community facilities.

Schools



Libraries



Community Centers



▼ Table 3-21: Community Facilities Guidelines (continued on next page)

Facility	Intent	Location	Design
Schools (K-12)	<p>K-12 educational facilities that promote educational excellence while contributing to the identity of the site's centers and neighborhoods. Connected to safe walking and bicycling routes.</p> <p>May be part of joint use facilities that include other schools, a library, a community center or other compatible uses to make efficient use of resources and to help create a community focal point. Schools may be operated by public, private or non-profit organizations.</p>	Village Centers, Central Neighborhoods, TOD Neighborhoods	<p>Individual building or multiple buildings designed to provide appealing and convenient pedestrian access. Distinctive building features, such as facade treatments, that contribute to the visual identity of a center or neighborhood.</p> <p>Sport fields, gyms, sport courts, libraries, and cultural and arts centers with entrances visible from the public sidewalk.</p> <p>Located on small blocks with high connectivity to safe street crossings, transit stops and the bicycle network. Schools can be multi- or single-story, and will be accommodated on a block or multiple blocks consistent with the standards in Table 3-4.</p>
University/College	<p>Post-secondary educational facilities that promote educational excellence in a distinctive, aesthetically pleasing campus setting. Facilities that do not require an individual campus setting may be integrated into the TOD Core.</p> <p>May be part of joint use facilities that include compatible uses such as a library or cultural and arts center. May be operated by public, private or non-profit organizations, and may share resources with K-12 schools.</p>	<p>Campus District (facilities requiring unified campus)</p> <p>TOD Core (facilities that do not require a unified campus)</p>	<p>Unified campuses: clusters of buildings focused around squares and plazas. Distinctive architectural features that create a strong sense of identity and provide a visual amenity for the community. Entrances marked by unique gateway features located at major intersections and along Greenways.</p> <p>Community facilities located on the campus, such as a library or sports fields, should be easily accessible via transit, bicycle, and pedestrian network.</p> <p>Universities or colleges integrated into the TOD Core should be designed consistent with the district's standards.</p>
Libraries	<p>Facilities dedicated to borrowing printed and digital media, learning, meeting, and other educational and community activities. Complement schools and community centers by promoting educational excellence and lifelong learning.</p> <p>May be located within joint use facilities, combined with compatible uses such as a school, university/college, community center, and/or cultural and arts center.</p>	TOD Neighborhoods, Central Neighborhoods, Village Centers	<p>Individual building or multiple buildings designed to provide appealing and convenient pedestrian access. Distinctive building features, such as facade treatments, should contribute to the visual identity of a center or neighborhood. Located on small blocks with high connectivity to safe street crossings, transit stops, and the bicycle network.</p>

▼ Table 3-21: Community Facilities Guidelines (continued)

Facility	Intent	Location	Design
Community Centers	<p>Facilities promoting community gathering, health and learning through activities such as classes, meetings, child care, arts and performance, recreation, and after-school programs.</p> <p>May be located within joint use facilities that also include compatible uses such as an educational campus, or library.</p> <p>Accessible from safe pedestrian and bicycle routes, as well as transit stops. May be operated by public, private, or non-profit organizations.</p>	TOD Core (cultural and art centers), TOD Neighborhoods, Central Neighborhoods, Village Centers	Individual building or multiple buildings designed to provide appealing and convenient pedestrian and bike access. Distinctive building features, such as facade treatments, that contribute to the visual identity of a center or neighborhood. Located on small blocks with high connectivity to safe street crossings, transit stops, and the bicycle network.
Health Center/Clinic	<p>Health care facilities providing general or specialized services. May be located within joint use facilities that include compatible uses such as an educational campus, library, and/or cultural and arts center.</p> <p>Accessible from safe pedestrian and bicycle routes, as well as transit stops. May be operated by a public, private, or a non-profit organization.</p>	TOD Core, TOD Neighborhoods, Central Neighborhoods, Village Centers	Individual building or multiple buildings designed to provide easy and convenient pedestrian and bike access. Distinctive building features, such as facade treatments, that contribute to the visual identity of a center or neighborhood. Located on small blocks with high connectivity to safe street crossings, transit stops, and the bicycle network. Designed to accommodate persons of all ages.
Fire and Emergency Medical Service Station (in addition to the Fire and Emergency Medical Service located in the First Responder Training Center)"	Facilities required to support local first responders, including fire and emergency services.	As needed to minimize future response times for fire and emergency medical service calls	Individual building or multiple buildings as needed to meet the needs of first responders. Distinctive building features that contribute to the visual identity of a center or neighborhood, such as façade treatments, provided they are consistent with building functions. May be achieved through conversion of former Naval buildings in the CRP area.
Cultural and Arts Center	<p>Facilities hosting live performances, exhibitions, classes, visual arts and cultural activities.</p> <p>May be located within joint use facilities, combined with an educational campus, library, and/or community center. May include concessions.</p>	TOD Neighborhoods, TOD Core, Central Neighborhoods	Individual building or multiple buildings designed to provide appealing and convenient pedestrian and bike access. Distinctive building features, such as facade treatments, that contribute to the visual identity of a center or neighborhood. Located on small blocks with high connectivity to safe street crossings, transit stops, and the bicycle network. Designed to accommodate persons of all ages.
Places of worship	Facilities dedicated to religious and spiritual congregations. May accommodate teaching and be co-located with a preschool, K-12 institution or university.	TOD Neighborhoods, Central Neighborhoods, Village Centers	Building, or set of buildings designed to provide appealing and convenient pedestrian and bike access.

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Circulation System Design

This section defines the intended design and components of the circulation system within the CRP area, including its connections to larger city and regional networks. The Planning Area includes three interrelated and overlapping circulation networks: complete streets, a bicycle network, and a transit network. A dedicated network of off-street trails will provide additional connections for bicyclists and pedestrians. These are represented graphically in the Circulation Diagrams in Figures 3-18, 3-22, and 3-23, and further delineated in the Complete Streets, Bicycle Network, and Transit Network Standards in Tables 3-22, 3-26, and 3-27.

Circulation Network Diagrams

To complement the Area Plan Diagram, primary components of the circulation network within the CRP area are graphically represented in the Circulation Diagrams in Figures 3-18, 3-22, and 3-23. These diagrams designate the general location of complete street, bicycle, and transit networks. As required by state law, these networks—identified by line color and type—provide the basis for detailed design and implementation of a transportation network across the site. The location of elements of the circulation networks not shown on diagrams—Local Streets, Paratransit, and Class III bicycle lanes—will be determined following Area Plan adoption.

Figure 3-17 shows the “walksheds” around Village Centers and Transit-Oriented Districts, illustrating how the Plan’s design creates access to daily necessities for residents of the site and nearby neighborhoods.

Circulation Network Designations

Complete Streets

Complete streets accommodate many modes of travel, including pedestrian, bicycle, transit, and automobile and truck circulation, as well as wheelchairs and strollers. The intent, function, and standards applicable to each street type within the CRP area are defined in Table 3-22.

Transit Network

The transit network will serve a full range of users across the CRP area, providing convenient access to Concord’s two BART stations, Development Districts, and other Concord destinations at speeds competitive with auto travel. The highest-volume facilities of the transit network are the North Concord/Martinez BART Station and a high-frequency bus that travels within a dedicated lane between the BART station and the southern Village Centers and Village Neighborhoods.

The network will also include shuttles and other local bus routes serving the site. Some routes will connect to the Downtown Concord BART station and other major employment centers in the city.

The intent, function, and standards applicable to each component of the transit network within the CRP area are defined in Table 3-26.

Bicycle Network

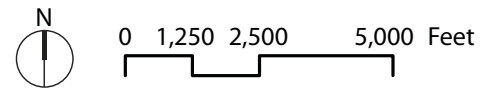
The bicycle network will serve commuter, school, shopping, recreational and visitor trips on a combination of dedicated and shared routes, including trails, lanes within streets, and slow-moving local streets. The network will be classified into Class I, Class II, and Class III routes.

The intent, function, and standards applicable to each component of the bicycle network within the CRP area are defined in Table 3-27.



▼ Figure 3-17: Walk Sheds: Proximity to Transit-Oriented Districts and Village Centers



Legend



Distance to TOD or Village Center

-  0.25 Mile (5-10 minute walk)
-  0.5 Mile (10-20 minute walk)

 Areas with significant barriers to pedestrian access to TOD

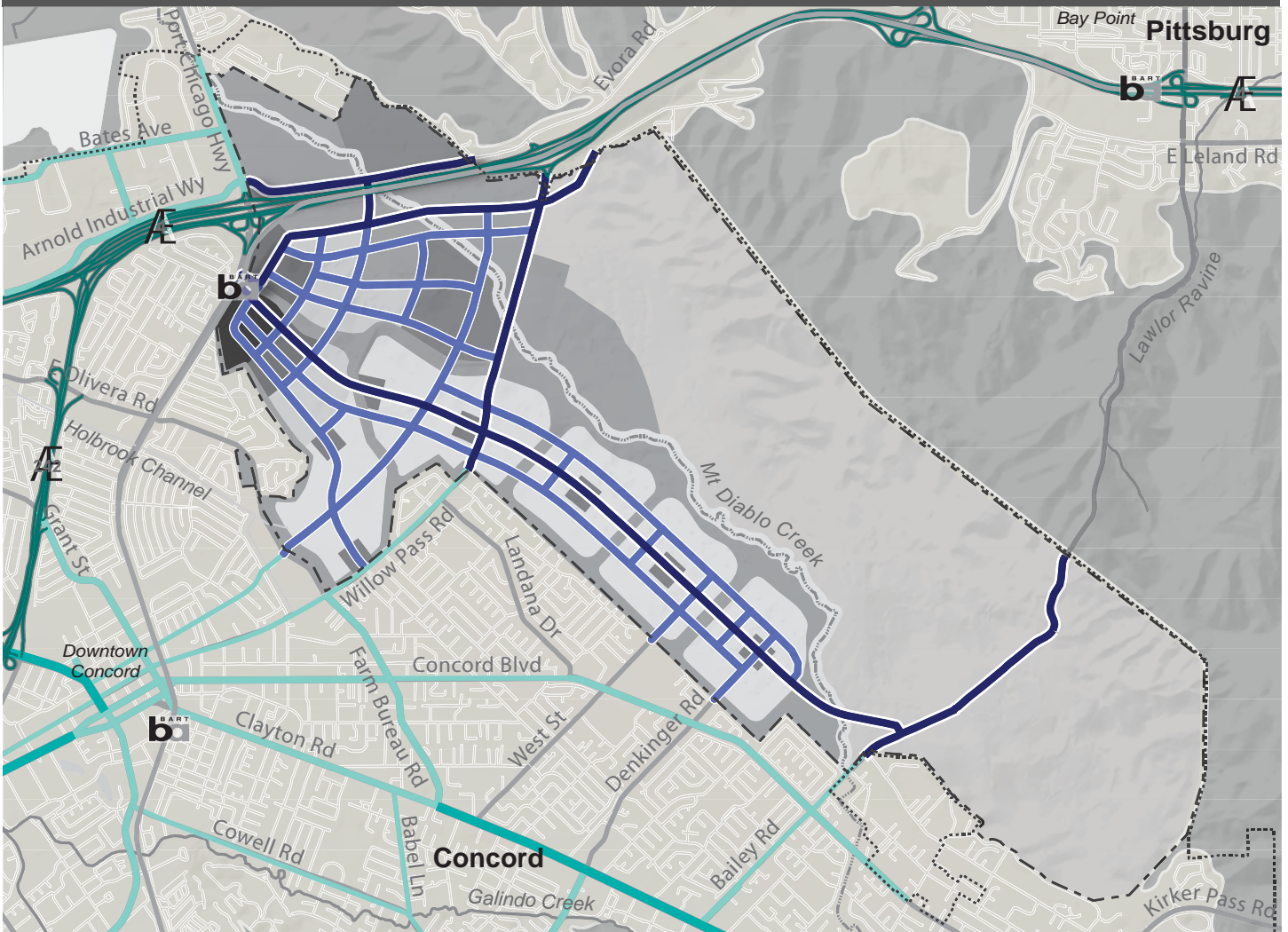


Convenience Features of Transit Oriented Districts:
 Walking Distance to BART
 High Frequency Transit Stops
 Car and Bike Share
 Community Facilities
 Neighborhood Services and Retail (*convenience or grocery store*)
 Shaded Sidewalks on all streets



Convenience Features of Village Centers:
 High Frequency Transit Stop (*for Village Centers with through streets*)
 Car and Bike Share
 Community Facilities
 Neighborhood Services and Retail (*convenience or grocery store*)
 Shaded Sidewalks on all streets

▼ Figure 3-18: Complete Streets Network



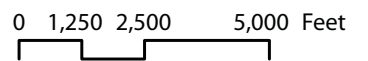
Legend

Primary Site Circulation

- Through Streets
- Collector Streets

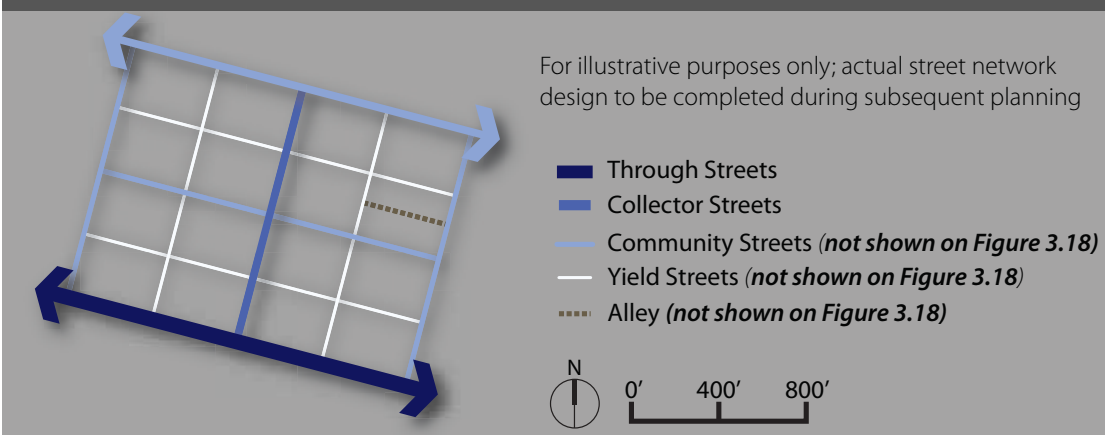
Primary Vicinity Circulation

- Highways
- 6-Lane Arterials
- 2-4 Lane Arterials
- 2-Lane Collectors (includes planned West Street extension)



- Planning Area Boundary
- City of Concord Boundary
- ◆ 2010 Concord parks

▼ Figure 3-19: District Street Network Illustration



▼ Table 3-22: Complete Streets Standards (continued on next page)

		Through Streets			
		Los Medanos Boulevard	Delta Road	Willow Pass Road	Evora Road
Intent		Moderate-speed street that acts as the spine of the TOD, Central Neighborhood, Village Districts, with frequent connections to local streets. A comfortable, cool space for community interaction, walking, and shopping that also allows multi-modal circulation between the North Concord/Martinez BART Station, Port Chicago Highway, and key destinations across the Planning Area and beyond. On-street parking designed to support businesses without compromising bicyclist safety. Stormwater retention and conveyance as needed.	Moderate-speed street linking the North Concord/Martinez BART Station and Port Chicago Highway with the Commercial Flex District as well as Highway 4 and Willow Pass Road, with frequent connections to local streets. The core of the mobility network in the Commercial Flex District, providing efficient goods movement and mobility for visitors and employees, as well as creating opportunities for public spaces and daytime shopping and eating. Stormwater retention and conveyance as needed.	Moderate-speed street providing a north-south connection through the Planning Area, as well as to Downtown Concord and Highway 4. The character within the Village Center and Neighborhood facilitates pedestrian activity along the street, with on-street parking and slow speeds. Outside of the Villages, the street will have a center median and no on-street parking. Stormwater retention and conveyance as needed.	Moderate-speed street providing an east-west connection north of State Route 4 between Bay Point and Arnold Industrial Highway. Provides access to the First Responder facility and to State Route 4 at Willow Pass Road and Port Chicago Highway. The Delta De Anza Regional Trail runs parallel to Evora Road and serves pedestrian and bicycle traffic. This facility will be extended from Willow Pass Road to Arnold Industrial Way.
	Location	Generalized location and alignment shown on Figures 3-3 and 3-18			
Number of Travel Lanes	Shared (transit/auto/bicycle)	N/A	N/A	N/A	N/A
	Mixed Flow	2	2	4	2
	Dedicated Transit	2	N/A	N/A	N/A
	Dedicated Bicycle	2	2	2	N/A (parallel trail)
	Dedicated Pedestrian (sidewalks)	2	2	2	2
Typical Lane Widths	Shared (bicycle/transit/auto)	N/A	N/A	N/A	N/A
	Mixed Flow	10'-12'	11'-12'	10'-12'	10'-12'
	Transit	12'-14'	N/A	N/A	N/A
	Bicycle	5'-6'	5'-6'	5'-6'	N/A (parallel trail)
	Sidewalks	10'-15'	10'-15'	10'-15' (Width may be reduced on bridge structures)	10'-15'
Parking Lanes	Both sides	Both sides	Both sides in Village districts; N/A elsewhere	N/A	
Street Trees	1 row per side	1 row per side	1 row per side	1 row per side	
Desired Transit and Auto Travel Operating Speed	Up to 25 mph	Up to 25 mph	Up to 35 mph outside Village districts; Up to 25 within Village districts.	Up to 35 mph	

▼ Table 3-22: Complete Streets Standards (continued)

		Collector Streets	Local Streets		
			Community Streets	Yield Streets	Alleys
Intent		Low- to moderate-speed streets linking internal areas of Development Districts with through streets. Cool, comfortable spaces linking different areas of a district, providing connections to the Planning Area's primary circulation network while encouraging community interaction. Stormwater retention and conveyance as needed.	Low-speed streets linking internal areas of Development Districts to collector streets. Well-shaded pedestrian and bicycle-friendly spaces that encourage community interaction in neighborhoods, while also accommodating goods movement in the Commercial Flex District. Stormwater retention as needed.	Very low-speed streets within Development Districts that provide comfortable, cool spaces for neighborhood interaction and informal gatherings. Stormwater retention as needed.	Very low-speed, low-volume mid-block passageways that provide all modes with access to rear building entrances while also creating informal open space. Stormwater retention as needed.
Location(s)		Generalized location and alignment shown on Figures 3-3 and 3-18.	Internal areas of districts between through and collector streets.	Internal areas of districts between through, collector, and community streets.	Interior of blocks in Development Districts.
Number of Travel Lanes	Shared (transit/auto/bicycle)	N/A	2	1 (shared bidirectional lane)	1 (shared bidirectional lane)
	Mixed Flow	2	N/A	N/A	N/A
	Dedicated Transit	N/A	N/A	N/A	N/A
	Dedicated Bicycle	2	N/A	N/A	N/A
	Dedicated Pedestrian (sidewalks)	2	2	2 (1 side when bounded by a Conservation Open Space or Neighborhood Frame)	N/A
Typical Lane Widths	Shared (bicycle/transit/auto)	N/A	9'-10'	14'-16'	10'-14'
	Mixed Flow	10'-12'	N/A	N/A	N/A
	Transit	N/A	N/A	N/A	N/A
	Bicycle	5'-6'	N/A	N/A	N/A
	Sidewalks	8'-10'	8'-10' (12'-20' on North Concord TOD Core shopping streets)	8'-10'	N/A
Parking Lanes (not necessarily striped)	Both sides	Both sides	Both sides	One or both sides	N/A
Street Trees	1 row per side	1 row per side	1 row per side	1 row per side	N/A
Desired Transit and Auto Travel Operating Speed	20-25 mph	15-25 mph	10-15 mph	5-10 mph	

3.6A Through Streets

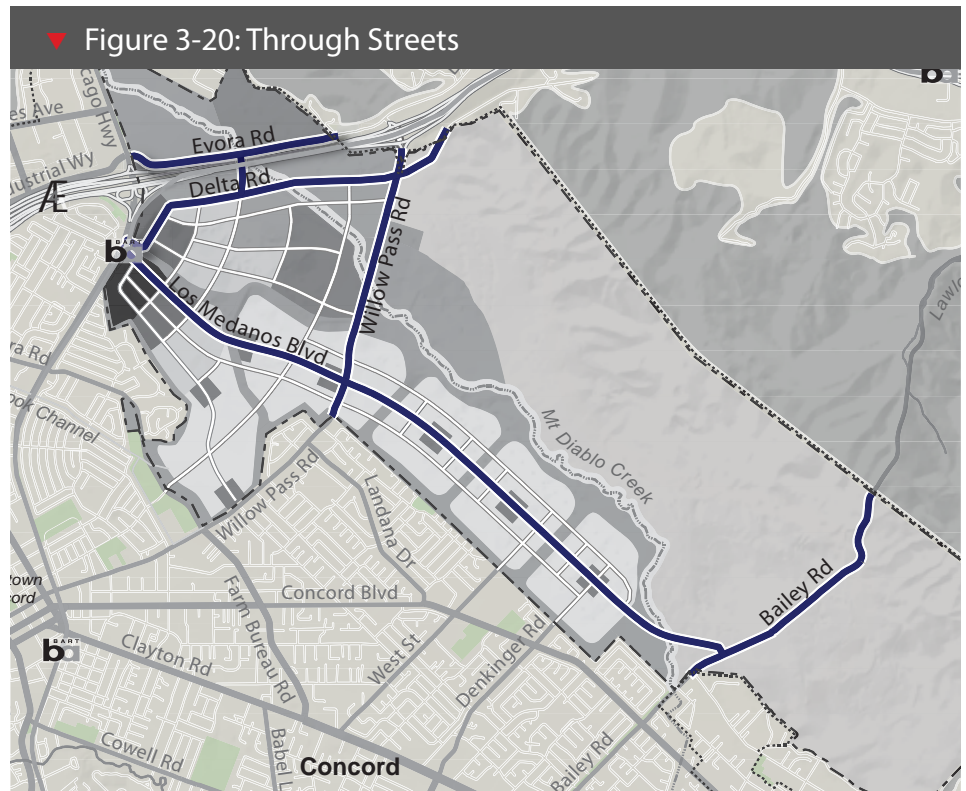
Through streets are moderate-speed rights of way that balance the needs of pedestrians, high-frequency transit service, and drivers. Los Medanos Boulevard will act as the spine in the southern portion of the site, while Delta Road will play this role in the north. These streets will be comfortable, cool spaces for community interaction, walking, bicycling and shopping, as well as goods movement in the northern portion of the site. Community facilities, shopping, and other amenities will be focused along through streets.

Through streets will form the core of the site's on-street bicycle network, providing dedicated lanes connected to site, city and regional on-street and trail networks. Dedicated transit lanes and signal prioritization on Los Medanos Boulevard will support high-frequency transit service.

On-street parking will be designed to support businesses in Transit-Oriented Districts and Village Centers without compromising bicyclist safety. Rain gardens, bioswales, and other stormwater best management practices will make through streets an important part of the site stormwater network.

The Area Plan does not envision a change to the cross section and alignment of Bailey Road.

Note: Through streets have been named to aide in defining locations and requirements. Actual street names will be set later, once the CNWS property is transferred.



▼ Figure 3-20: Through Streets

▼ Table 3-23: Through Streets Profile

Number of Travel Lanes	Mixed Flow	2 (Los Medanos Boulevard, Delta Road, Willow Pass Road)
	Dedicated Transit	2 (Los Medanos Boulevard) N/A (Delta Road, Willow Pass Road)
	Dedicated Bicycle	2
	Dedicated Pedestrian (sidewalks)	2
Typical Lane Widths	Mixed Flow	10'-12' (Los Medanos Boulevard and Willow Pass Road) 11'-12' on Delta Road
	Transit	12'-14' where applicable
	Bicycle	5'-6'
	Sidewalks	10'-15'
	Parking Lanes	Both sides, except on Willow Pass Road outside of the Village districts
Street Trees	1 row per side	
Desired Transit and Auto Travel Operating Speed	Up to 35 mph outside TOD Core and Village districts; up to 25 mph within TOD Core and Village districts	

See Table 3-22 for the individual standards set for each through street.

Illustrative Grid 3-6A: Through Streets

The photographs below show examples of features consistent with the standards for through streets. Detailed planning and design following Area Plan adoption will determine the specific configurations, locations, and features of each through street.

Dedicated transit lanes and stops



On-street parking (left)
Bike lanes (right)



Stormwater retention/detention



3.6B Collector Streets

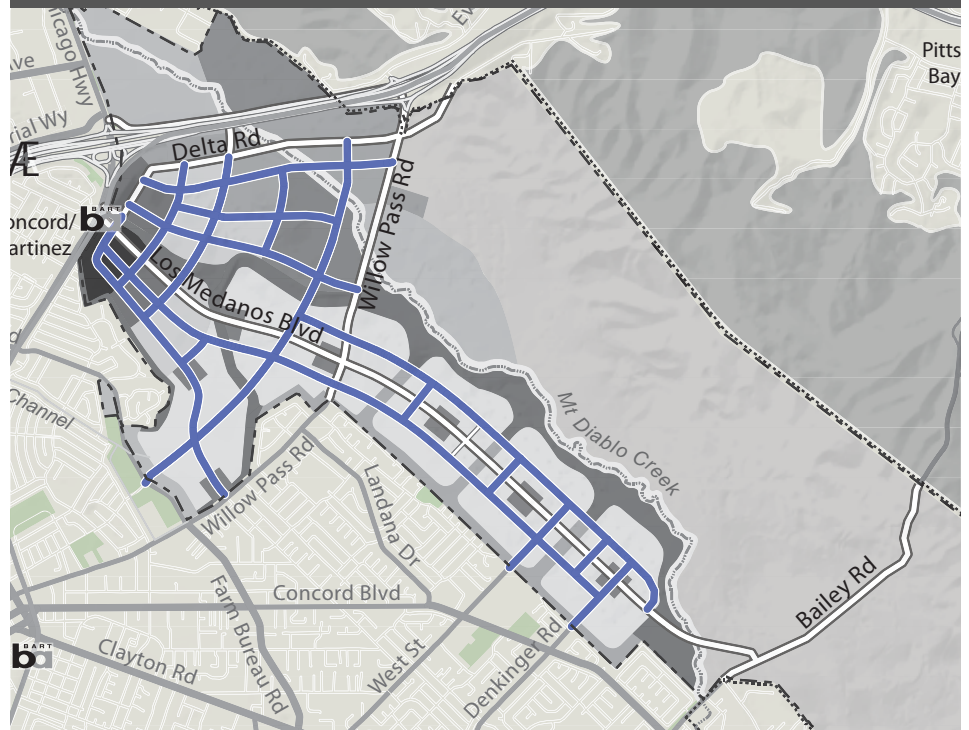
Collector streets are low- to moderate-speed streets linking internal areas of Development Districts with through streets. These streets will provide cool, comfortable transitions for bicyclists and pedestrians between the site's most active, highest volume streets to local streets.

The pedestrian environment of collector streets will vary based upon context, ranging from active shopping streets in portions of TOD Districts and Village Centers to "green streets" that retain and convey stormwater in specially designed planted areas.

Collector streets will complement the dedicated transit lanes along Los Medanos Boulevard to extend transit service into neighborhoods. Dedicated bicycle lanes will link the site's primary routes on through streets and trails to residents and businesses in internal portions of Development Districts. On-street parking lanes will provide a buffer between vehicle traffic and sidewalks, homes and businesses.

In districts that are not centered on a through street, such as the Central Neighborhoods, local shopping, community facilities, and other amenities will be focused along collector streets. Priority pedestrian and bicyclist crossings will be provided where Collector Streets cross Greenways to allow continuous travel through the site's open space network.

▼ Figure 3-21: Collector Streets



▼ Table 3-24: Collector Streets Profile

Number of Travel Lanes	Mixed Flow	2
	Dedicated Bicycle	2
	Dedicated Pedestrian (sidewalks)	2
Typical Lane Widths	Mixed Flow	10'-12'
	Bicycle	5'-6'
	Sidewalks	8'-10'
Parking Lanes		Both sides
Street Trees		1 row per side
Desired Transit and Auto Travel Operating Speed		20-25 mph

Illustrative Grid 3-6B: Collector Streets

The photographs below show examples of features consistent with the standards for collector streets. Detailed planning and design activities following Area Plan adoption will determine the specific configurations, locations, and features of collector streets.

In TOD Core (left)
In TOD Neighborhoods (right)



In Village Neighborhoods (left)
In Village Centers (right)



In Commercial Flex District (left)
Along Greenways (right)



3.6C

Local Streets

Local Streets are low- and very low-speed streets that link internal areas of Development Districts to each other and to collector and through streets. There are three types of local streets: community streets, yield streets, and alleys. Like collector streets, the character of local streets will vary by context, but will share a set of common features.

All local streets will provide comfortable, cool spaces for neighborhood interaction and informal gatherings. They will create safe routes to reach transit stops along collector and through streets, as well as shops and community facilities. On-street parking lanes will provide a buffer between vehicle traffic and sidewalks and homes along community and yield streets.

Community streets will be low-speed streets linking the homes within internal areas of Development Districts to collector streets. Automobiles and bicycles will travel in two shared lanes.

Yield streets will be very low-speed streets with a single shared lane wide enough for two automobiles to pass each other, but designed for individual cars to yield while another car passes. Street markings will promote bicyclist safety.

Alleys will be very low-speed, low-volume, well-shaded lanes that provide access to rear building entrances. Pedestrians, bicyclists, and automobiles will share a common right-of-way, creating a safe community-oriented space.

The Benefits of Alleys

By locating parking access and trash delivery behind homes along alleys, the Plan helps to ensure that the space in front of homes is safe, well-shaded, and quiet throughout the day.

Neighborhood streets with continuous sidewalks, tree lawns, and front porches are welcoming environments for people of all ages, and can help build community by creating comfortable, well shaded places for conversation. Alleys will be spaces with very low speed traffic that creates safe walking and bicycling conditions. Special paving treatments and trees can make alleys comfortable places.

▼ Table 3-25: Local Streets Profile

Number of Travel Lanes	Shared (transit/auto/bicycle)	2 for community streets 1 shared bidirectional lane for yield streets and alleys
	Dedicated Pedestrian (sidewalks)	2 on yield streets except when bounded by a Conservation Open Space or Neighborhood Frame, and on all community streets 1 on yield streets when bounded by a Conservation Open Space or Neighborhood Frame and on all alleys
Typical Lane Widths	Shared (transit/auto/bicycle)	9'-10' on community streets 16' on yield streets 16' on alleys
	Sidewalks	12'-20' on North Concord TOD Core shopping streets 8'-10' otherwise
Parking Lanes		Both sides on community streets One or both sides on yield streets N/A on alleys
Street Trees		1 row per side on community streets and yield streets N/A on alleys
Desired Transit and Auto Travel Operating Speed		15-25 mph on community streets 10-15 mph on yield streets 5-10 mph on alleys

Illustrative Grid 3-6C: Local Streets

The photographs below show examples of features consistent with the standards for local streets. Detailed planning and design activities following Area Plan adoption will determine the specific configurations, locations, and features of local streets.

Community streets
In Central Neighborhoods (left)
In Village Centers (right)



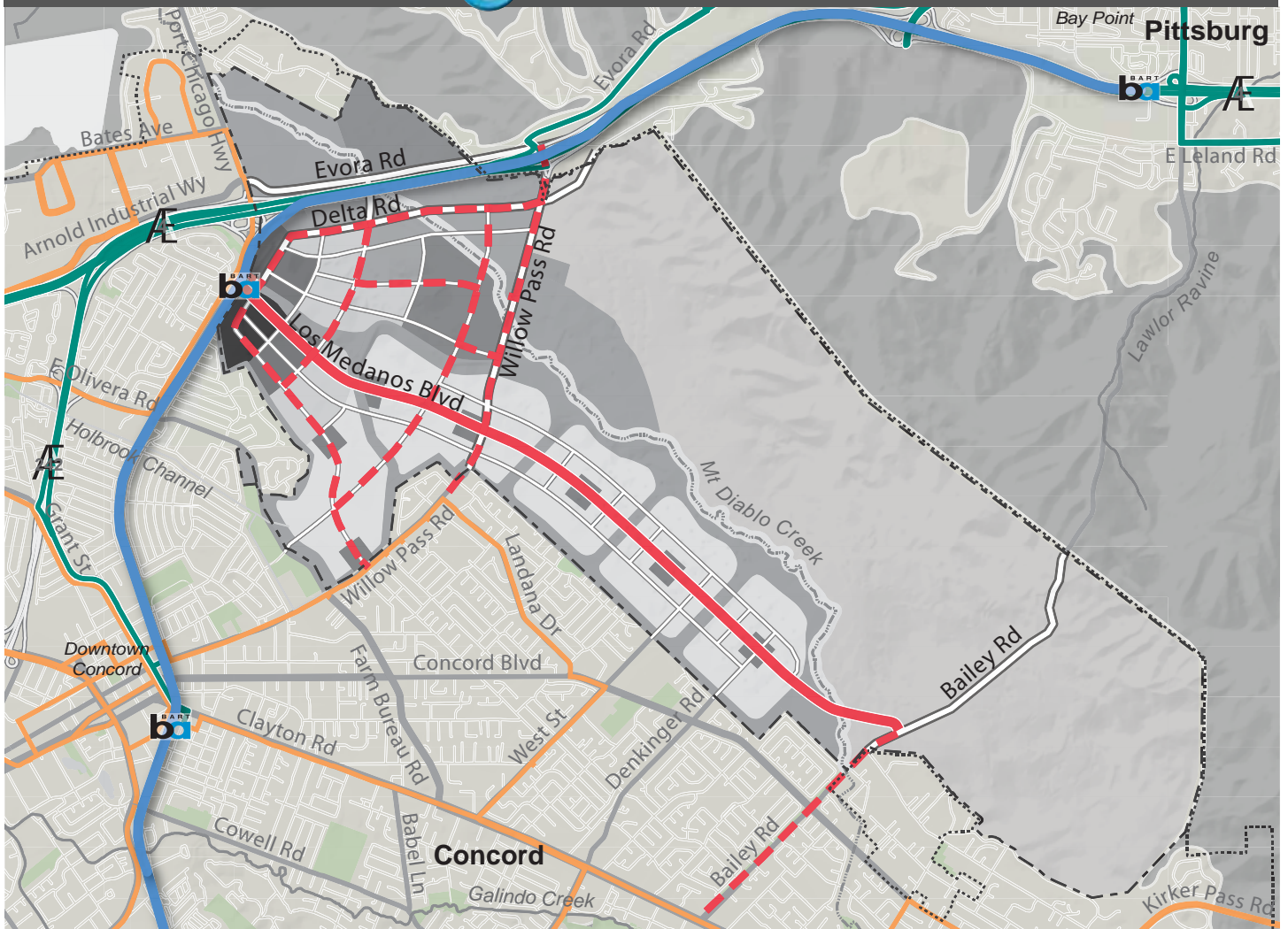
Yield streets
In Village Neighborhoods (left)
In TOD Neighborhoods (right)



Alleys
In Central Neighborhoods (left)
In Village Neighborhoods (right)



▼ Figure 3-22: Transit Network



Legend

Site Transit Service

- █ High Frequency Transit Service
- - - Potential Shuttle/Local Transit Routes

(Paratransit Not Shown)

2010 Transit Service

- █ Bay Area Rapid Transit
- █ CCCTA County Connection
- █ Tri-Delta Transit



0 1,250 2,500 5,000 Feet

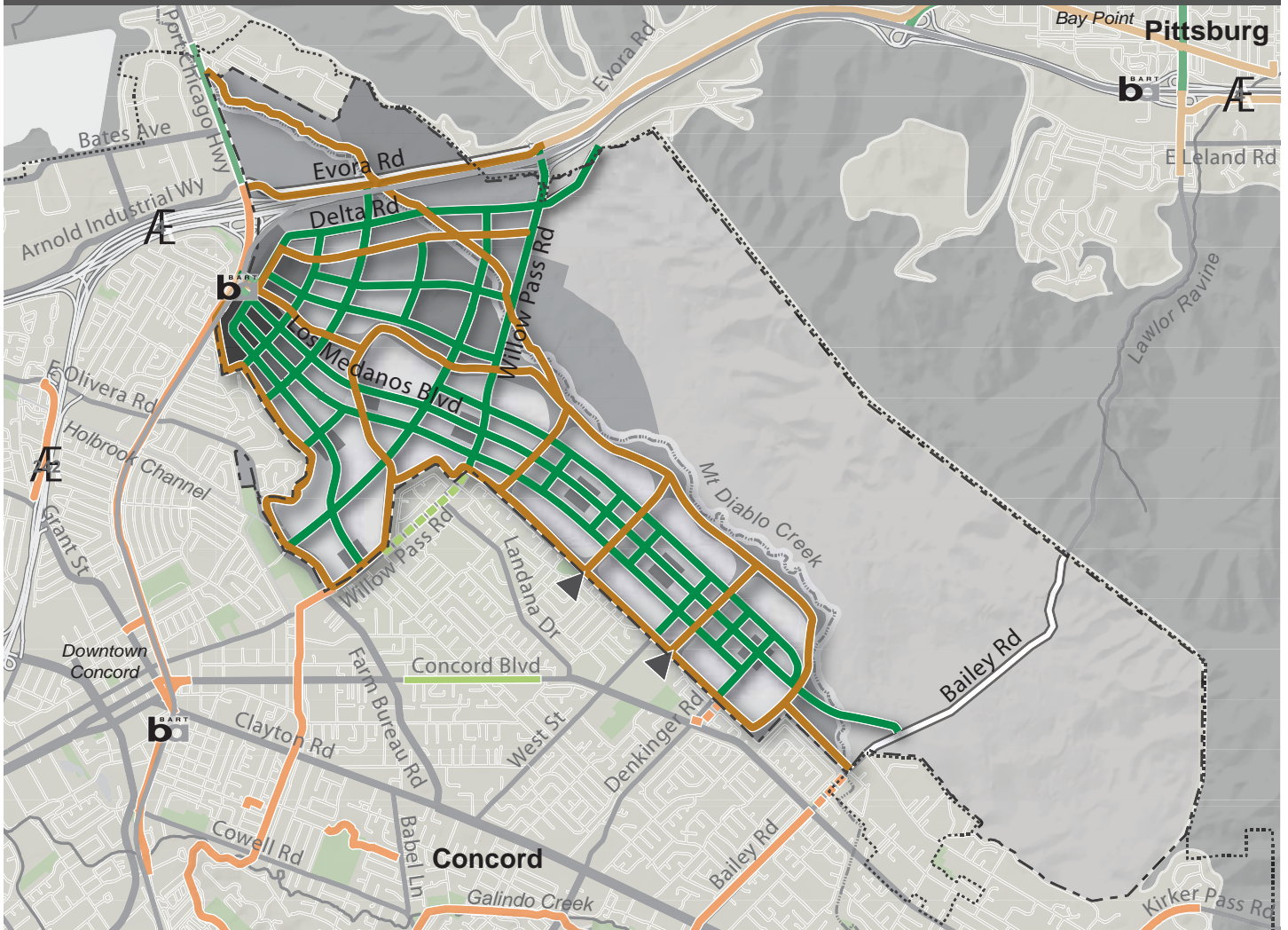
- Planning Area Boundary
- City of Concord Boundary
- ◆ 2010 Concord parks
- Through Streets

▼ Table 3-26: Transit Network Standards



	Bay Area Rapid Transit (BART)	High-Frequency Transit Service	Local Bus and Shuttle Service	Paratransit
Intent	Dedicated, high-speed regional transit service connecting the CRP area with locations throughout the Bay Area. The North Concord/Martinez BART station will be the hub of the Planning Area's multi-modal transportation network, with connections to the site's network of complete streets, trails, high-frequency transit service, shuttle service, commuter bicycle and auto parking, and car-share and paratransit service.	Transit service connecting the North Concord/Martinez BART station with districts across the southern and eastern portion of the Planning Area, with potential expansion across the northern portion of the site, Willow Pass Road, and key Concord destinations. Stops along Los Medanos Boulevard's dedicated transit lane provide convenient access to regional and local destinations within 5-10 minutes' walk of residents of these districts. Signal priority at all intersections allows for smooth flow of transit vehicles. Offers a highly competitive alternative to auto travel to destinations in the Planning Area and to the North Concord /Martinez BART station. This service may be operated by public, private, and/or non-profit entity.	Multiple routes traveling in mixed-flow lanes providing convenient service between the North Concord/Martinez BART station and Development Districts not served by high-frequency transit, as well as between key destinations within the Planning Area, and between these destinations and Concord neighborhoods. Signal priority at intersections to be considered for local bus service. Offers a competitive alternative to auto travel to destinations across the Planning Area and the North Concord/Martinez BART station. This service may be operated by public, private, and/or non-profit entity.	On-demand service connecting users to internal and external destinations. This service may be operated by public, private, and/or non-profit entity.
Peak Headways	≤ 15 minutes (2010)	≤ 7.5 minutes	≤ 15 minutes	Demand Responsive
Off-Peak Headways	≤ 20 minutes (2010)	≤ 15 minutes	Varies	Demand Responsive
Approximate stop spacing	2-5 miles Closest stations from North Concord / Martinez: Concord (2.4 miles); Pittsburg/Bay Point (5.1 miles)	1/2 mile	1/4 mile	N/A
Dedicated Lanes	Dedicated rail right of way throughout the Bay Area.	2 along Los Medanos Boulevard with possible expansion	N/A	N/A
Signal Transit Priority	N/A	At all signalized intersections	At all signalized intersections (for local bus service) except through streets served by high-frequency transit	N/A

▼ Figure 3-23: Bicycle Network



Legend

Site Bicycle Network

- Class I Paths (Off-Street Bicycle Path)*
- Class II Lanes (On-Street, Dedicated)

* Location and design of Class I Route along Mt. Diablo Creek subject to permitting.

2010 Off-Site Bicycle Network

- Concord Class 1** Path (Off-Street Bicycle Path)
- Concord Class 3B** Lanes (On-Street, Dedicated)
- Class I Paths (Off-Street Bicycle Path)
- Class II Lanes (On-Street, Dedicated)

**Reflect City of Concord bicycle facility designations.

Potential Extensions to Off-Site Bicycle Network

- Concord Class 1 Potential Extension
- Concord Class 3B Potential Extension
- Bicycle/pedestrian Link Connecting On-street to Off-street Networks



0 1,250 2,500 5,000 Feet

- Planning Area Boundary
- City of Concord Boundary
- 2010 Concord parks
- Through Streets

Not shown on map:

1. Class III Routes (On-street, Shared)
2. Concord Class 3A Routes (On-street, Shared)
3. Potential bike facilities in the Conservation Open Space planned for the EBRPD Regional Park.

▼ Table 3-27: Bicycle Network Standards



	Class I (separated paths)	Class II (dedicated lanes within complete streets)	Class III (shared routes along local and yield streets)
Intent	Bicycle paths are multi-use trails separated from vehicle traffic, providing a safe, well defined system throughout the site. Integrated with multi-use trails external to the CRP area. In conjunction with Class II network, creates rapid connection to the North Concord/Martinez BART for residents of all Development Districts and adjoining neighborhoods with limited interruption.	Dedicated on-street lanes providing safe and comfortable travel conditions and offering convenient access to the Class I bicycle network. Complements the Class I network by providing a convenient connection to the North Concord/Martinez BART station and between key destinations across the Planning Area.	Neighborhood routes within shared lanes of local and yield streets, connecting locations internal to Development Districts to Class I and Class II lanes, as well as to destinations within these districts.
Location	Generalized location and alignment shown on figure 3-23.	On all collector streets. In the TOD and Central Neighborhoods, dedicated lanes may be omitted on streets with steep grades where there is a parallel Class I or Class II lane.	Neighborhood and yield streets
Number of Lanes	2 (delineated by centerline stripe)"	2	N/A
Typical Lane Width	6'-8' per lane (total paved path width equals the sum of the lanes)	5'-6'	N/A

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Home Pages

The Home Pages highlight nine important topics related to the future development of the CRP area. These topics roughly correspond to the elements of the Concord 2030 General Plan, with exceptions that reflect the unique purpose and focus of the Area Plan.

Each home page draws upon text, tables, and diagrams from the Area Plan, along with an overview of how the topic will be addressed through future development and conservation activities.

Home page Topic	Covered in more detail in:
Land Use	Book One
Housing	Book One
Transportation	Book Two
Conservation	Book Two
Safety, Noise, and Health	Book Two
Community Facilities & Services	Book Two
Utilities	Book Two
Climate Action	Book Three
Economic Vitality	Book One



Land Use

5,046 acres of land

3,501 acres of open space

1,000+ acres of new neighborhoods

A 120-acre campus

One of the Bay Area's **largest transit-oriented development** opportunities

Capacity for up to 12,272 housing units, and over 6.1 million square feet of commercial floor space

In the coming years, new neighborhoods, transit-oriented districts, regional parks, workplaces, shopping areas, and a full spectrum of community facilities will be established in the CRP area. The Area Plan guides these changes, which add to planned job and population growth in Concord by about 25 percent. The scale of development and conservation envisioned by the Area Plan make the Concord Reuse Project significant not just to Concord, but to the region as a whole.

Balancing Open Space and Development

With over 5,000 acres, the Planning Area is large enough to meet many different needs. More than half of the site—including the areas with the highest natural habitat values—will be preserved as a new regional park. Open space will also be an essential part of new neighborhoods and mixed-use districts. A system of greenways around the site's perimeter will provide opportunities for recreation while preserving the privacy and visual quality of nearby homes.

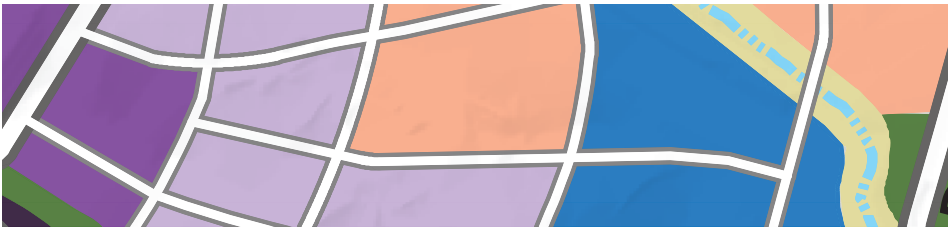
Building a Transit-oriented Community

The Area Plan offers the promise of a vibrant and walkable urban center focused on the North Concord/Martinez BART station. The station's parking lots and support facilities, along with hundreds of acres of vacant land to the east, provide a chance to leverage investment in public transportation to create a transit-focused community. The Area Plan concentrates the most intense employment areas and

highest-density housing around the station. It combines housing, office, shopping, and open space uses in a pattern that encourages BART ridership, walking, and biking, and reduces the need for driving.

Creating Livable Mixed-Use Neighborhoods

The Concord 2030 General Plan includes the goal of creating "livable, enjoyable residential neighborhoods." Development of the CRP area will significantly advance that goal by creating neighborhoods with character, a convenient mix of housing types, and amenities such as parks, schools, and community facilities. A strong sense of place will be established by creating compact village centers, well-defined neighborhood edges, and high standards for residential design. There will be a progression of density away from the centers, with larger lots on the edges and greenways on the perimeter. The centers themselves may include shops and services, multi-unit housing, civic buildings, public spaces, walkable streets, and other features that contribute to livability and conve-



nience. The Area Plan includes the policies and standards necessary to avoid conflicts between adjacent land uses and create a comfortable, attractive environment.

Incorporating the Approved Development Program

The Area Plan retains the development program approved through the Concord Community Reuse Planning Process in 2009—the number of housing units and square footage of future commercial floor space to be allowed on the site remains unchanged. The 2009 land use diagram has been refined to better respond to site topography and to provide the level of flexibility necessary for future development. Additional refinements to the land use plan will occur through specific plans and site plans as sub-areas of the site are developed.

Setting Standards for New Development

The CRP site is divided into a series of “Development Districts” and open spaces for planning purposes. Each Development District is structured to encourage pedestrian-oriented mixed-use communities with a high level of character and convenience. Each district includes standards that generally describe the desired physical form, appropriate land uses, and maximum and minimum densities. The specific

architectural styles of the different districts and the precise locations of different housing types, businesses and community facilities will be determined through later planning and design phases.

Planning for Flexibility

Because the CRP area will develop over several decades, the Area Plan strikes a balance between predictability and flexibility. The land use mix will ultimately be influenced by changes in the economy, demographics, transportation, and technology, as well as lifestyle changes, real estate trends, and other factors. The Plan provides flexibility by:

- Creating a “Commercial Flex” district along Highway 4 enabling a wide range of employment-generating or retail uses, depending on market demand
- Designating a “Campus” site that could support a university or college, but also is appropriate for a research, cultural, or health-care use
- Allowing for flexible allocation of housing units within the total specified in the approved Reuse Plan
- Requiring subsequent planning and growth management measures prior to development.

KEY INITIATIVES

- Conduct detailed planning and design through preparation of one or more Specific Plans or use of a similar planning tool, at the option of the City.
- Prepare and finalize:
 - District-level and site design for Development Districts and open space lands.
 - Conceptual engineering of utility and transportation infrastructure.
- Participate in the region’s Sustainable Communities Strategy (SCS) planning process and respond as appropriate to policies and standards that evolve from the process.

OTHER LOCATIONS WHERE THIS TOPIC IS ADDRESSED:

- Chapter 3 of Book One includes land use planning principles and standards
- Book Three contains policies aimed at linking land use and transportation to achieve climate action goals
- Concord 2030 General Plan Chapter 3 (Land Use) addresses citywide land use policies and defines the categories on the City’s General Plan Map



Meeting Diverse Housing Needs

Book Two, Chapter 6 of the Area Plan includes the following topics:

- Homeless services and facilities
- Separation of parking from housing costs

The Area Plan calls for a variety of housing to meet the needs of Concord's diverse population. A range of housing types in the CRP area will complement and add to the housing options available in established Concord neighborhoods. The site will include housing opportunities for persons of varied socioeconomic backgrounds, ages, and physical abilities.

Housing and Population Growth

New neighborhoods could include up to 12,272 housing units—26 percent of the total existing in the City as of 2006. This very substantial addition to the area's housing stock will increase choice and affordability.

The Area Plan calls for a variety of housing types and sizes, expanding the range of options available in Concord. Affordable housing units available at below market rate will comprise at least 15 percent of the Plan's total. The City will provide incentives for this affordable housing development including land with street improvements and utility access at no or low cost, or potentially in combination with other incentives. Further relief for household budgets will come from the reduced transportation costs that result from walkable communities near public transit.

Multi-unit buildings, generally from two to five stories, will provide apartments and condominiums, which will be concentrated in the TOD districts. Approximately half of the total housing units will be in the Village Neighborhoods, which will mix multi-unit, attached single-unit, and detached single-unit housing. Single-unit housing will include row-houses and town houses as well as detached homes on a variety of lot sizes. All housing will be in mixed-use neighborhoods and districts, with access to shops, services and public open space.

Homes and Services for Homeless Persons

The site will offer 130-260 units of permanent supportive housing near public transportation, job training and placement, and social services for homeless individuals, youth, and families. The Homeless Assistance Plan prepared during the CCRP process also makes a commitment to the inclusion on site of a food bank providing food warehousing and preparation training for homeless people.

A variety of housing types:

- single-unit homes on different lot sizes
- row-houses
- town houses
- apartments above shops
- apartment complexes

Gradual increase in density of housing toward the Village Centers and TOD Core.

At least **25%** of units **below-market rate** for **lower-income households**.

Homes and social services for homeless individuals, youth, and families.

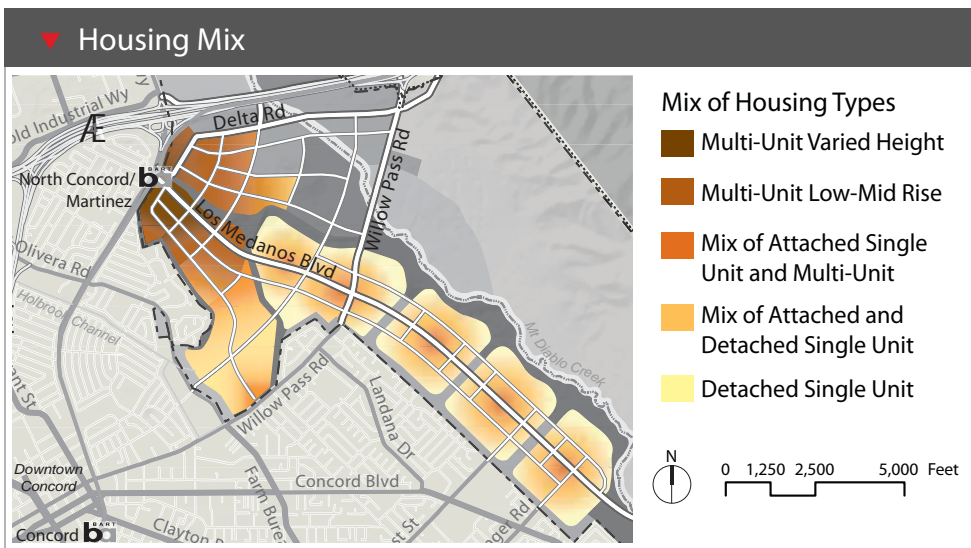


Providing Housing Choice

A mix of ownership and rental housing will create complete neighborhoods. Density will be greatest in close proximity to centers, and gradually decrease along the edges of neighboring communities and open spaces.

KEY INITIATIVES

- Coordinate with the Association of Bay Area Governments, the Metropolitan Transportation Commission, and the Bay Area Air Quality Management District as needed to incorporate the Area Plan into regional growth projections.



OTHER LOCATIONS WHERE THIS TOPIC IS ADDRESSED:

- Book One, Chapter 1 contains Sitewide Standards for affordability, accessibility, visitability, and green building. Housing mix is also addressed in Chapter 1. Chapter 3 includes Development Standards for each district. Illustrative Grids 3.3A-3.3E in Chapter 3 describe the character of each neighborhood.
- Concord 2030 General Plan Volume II: Housing Element Goals & Policies will be amended to address housing on the site.

▼ Neighborhood Housing Mix

Development District	Approx. Housing Units	Approx. Percentage of Housing Units by Type			
		Multi-Unit	Single-Unit types		
			Attached	Mixed	Detached
North Concord TOD Core	700	100%	-	-	-
North Concord TOD Neighborhoods (all)	2,200	80%	20%	-	-
Central Neighborhoods (all)	2,600	15%	75%	10%	-
Village Centers (all)	500	60%	40%	-	-
Village Neighborhoods (all)	6,200	-	35%	45%	20%
Total	12,200	25%	40%	25%	10%
Typical Stories in Residential Building		3-6	2-3	2	2

Interpretation: The number and mix of housing units will be defined during subsequent planning phases and may vary from the program shown in this table subject to consistency with the Area Plan.



Transportation

Book Two of the Area Plan includes a Transportation and Circulation Chapter that covers the following topics:

- Complete streets and connectivity
- Emerging technologies
- Parking management
- Transportation demand management
- Off-site impacts (sub-regional and regional planning)

“Complete streets” that balance the needs of automobiles, pedestrians, bicyclists, and transit riders

Frequent transit service within a 10 minute walk to all TOD jobs and homes

Biking and walking trails within **1/2 mile** of every household

Freeway access to commercial flex district

The CRP area is being deliberately planned to create a place where people choose to drive less than in other parts of Concord and the region. They will choose walking, bicycling, and transit because of the convenience, and they will gain the environmental and health benefits of getting around without a car. The North Concord/ Martinez BART station provides an unparalleled opportunity for transit-oriented development. Bus and shuttle services will connect new neighborhoods and workplaces to the station. In addition to enhanced transit services, road improvements will offset increases in traffic and help manage congestion on and off the site.

Book One provides guidance on the design of the circulation network, including standards for new streets and diagrams of proposed vehicle, transit, and bicycle systems. Book Two focuses on topics including parking, pedestrian safety, and mitigation of traffic impacts. The two books together create a coordinated mobility plan for the site and its surroundings.

Creating ‘Complete Streets’

Roadways within the CRP area will be ‘complete streets’ that meet the needs of multiple users. Streets will be designed to meet the needs of people of all ages, including children, seniors, and those with disabilities. Because the comfort and safety of all travelers (not just drivers) is a priority, ‘complete streets’ are not designed to maximize vehicle speed. They are landscaped, shaded by trees, well-illuminated public spaces that contribute to the image and well-being of the community. On larger streets, this means providing wide sidewalks, bicycle lanes, and provisions for transit, as well as auto lanes. On smaller streets with low volumes, different modes of travel can mix, allowing narrower street widths and creating safe, attractive settings for all kinds of movement.

Connecting the Community

A key theme in the Area Plan is connectivity—that is, the ability to travel across the site in a direct manner, without barriers or circuitous routing—so people easily reach the places they need to go. This is especially applicable to the design of the pedestrian, bicycle, and transit systems. Short blocks will create multiple convenient routes to destinations. When short blocks are not possible, mid-block paths will maximize pedestrian convenience. Another aspect of connectivity is being able to transfer from one mode of travel to another—for example, from bus to BART—without delay. Bus routes will serve the entire community, with service frequencies that make taking transit an efficient alternative to driving.



Managing Parking Needs Reducing Traffic Impacts

Parking management is an important part of creating a community where walking, bicycling, and public transit are the preferred modes of travel. Compared to typical suburban development, parking demand on the site will be reduced by building walkable, mixed-use neighborhoods. Parking will be supplied and priced to strategically meet the community's goals. For example, Area Plan policies call for land use regulations that establish parking "maximums" as well as "minimums," since an oversupply of parking would make it harder to create a transit-oriented community. Policies also suggest separating the cost of parking in attached and multi-unit housing from housing costs, so that a home can be rented or purchased with or without a dedicated parking space. This can help sustain car-sharing programs and make housing more affordable.

The scale of the Concord Reuse Project means that traffic impacts will inevitably be felt off-site. The project has been designed to mitigate these impacts, both through its internal design and through specific off-site capital improvements and programs. These programs include Transportation Demand Management (TDM) measures to reduce the level of single-occupant vehicle use. Examples include car-share and bike-share programs, carpooling and shuttle services, flextime, transit passes, and a Guaranteed Ride Home program. A Transportation Management Association will administer these programs, and traffic impact fees will be collected to cover capital improvement costs.

KEY INITIATIVES

- Coordinate with Contra Costa Transportation Authority and Transportation Partnership and Cooperation (TRANSPAC) on development mitigation.
- Coordinate transportation projects with neighboring jurisdictions, Caltrans, and Contra Costa County.
- Develop a transportation infrastructure project list and traffic impact fee program
- Develop funding mechanisms to support proposed transit services and facilities

OTHER LOCATIONS WHERE THIS TOPIC IS ADDRESSED:

- Book One: Section 3.5 addresses circulation system design
- Book Three contains policies aimed at reducing VMT (vehicle miles travelled)
- Concord 2030 General Plan: Chapter 4 (Growth Management) addresses vehicle levels of service and congestion management; Chapter 5 (Transportation and Circulation) addresses modes of travel and citywide transportation plans



Conservation

Book Two of the Area Plan includes a Conservation Chapter that covers the following topics:

- Topography and Landform
- Hydrology
- Water Quality
- Vegetation and Wildlife
- Special Status Species
- Historic and Archaeological Resources

2,715 acres
for Conservation
Open Space
(estimate)

Preservation of
Los Medanos Hills

**Restoration of
Mt. Diablo Creek**
for habitat value and
flood control

The CRP area is an ecologically diverse area and a vitally important open space resource for Concord and the region. The site’s highest-value habitat areas will be preserved in a significant new Conservation Open Space that includes a Regional Park and Mt. Diablo Creek Corridor. Open space, conservation, and recreation lands will be managed in coordination with State and federal regulatory agencies to protect and enhance wildlife habitat, restore important natural resources, preserve views of the hills, and support compatible, low-impact recreation activities.

Designing with Topography

The development and conservation pattern proposed for the site responds to its topography. Future development is generally located on the valley floor, enabling ridges and steeper slopes to be set aside as open space. The specific alignment and design of the Central Greenway and Neighborhood Frame, and the boundaries of Villages and other districts will be refined through future detailed planning so that key topographic features can be incorporated into the greenways or used for lower density housing.

Neighborhoods with significant topography within walking distance of BART will be designed to provide comfortable walking routes to the TOD Core.

Conserving Historic and Archaeological Resources

The CRP area contains several historic features, including the Contra Costa Canal (on the National Register of Historic Places) and ten archaeological or historic sites. As the

Area Plan is implemented, these resources will be protected and managed in compliance with all federal, State, and local laws. Construction and grading procedures will ensure that resources are properly identified and protected.

Restoring Mount Diablo Creek

Restoration of Mt. Diablo Creek is a major feature of the Area Plan. A broad vegetated corridor will be maintained along both sides of the creek, with riparian vegetation enhanced as the stream channel is reconstructed. Improvements to the creek will increase its flow capacity during heavy rains, while also restoring habitat value and stream ecology. Smaller creeks and ponds on the site also will be protected and enhanced as development occurs. The Plan also includes measures to protect water quality, both in the creek and in San Francisco Bay.



Enhancing Habitat Diversity

The CRP area includes grasslands, orchards and plantations, oak woodland and savannah, riparian woodlands, wetlands, and other plant communities. The Area Plan strives to conserve and restore those natural communities in the most valuable plant and animal habitat areas, particularly wetlands, riparian areas, and stands of mature trees. Policies call for:

- Control of invasive plant and animal species
- Preservation of migratory corridors for wildlife
- Growing the “urban forest” through tree planting
- Protection of seasonal and perennial wetlands across the site
- More detailed surveys of plant and animal resources during project review

Coordination with State and federal resource management agencies will be ongoing as restoration and development takes place.

Protecting Special Status Species

More than two dozen protected animal species are present or potentially present on the site. The most important habitat areas on the site are protected by being included in the Conservation Open Space. There are also mature oak trees protected by Concord’s Heritage Tree Ordinance, along with native plants. The Area Plan calls for further protection of special status species, such as the California red-legged frog and tiger salamander. Policies require development to avoid impacts to sensitive habitat areas and to mitigate impacts, such as through the creation of replacement habitat, where impacts are unavoidable. Sitewide conservation permits will establish more detailed programs to protect, create, manage, and monitor habitat conditions.

KEY INITIATIVES

- Secure sitewide natural resources permits. The City will collaborate with federal and State regulatory agencies to secure the necessary permits to proceed with plan implementation.
- Conduct project-specific CEQA reviews to evaluate proposed plans, applications for development and proposals for public improvements.
- Establish ownership and operational responsibilities in coordination with East Bay Regional Park District (EBRPD).

OTHER DOCUMENTS WHERE THIS TOPIC IS ADDRESSED:

- Book One: Conservation, Open Space, and Recreation Lands describes the allowed uses in the Conservation Open Space District.
- Book Three: Climate Action includes provisions related to energy and water conservation.
- Chapter 6 of the Concord 2030 General Plan lists citywide conservation policies. Chapter 6 also includes Concord’s park policies. In the Area Plan, park policies are in the “Community Services and Facilities” section of Book Two.



Safety, Noise, & Health

Book Two of the Area Plan includes a Health and Safety Chapter that covers the following topics:

- Earthquakes and Landslides
- Flooding
- Wildfire
- Air Quality
- Hazardous Materials
- Noise
- Airport-related Hazards
- Public Health and Wellness

Contamination remediated in areas where hazardous materials may be present.

500' buffer along Highway 4 where housing is restricted to reduce air quality impacts

Development of the CRP area will require remediation of hazardous materials and other actions to protect the health and safety of future residents. Hazards to life and property will be minimized by directing development away from areas with geologic and wildfire hazards and by reducing flood hazards. The Area Plan also includes strategies to reduce air and water pollution, mitigate noise conflicts, and promote healthy, active living.

Remediating Hazardous Materials

Hazardous materials were used extensively on the site during its service as a weapons station. Before the CRP area is conveyed, the Navy will need to confirm that the property is environmentally suitable for its intended use and identify any restrictions that must be placed on future uses. The Navy is responsible for remediating any contamination and complying with all laws and regulations relating to clean up. Another option is for a new property owner to take the property “as is” and conduct private clean-up. The Navy will continue to evaluate, monitor, and remediate hazards associated with past uses, including weapons storage and disposal. Regardless of who implements the clean up, it will occur under the oversight of State and federal regulators.

Avoiding Natural Hazards

Like the rest of Concord, the CRP area is located in a seismically active region. Future earthquakes may cause ground shaking, landslides, and other geologic hazards. The plan limits development on steeper slopes and in areas with high liquefaction hazards. All development will comply with State and local building codes and will be designed to reduce the potential for earthquake damage.

The site is bisected by Mt. Diablo Creek, which may flood during heavy winter rains. An open space buffer of roughly 300 feet will be maintained along the creek to reduce flood hazards. Creek restoration measures will increase capacity while also increasing ecological value. In addition, a new storm drainage system will be developed and stormwater detention ponds will be provided to reduce runoff volumes during major storms. Flood hazards will be further reduced through sustainable design measures such as porous pavement, green roofs, and rain gardens.



Improving Regional Air Quality

The CRP area presents an opportunity to accommodate growth in a way that minimizes air quality impacts. Plan features such as small blocks and high transit service levels have been found to result in shorter trips and lower vehicle emissions in comparable settings. With a BART station on-site and an extensive bicycle, pedestrian, and transit system, residents will have many alternatives to driving. More localized air quality issues, such as exposure to fumes and dust along major roadways, will be addressed through site planning. For example, housing and other “sensitive receptors” will be sited at least 500 feet away from Highway 4.

Minimizing Noise

As development takes place, steps will be taken to protect future residents, workers, and visitors from noise sources such as BART and major roadways, as well as noise that will be generated by construction and the other site activities. Buffering, insulation, landscaping, site planning, building design, construction controls, and other measures can reduce noise both on-site and off-site.

Promoting Public Health and Wellness

New neighborhoods within the CRP area will be designed to promote walking, bicycling, and active living—contributing to the health and wellness of those who live and work here. Neighborhoods will also be designed to support physical fitness by placing parks, schools, and services within walking distance of homes and offering a variety of recreational facilities. Residents will enjoy convenient access to trails leading into the CRP area’s Regional Park, with opportunities for hiking and outdoor recreation.

KEY INITIATIVES

- Work with the Navy, regulatory agencies and property owners to ensure site clean-up to risk levels consistent with the activities envisioned by the Area Plan.
- Work with Navy and regulatory agencies to distinguish between hazardous materials concerns in the CRP area and those relevant only to the Tidal Area.
- Identify opportunities for early transfer opportunities and privatization of clean up.

OTHER LOCATIONS WHERE THIS TOPIC IS ADDRESSED:

- Book Two: Utilities provides additional information on drainage and flood control.
- Book Three: Climate Action Plan provides information on emissions reduction.
- Chapter 7 of the Concord 2030 General Plan contains citywide safety policies.



Community Facilities & Services

Book Two of the Area Plan includes a Community Facilities and Parks Chapter that covers the following topics:

- General Policies for Facility Development
- School and Library Facilities
- Public Safety
- Homeless Services
- Other Community Facilities
- Parks and Recreational Facilities

120-acre campus for a university or research, cultural, or health-care center

80-acre Training and First Responder Training Center for police and fire protection

Over 200 acres of community facilities

New schools, fire stations, community centers, parks, and recreational facilities will serve the population and workforce on the CRP site. In addition to providing essential services, these facilities are an important part of creating complete neighborhoods and developing the former base as a walkable, sustainable community. The site may also contain child care centers, health and human service facilities, places of worship, performing arts venues, and other facilities that can become focal points for community life.

Improving Services for all Concord Residents

Community facilities on the site will enhance the quality of life for all Concord residents, not just those who live and work within the CRP area. The plan includes:

- High quality public schools that are an easy walk or bicycle ride from most homes
- Expanded capacity for law enforcement and fire protection
- New parks and recreation centers that serve established Concord neighborhoods as well as new neighborhoods on the site
- Space for civic facilities (library, community centers, senior centers, performing arts, etc.) that meet an array of citywide needs
- Expectations for high quality building, site, and landscape design for all community facilities

To maximize efficiency, compatible services may be co-located in shared or adjoining facilities and joint use agreements will be pursued for schools and parks.

Expanding School Capacity

Preliminary forecasts for the CRP area indicate that over 4,000 new students may reside in the community when the plan vision is fully realized. Four elementary schools, a middle school, and a high school could be needed to meet this demand. More detailed planning and coordination with the Mount Diablo Unified School District will be necessary to identify school sites and prepare facility plans. Private schools, charter schools, and libraries are also likely to locate on the site as it develops. The Area Plan also accommodates a 120-acre campus site, potentially providing a future home for a college or university.



Ensuring Public Safety

Additional law enforcement, fire, and emergency medical personnel will be provided as the CRP area is developed. The U.S. Navy fire station on the site may be refurbished and a second station will eventually be developed. Funding for construction and rehabilitation would come from developer fees or special district fees, while operations would be funded by property tax revenue from new development.

Improving Services for those in Need

Pursuant to federal law, a Homeless Assistance Plan was developed as part of the CCRP process. Plans for the CRP area include 130 units of permanent supportive housing for very low income individuals, youth, and families, and an estimated additional 130 units that may be on-site or off-site. Provisions for other support services, such as job training and placement, are a continuing part of planning for the future of the CRP area. Other facilities on the site may serve seniors, children, and others with special needs.

Creating New Parks and Recreational Facilities

Implementation of the Area Plan will add roughly 3,500 acres to the existing 635 acres of parks and recreational facilities in Concord and result in a five-fold increase in the total acreage of parks and open space in the city. The Plan includes four types of parks:

- Conservation Open Space, including a Regional Park and Mt. Diablo Creek Corridor
- Greenways, including a Central Greenway from BART across the site and a Neighborhood Frame around each of the village neighborhoods
- Citywide Parks, including a site for a future tournament sports facility and another to extend Willow Pass Park
- District Open Spaces, which include Neighborhood Parks and Pocket Parks

Plan policies address park locations and design, joint use planning, greenway design, park safety, trails, private recreation, and similar topics.

KEY INITIATIVES

- Complete public benefit conveyances for key community facilities
- Conduct more detailed planning for schools and other community facilities as part of future planning activities on the site.
- Determine funding mechanisms, fees, and dedication requirements for community facilities.

OTHER LOCATIONS WHERE THIS TOPIC IS ADDRESSED:

- Book One, Chapter 3 identifies where community facilities are desired or required uses. Section 3.4 provides an overview of the park and open space system
- Chapter 6 of the Concord 2030 General Plan (Parks, Open Space and Conservation) addresses city and regional parks.
- Chapter 7 of the Concord 2030 General Plan (Safety and Noise Element) addresses police, fire and life safety services.
- Chapter 8 of the Concord 2030 General Plan (Public Facilities and Utilities Element) addresses public and private schools and other community facilities.



Utilities

Book Two of the Area Plan includes a Utilities Chapter that covers the following topics:

- Utility Framework
- Water
- Wastewater
- Recycled water
- Stormwater Management
- Solid Waste Management
- Energy
- Telecommunications

Dual water delivery systems to **provide recycled water** for landscaping and minimize total water demand

On-site composting of yard waste, food scraps, and other organic refuse

Green streets that reduce stormwater runoff and improve water quality

Transforming the CRP area from a former military base into a sustainable mixed-use community will require substantial investment in new utilities. The design of these utilities is particularly important to achieving the Plan's climate action goals. Water, wastewater, energy, and other utility systems will be planned to minimize greenhouse gas emissions, preserve environmental quality, and conserve natural resources.

Managing Urban Runoff

Planning standards will minimize stormwater runoff by limiting impervious surface coverage and requiring facilities to retain stormwater on-site. Some of the measures that can be used to control runoff include permeable pavement, natural stormwater management in "green street" rights of way, green roofs, cisterns, and rain gardens. In addition, sediment traps and filters can allow stormwater to dissipate and help remove pollutants from runoff.

Reducing Landfill Waste

The CRP area is being designed and planned to reduce the amount of solid waste requiring landfill disposal. In addition to curbside waste collection, new recycling and green waste/food scrap collection services will be established. An array of public education and outreach measures will be used to divert waste from landfills and promote recycling. Facilities for composting will provide a source of high quality soil amendment for gardening and landscaping

Creating the Capacity for Growth

Among the major infrastructure components to be constructed are:

- A new water distribution system, to be operated by the Contra Costa Water District (CCWD)
- New sewer collection lines, which may be operated by the City of Concord or the Central Contra Costa Sanitary District (CCCSD)
- Upgraded off-site sewer facilities (such as lift stations) to handle additional wastewater flow
- A recycled water system for treated wastewater, to be operated by the CCCSD
- A new storm drainage system
- Electric, gas, and telecommunication facilities, generally operated by private utilities

Dedication of utility easements and rights-of-way will be part of the more detailed planning that will occur on the site after the Area Plan is adopted. Coordination with multiple service providers will be



essential. Engineering standards will support utilities that are safe, aesthetically pleasing, environmentally sensitive, and compatible with adjacent uses.

Using Water Wisely

In June 2010, the CCWD completed a State-required Water Supply Assessment for the site and concluded that the District will be able to accommodate the development program envisioned by the Area Plan. This conclusion is partly based on a commitment to water conservation. Conservation measures envisioned by the Area Plan include:

- Requiring developers to install “purple pipe” for outdoor irrigation systems throughout the CRP area to use recycled water.
- Prohibiting the use of potable water to irrigate all public space and private outdoor spaces managed by homeowners associations when recycled water is available.
- Requiring low-flow plumbing fixtures and appliances
- Using water efficient landscape plantings.
- Installing permeable pavement, green streets, and other landscaping techniques that manage stormwater runoff and reduce heat island effects.
- Equipping all commercial and residential buildings with best-in-

practice metering systems

- Exploring the use of raw water from the Contra Costa Canal as a supplemental source for non-potable use

The Central Contra Costa Sanitary District (CCCSD) has made a commitment to deliver recycled water to the site, using highly treated effluent from its treatment plant. New recycled water lines and storage facilities will be constructed as development takes place, reducing the need to use potable water for landscaping, irrigation, and various residential and commercial purposes.

KEY INITIATIVES

- Create phasing plan for utilities reflecting more detailed planning and conclusions of financial and fiscal analyses.
- Conduct or require conceptual engineering of utility infrastructure (alignments, sizing, connections, off-site improvements).

OTHER LOCATIONS WHERE THIS TOPIC IS ADDRESSED:

- Book Three: Climate Action provides strategies to minimize the energy consumption and greenhouse gas emissions associated with utility systems.
- Chapter 8 Public Facilities and Utilities Element of the Concord 2030 General Plan lists citywide utility policies.



Climate Action



This icon is used throughout Books One and Two to identify policies and standards that are included in the Greenhouse Gas Reduction Program described in Book Three.

37 % reduction in greenhouse gases by 2030 due to implementation of climate action strategies

Annual reduction goal of **180,700 metric tons** of CO₂ equivalents at build-out

Green building standards for new construction

Greenhouse gases reduced through land use and transportation strategies, building and site energy standards, waste and water strategies

The CRP Area Plan integrates policies for creating a world-class community with a program to address the threat of global climate change. Book Three, Climate Action, sets climate action objectives and describes how greenhouse gas emissions from development on the CRP area can be reduced by almost 40 percent compared to conventional suburban developments in the region. Implementation of this program is critically important to helping California meet the goals set by AB 32, SB 375, and other initiatives to curb global climate change.

The Greenhouse Gas Reduction Program

The heart of the Climate Action Plan (CAP) is the Greenhouse Gas Reduction Program. The program requires innovations in planning, mobility, building design, building systems, and infrastructure that can reduce the greenhouse gas emissions associated with new development. The Program also calls for outreach activities and monitoring to ensure long-term success in meeting emissions targets.

Because of the likelihood of future changes in technology, the Area Plan specifies some key climate action strategies—such as an emphasis on transit use and requirements for energy efficient green buildings—but leaves others to be selected in the future based on feasibility, cost effectiveness and compatibility with other development and conservation goals.

The Program’s strategies are organized into the following four initiatives.

1. Sitewide Development Standards

Four sitewide standards address solar orientation, natural ventilation, and shading:

- Orientation of streets to maximize solar access
- Design of buildings to maximize the potential for roof-mounted photovoltaic cells
- Green building measures to reduce heating and cooling needs as well as addressing a broader spectrum of energy efficiency and conservation objectives
- Tree planting to maximize outdoor shade and reduce summer cooling costs

2. Sector-based Actions

At the heart of the Concord Reuse Project Climate Action Plan is a series of principles and policies aimed at key categories of emission sources (called “sectors”).



- **Vehicle miles traveled reduction** will be achieved by locating jobs and services near housing; placing high density development near BART; and providing connected, convenient transit, bicycle, and pedestrian systems. Parking and transportation demand management measures (such as carpooling and car-sharing) are also key strategies.
- **Building and site energy efficiency** have the greatest potential to reduce the burning of fossil fuels and related power plant emissions. Such strategies include energy-efficient window glazing, high-efficiency wall insulation, smart meters, and LED exterior lighting. Both “passive” strategies like requiring operable windows and “active” strategies such as high performance fans are included. This sector also uses on-site solar energy collection to reduce emissions.
- **Waste reduction** through recycling and composting programs can significantly reduce emissions while reducing costs for residents and businesses.
- **Water efficiency** policies are an important part of the plan’s overall conservation approach, and they also reduce Greenhouse Gas emissions from the water system.

3. Education and Collaboration

Outreach to households and businesses in the CRP area will promote the success of the strategies described above. Coordination with utility providers and other agencies will support such outreach.

4. Implementation and Monitoring Program

Implementing the Climate Action Plan will require action by many organizations, both public and private. The Plan includes a timeline for detailed planning, adoption of new codes and standards, project level review, environmental assessment, and construction controls. Because of the long timeframe for project buildout, new measures and technologies may become available to reduce greenhouse gas emissions at the time of construction. The Plan provides the flexibility to incorporate these measures as they become available.

KEY INITIATIVES

- Initiate Climate Action Program Implementation as described in Book Three Chapter 5.
- Incorporate green building standards into codes and standards.
- Prepare and finalize specification and codification of standards required by the Climate Action Program as described in Chapter 5 of Book Three.
- Seek Federal and State funding sources to support climate action planning and implementation.

OTHER LOCATIONS WHERE THIS TOPIC IS ADDRESSED:

- Book One, Standards CF-15 through CF-18 are sitewide development standards to reduce energy use
- Book Two Chapters 2 (Transportation) and 5 (Utilities) has further information on VMT reduction and energy conservation
- Book Three, Climate Action Plan includes a full description of climate action measures



Economic Vitality

The Concord 2030 General Plan includes an Economic Vitality Element that addresses Concord's fiscal health and its role as a regional center with a vibrant downtown and retail sector. Future economic development planning will help define potential employers, revenue generators, and workforce development objectives for the CRP area.

The CRP area will be developed in a way that supports business growth in Concord, provides jobs and career advancement opportunities for local residents, and complements economic development strategies for other parts of the city. Economic vitality is addressed in more detail in the Concord 2030 General Plan.

Reshaping Concord's Economy

Reuse of the former weapons station will redefine Concord's role in the Bay Area economy. The site has been planned to accommodate large-scale office development, research and development uses, and a new university or research and development facility. It will also accommodate new visitor-serving amenities such as hotel, conference center, and sporting facilities that will expand the city's capacity for conventions and tournaments.

The TOD Core district will provide a unique location in close proximity to the convenient transit service and amenities valued by employees. The Commercial Flex district will provide expansion space for existing and new Bay Area businesses. The CRP area also provides an ideal location for cultural and recreational amenities that can give Concord a competitive edge over other cities in the Bay Area.

Expanding Job Opportunities and Workforce Skills

Development of the CRP area will generate jobs for residents of Concord and surrounding communities. In addition to 26,000 permanent jobs, thousands of jobs will be created during construction. The City has set a good faith goal that 40 percent of the construction workforce should be local, first from Concord and then from elsewhere in Contra Costa County. The site also presents an opportunity to enhance the skills of the Concord labor force through job training and vocational facilities, as well as job opportunities in new industries. Apprenticeships, internships and other employment development programs that are certified and have proven track records will provide economic benefits for Concord residents. The City will work with established organizations such as the Greater Concord Chamber of Commerce, the Mt. Diablo Unified School District, East Bay Works, the Contra Costa Workforce Development Board, Cal State East Bay, and the California Employment Development Department to provide adult education and vocational training on the site, and to link new jobs to local residents.

Over 26,000 new jobs at project buildout

More than 6 million sq ft of commercial space

20 year boost in construction jobs

Certified training and apprenticeship programs



A Model for Sustainable Economic Growth

The Area Plan pursues economic sustainability for the CRP area, which is designed to provide a home for “green jobs” and house buildings incorporating state-of-the-art methods of green building design. Workplaces will be designed to encourage walking, bicycling, and transit access, and the community itself will include a mix of jobs and housing to minimize commute lengths and driving times. By providing a mix of housing types, including workforce housing, the project will meet the needs of diverse populations and income groups.

Defining Concord's New Retail Frontier

The CRP area will include an array of retail business opportunities. The site will help achieve the citywide goal of a more vibrant, pedestrian-friendly retail sector that includes more mixed-use development. The TOD Core district will provide a niche for specialty shopping, restaurants and entertainment venues in an urban setting. The Commercial Flex district will provide large sites for comparison shopping and value-oriented retailing. In the villages, small village centers will provide convenience retail and services for nearby residents. Retail strategies will be coordinated with other City initiatives so that growth complements and supports efforts to revitalize Downtown Concord.

Responding to an Evolving Business Environment

Given the long buildout period for the CRP area, flexibility is an essential part of the economic development strategy. The Area Plan's standards position the Commercial Flex district to respond to changing trends in business and industry. The Campus district has likewise been designed to be adaptable to a variety of educational, research, cultural, and health care uses. In the coming years, the City will:

- Explore economic incentives that facilitate site development
- Adopt land use controls for the site that respond to evolving economic conditions
- Partner with the private sector to assess the needs of targeted industries
- Develop marketing and business attraction strategies for these industries
- Establish specific initiatives to provide adult education and vocational training, and link new jobs to local residents.

KEY INITIATIVES

- Revise the Concord Economic Vitality Strategy to recognize the CRP area and its impact on the city's economic capacity and marketing strategies.
- Conduct detailed market studies to assess the types of businesses that are most viable on the site, and to better define the relationship between the site and other business districts of Concord.

OTHER LOCATIONS WHERE THIS TOPIC IS ADDRESSED:

- Book One, Chapter 3 provides development standards for employment-generating land uses, including the additional appropriate mix of uses and allowable intensities.
- Chapter 2 of the Concord 2030 General Plan contains citywide economic development policies (especially Policies E-2.1.1 - 2.1.6, E-3.1.1, and E-4.1.1 to E-4.1.5)
- City of Concord Economic Vitality Strategy.

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List of Acronyms

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ALUC	Contra Costa County Airport Land Use Commission
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit District
CACP	Clean Air Climate Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CCCSD	Central Contra Costa Sanitary District
CCRP	Concord Community Reuse Project
CCTA	Contra Costa Transportation Authority
CCWD	Contra Costa Water District
CDFG	California Department of Fish and Game
CDS	Concord Disposal Service
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CNWS	Concord Naval Weapons Station
DOD	United States Department of Defense
DTSC	California State Department of Toxic Substances Control
EBRPD	East Bay Regional Parks District
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
FAR	Floor area ratio
FEIR	Final Environmental Impact Report
FOSET	Finding of Suitability for Early Transfer
FOST	Finding of Suitability to Transfer
GHG	Greenhouse gas
ICLEI	International Council for Local Environmental Initiatives
LGOP	Local Government Operations Protocol
LRA	Local Reuse Authority
MDUSD	Mount Diablo Unified School District

List of Acronyms

MTC	Metropolitan Transportation Commission
PG&E	Pacific Gas and Electric
RCRA	United States Resource Conservation and Recovery Act
RWQCB	Bay Area Regional Water Quality Control Board
SB	Senate Bill
TDM	Transportation Demand Management
TMA	Transportation Management Agency
TOD	Transit-Oriented Development, Transit-Oriented District
TRANSPAC	Central Contra Costa County Transportation Partnership and Cooperation
VMT	Vehicle miles travelled

Glossary of Terms

** Indicates a term defined specifically for the purpose of the Area Plan.*

AB 1600 (nexus) study. The process required by California State Government Code Section 66001(a) of the Mitigation Fee (Act) (Section 66000-66025) that establishes the legal requirements for imposing development impact fees. It requires any local agency that imposes such a fee to demonstrate (through a study) the nexus—or connection—between the fee, the improvements being funded, and the projects on which the fees are imposed.

Active ground-floor use.* A set of activities in a building that generate pedestrian traffic, such as retail stores, restaurants, and personal services.

Active open space.* Citywide Park, Greenway, Neighborhood Park, or any Pocket Park with a sport court for active recreation.

Active programming. See “Active Recreation”.

Active recreation. Activity that requires the use of dedicated facilities such as ball fields or play equipment, and that may or may not be designed for higher physical exertion on behalf of the participant.

Additional appropriate use.* A land use or activity that, while not mandatory, would implement key components of the vision of the Area Plan.

Affordable housing. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household’s ability to make monthly payments necessary to obtain housing. According to the United States National Affordable Housing Act, housing is considered affordable when a household pays less than 30 percent of its gross monthly income for housing, including utilities.

Alleys.* Very low-speed, low-volume mid-block passageways that provide all modes with access to rear building entrances while also creating informal open space.

Articulation (architectural). Architectural building design elements, both horizontal and vertical, that help create visual interest, define the character of a district, and create lively streetscapes.

Berm. A mound of soil which can be used to direct water flow, absorb noise, and/or limit visibility

Bike Network.* Connected system of facilities for bicycle use including the following types:

Class I. Paths and trails separated from vehicle traffic that provide a direct connection to the North Concord / Martinez BART Station through the site, interrupted only by infrequent street crossings, and consistent with Caltrans Class I bikeways (bike paths) standards**.

Glossary of Terms

Class II. Dedicated on-street bicycle lanes that link the Class I network to neighborhood centers and other core areas, consistent with Caltrans Class II bikeways (bike lanes) standards**.

Class III. Local Streets. Local Streets will be designed for safe and comfortable shared-space use, and to be consistent with Caltrans Class III bike routes**.

** Consistency with Caltrans standards is in regard to the following Caltrans Design Criteria, which are defined in Chapter 1000 (Bikeway Planning and Design) of the Caltrans Highway Design Manual: Widths, Clearance to Obstructions, Signing and Delineation, Destination Signing of Bike Routes, At-grade Intersection Design, Design Speed, Horizontal Alignment and Superelevation, Stopping Sight Distance, Length of Crest Vertical Curves, Lateral Clearance on Horizontal Curves, Grades, Pavement Structure, Drainage, and Lighting.

Bike-share program. A system where a fleet of bicycles is available for short-term use through a program of joint ownership or membership.

Building orientation. The spatial relationship of a building (particularly its largest side) to the path of the sun, prevailing wind patterns, adjacent developments, roadway network, or other external factors. Building orientation can be changed to reduce energy demand by optimizing solar and wind exposure for daylighting, passive heating and cooling, and natural ventilation.

Car-sharing. A system where a fleet of cars is available for short-term use through a program of joint ownership or membership.

Class A offices. The highest quality office space locally available. These are likely to be buildings that have excellent location and access, attract high quality tenants, and are managed professionally; additionally, building materials are high quality and rents are competitive with other new buildings.

Class B offices. Office space that is generally good quality and functional, but does not include a high level of amenities that would be desirable for headquarters locations or other high-end office users.

Collector streets.* Low- to moderate-speed streets linking internal areas of Development Districts to the through streets.

Comfortable walking distance.* A distance up to 1/4 or 1/2 mile depending on conditions and physical ability.

Community Facility.* Facility in which public services are provided, including recreational and cultural activities, and services for youth and seniors. Places of worship may be treated as community facilities when they provide some activities that have non-religious purposes such as child care or adult day care. Community facilities may be operated by public, non-profit, or private organizations.

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Community streets.* Low-speed streets linking the homes within internal areas of Development Districts to collector streets.

Complete streets. Public rights-of-way that are safe and comfortable for all users — pedestrians, bicyclists, transit riders, and drivers of motor vehicles — and people of all ages and abilities, including children, older adults, and people with disabilities.

Convenience standard.* The maximum walking distance, on public sidewalks or paths, between residences, workplaces and daily necessities.

Daily necessities.* Facilities and services that individuals are likely to use on a daily or near-daily basis, such as a frequent-service public transit stop, a dedicated bicycle lane, a shared vehicle facility, public gathering space, open spaces for active recreation, community services, or a grocery or convenience store.

Daylighting. 1. (Architectural) Using natural light to illuminate building spaces. 2. (Ecological) Redirecting a buried or piped stream to be above ground. Stream daylighting is often performed to provide community amenities or ecological benefits.

Desired.* Indicates that policy implementation, while not mandatory, would promote the aims of the Area Plan.

Development District.* Portions of the Planning Area that are planned for development, including neighborhoods, TOD, and business districts.

Development impact fee. Fee collected by local government (including school districts and other special districts) to recover the cost of providing services to new development.

Dwelling units per net residential acre. A calculation of residential density based on the developable portion of a site, after streets, easements, and unbuildable areas have been factored out.

Easement. A right given by the owner of land to another party for specific limited use of that land. An easement may be acquired by a government through dedication when the purchase of an entire interest in the property may be too expensive or unnecessary.

Fenestration. Arrangement and extent of building window openings.

Financing mechanism. A source of funding for a project or development, and the related actions necessary for its implementation.

Floor area ratio (FAR). The ratio between gross floor area of structures on a site and gross site area. Thus, a building with a floor area of 100,000 square feet on a 50,000 square-foot lot will have a FAR of 2.0.

Footprint. The total area of the ground under a building or other structure.

Frontage. The face of a building along a street on which it has primary entrances.

Glazing. Glass used in the exterior of a building.

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Green building. A building or set of building practices designed to minimize negative impacts on the environment.

Green roof. A roof covered with a layer of living plants, which provide benefits that may include retaining stormwater, slowing the rate of stormwater runoff, natural cooling for buildings, and water treatment benefits to vegetated landscapes.

Greenhouse gas. Any of several gases that produce a warming effect within the Earth's lower atmosphere by absorbing and trapping heat from the sun that would otherwise be reflected back into space. The major GHGs are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Less prevalent—but very powerful—greenhouse gases are hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulphur hexafluoride (SF₆).

Greenway.* A connected network of linear open spaces that form part of the area's overall circulation network with integrated pedestrian and bicycle trails, and that provide space for recreational amenities shared by the entire community, such as dog parks, community gardens, and seating areas.

Grocery store.* A business selling unprepared foods that meet basic nutritional needs, including fresh produce. A grocery store may also carry other goods. Building formats for grocery stores may range from small walk-in convenience stores to large-footprint supermarkets.

Gross acre.* The entire geographic extent of a Development District or portion thereof, expressed in acres. Gross acreage of development sites shall be calculated to the center-line of bounding streets or other public rights of way.

Groundwater basin. Underground strata of the earth that are permeated with water.

Groundwater recharge. The process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage (i.e. aquifers).

Guaranteed ride home program. An emergency service for transit, vanpool, or bike commuters. In the event that the normal commute mode for a participant is not available, the program provides transportation to home from work — either on-call rides by the sponsoring agency, coupons, or reimbursement for expenses for private ride services (e.g., taxis).

Habitat value. The capacity of a geographic area to support wildlife, especially species and communities of ecological benefit

Headway. The time between arrivals of a transit vehicle at a stop. Shorter headways indicate higher frequency of service.

High-frequency transit service.* Service with headways of not more than 7.5 minutes during peak periods of day.

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High-transparency. High visibility through into a building, such as through the use of large amounts of glazing in doors and windows.

Impervious surface. Any material which reduces or prevents absorption of water into land.

Infiltration. (Hydrological) The movement of surface water into the ground through permeable materials.

Joint use facility. A building, park, or other resource that is shared by two or more entities. Facilities may be shared when uses are seen as compatible, such as when parks are used for recreation and for seasonal stormwater retention. Private and public entities may share a resource by agreement, such as when an auditorium houses a private theater group as well as public programs. Joint-use can result in more efficient use of resources and reduce overall costs for provision of access of those resources to the public.

Landfill diversion. A practice that reduces the amount of material sent to landfills.

Light industry. Any of a variety of manufacturing, assembly, wholesale, distribution, storage, or similar economic activities with minimal on- and off-site impacts.

Local-serving.* Businesses and services, such as shops and medical offices, frequented primarily by residents of nearby neighborhoods.

Local streets.* Low- and very low-speed streets that link internal areas of Development Districts to each other and to collector and through streets. There are three types of local streets: community streets, yield streets, and alleys.

May.* Indicates a permissive statement that should receive consideration by project sponsors to identify opportunities to promote the aims of the Area Plan.

Mitigation. A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant measures are identified.

Multi-unit housing.* Residential buildings with common entrances and shared walls between dwellings.

Natural cooling. Use of environmental phenomena to cool buildings, e.g., natural ventilation, evaporative cooling, and radiative cooling.

Natural drainage. The use of plants, trees, and soils to slow, reduce, and pre-treat stormwater runoff before or instead of conventional stormwater systems.

Natural ventilation. Air circulation into, through, and out of a building that uses external winds and internal differences in air pressure between rooms. Natural ventilation techniques can include operable windows, partition walls, louvers, and vents, among many other features.

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Net residential acre. One acre (43,560 square feet) of a site excluding all land to be used for nonresidential purposes, including land dedicated for required easements for vehicles and rights of way, either public or private.

Net zero energy. Producing as much energy on a site on an annual basis as is consumed on that site.

Nine county Bay Area. The area within San Francisco, Marin, Napa, Sonoma, Solano, Contra Costa, Alameda, Santa Clara and San Mateo Counties.

On-site detention. The practice of delaying drainage of all or some stormwater runoff from a site, thus preventing flooding both in the local drainage system and along creeks and rivers downstream.

Open space. Any parcel or area of land or water that is essentially unimproved. Open space uses include habitat conservation, hazard mitigation, agriculture, and recreation.

Passive recreation. Activity that does not require the use of dedicated facilities such as ballfields or play equipment and requires limited physical exertion on behalf of the participant. Examples of passive recreation activities include bird watching, walking, or photography, hiking and trail-running.

Pathway.* Circulation route on which motor vehicle traffic is not permitted.

Permeable paving. See 'Porous pavement.'

Planning Area.* The geographic extent of the CRP Area Plan, shown on Figure 1-1. This area includes the land that was operated by the US Navy as the Inland Area of the Concord Naval Weapons Station as well as properties owned in 2010 by the Bay Area Rapid Transit District (BART) at the North Concord /Martinez BART station, and the City of Concord (Diablo Creek Golf Course).

Pocket parks. Very small green spaces or open spaces that accommodate activities such as tot-lots, shaded game tables, and outdoor eating.

Porous pavement. Pavement through which water permeates into an underlying structure such as a stone reservoir, where it is stored for gradual release into the soil below.

Public gathering space.* Publicly owned buildings and outdoor spaces where groups may interact, such as libraries, parks, schools, municipal buildings, community centers, plazas, etc.

Purple pipe. A system of conduit designed to distribute reclaimed (non-potable) water and made purple to distinguish it from pipes distributing potable water.

Rain garden. A drainage facility for stormwater runoff consisting of a splash pad to slow the velocity of runoff and a slightly depressed planting bed or container that allows shallow ponding and filtering-out of the stormwater. Swales, grass filter strips, and/or sand filters may pre-treat the stormwater before it reaches the vegetation. The stored water

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slowly filters out of the bioretention area over a period of days into the storm sewer system or, if site conditions are favorable, into the underlying soils. Also known as bioretention depressions.

Recycled water. Non-potable water that, as a result of treatment, is suitable for a direct beneficial use such as irrigation, or a controlled use that would not otherwise occur and is therefore considered a valuable resource. Also known as 'recycled water'.

Region-serving*, Regional retail.* A commercial activity center of citywide and regional significance. Market area extends throughout the metropolitan area.

Remediation. (Ecological) The process of removing or isolating contaminants from the environment.

Renewable energy. Energy that comes from sources that do not deplete, or that replenish more quickly than they are consumed.

Required.* Indicates a mandatory policy. Conformity with such policies is necessary for proposals implementing the Area Plan to be judged to be consistent with the General Plan.

Restoration. (Ecological) The process of returning an ecosystem back to an approximation of its condition prior to disturbance.

Reuse plan.* The document adopted by the City of Concord on Feb. 23, 2010 for the Concord Naval Weapons Station (CNWS), except for the Tidal Area of the CNWS, as required by Base Realignment and Closure (BRAC) laws. Also known as the Reuse Plan for the Concord Naval Weapons Station, or the Concord Community Reuse Plan.

Riparian. Along a lake, river, stream, creek, or drainage channel. Riparian habitats have distinctive plant communities and are often valued for their benefits to water quality and biodiversity.

Runoff. Surface water generated by rainfall that flows over land to a watercourse or urban drainage system.

Setback. The unobstructed area between a property line and a primary building or structure.

Shall.* Indicates a binding policy. Conformity with binding policies is necessary for proposals implementing the Area Plan to be judged to be consistent with the General Plan.

Shared parking. A parking management technique that shares parking spaces between more than one use in order to use the space more efficiently, typically in cases where users create different periods of peak demand. Shared parking arrangements may share spaces between more than one use (such as between a restaurant and an office complex), and between members of a group (such as a limited number of spaces for a group of employees), among other arrangements.

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Shared vehicle facility. A location where car-sharing vehicles are made available.

Should.* Indicates that policy implementation, while not mandatory, is expected in order to achieve the aims of the Area Plan.

Single-unit housing.*

Attached _. A dwelling having its own entrance and sharing one or more walls with another dwelling.

Detached _. A dwelling with no shared walls or entrances except when joined to a second unit as defined by Concord General Plan Housing Element Policy 1.3 Duplexes and Second Unit.

Source separation. Separation of waste into organics, recyclables, and residuals by households (including multi-unit residences) and businesses.

Special district. A jurisdiction established to provide services separately and sometimes independently from local governments. Examples of special districts include mosquito-abatement districts, water districts, and parks districts, among others. Special districts have the authority to issue municipal bonds to finance community improvements. They also have legal authority to establish and collect property tax on the properties within their boundaries to redeem the bonds, though districts may use other sources of revenue (such as fees for services) also or instead of taxes. If community improvements raise a district's real estate values, property taxes similarly increase and can help pay back the bonds.

Special needs housing. Housing that is specifically designed to meet the needs of a group for which conventional housing may be unsuitable, and which often contains special design features and services to meet the needs of that group.

Sustainable Communities Strategy (SCS). A feasible growth forecast of development in a city or a region that, in combination with transportation measures, meets greenhouse gas emissions reductions targets set by the California Air Resources Board. A Sustainable Community Strategy (SCS) is required by California Senate Bill (SB) 375 (Chapter 728, Statutes of 2008).

Through streets.* Moderate speed rights-of-way that balance the needs of pedestrians, high-frequency transit service, and drivers.

Transportation Demand Management (TDM). Measures to improve the movement of persons and goods through more efficient utilization of transportation systems (e.g., streets and roads, freeways, bus systems, and BART) and measures to reduce the level of single-occupant vehicle use.

Unstructured play. Play activities without clearly defined goals or rules.

Vehicle miles travelled (VMT). The cumulative number of miles that motor vehicles travel within a specific area over a specified period of time. (Also known as 'vehicle miles of travel!') VMT is the basis for most traffic-related greenhouse gas emissions calculations.

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Vertical mixed use. A multi-story building which combines two or more different activities separated on upper and lower floors. The most typical format for vertical mixed use consists of ground floor retail uses and upper story housing or offices.

Visitability.* An accessibility standard for buildings that goes beyond that of Americans with Disabilities Act by requiring the following three features:

1. One zero-step entrance
2. Doors with 32 inches of clear passage space
3. One wheelchair accessible bathroom on the main floor.

Walking distance. The distance along pedestrian circulation facilities between specified points.

Watershed. The total area above a given point on a watercourse which contributes water to the flow of the watercourse; the entire region drained by a watercourse

Yield streets.* Very low-speed streets with a single shared lane wide enough for two automobiles to pass each other, but designed for individual cars to yield while another car passes.

Area Plan Contributors

Consulting Team

Arup

Ellen Greenberg, AICP
Aidan Hughes
Mark Shorett
Mayra Madriz
Shannon Cairns
Gary Hsueh
Jim Jordan
Morgan Kanninen
Cody Andresen
Yolanda Owens

Barry Miller Consulting

Barry Miller, AICP

Perkins + Will

Karen Alschuler, FAICP
Ben Feldmann

Reviewers

City of Concord

Daniel Keen, City Manager
Valerie Barone, Assistant City Manager
Michael Wright, Director Community Reuse Planning
Phillip Woods, Principal Planner
Ray Kuzbari, Transportation Manager

Torti Gallas & Partners

Neal Payton, Torti Gallas & Partners