

**Summary Minutes  
TRANSPAC – March 12, 2009**

**ATTENDANCE:**

**Elected Officials:** Mark Ross, City of Martinez, TRANSPAC Chair; Cindy Silva, Walnut Creek, TRANSPAC Vice Chair; David Durant, Pleasant Hill, CCTA Representative; Julie Pierce, Clayton, CCTA Representative. Absent: (excused) Guy Bjerke, Concord; Susan Bonilla, Contra Costa County.

**Planning Commissioners:** Bob Armstrong, Clayton; Diana Vavrek; Pleasant Hill; Michael Murray, Contra Costa County; Absent: (excused) Bob Hoag, Concord; Jon Malkovich, Walnut Creek; Vacant Seat: Martinez

**Staff:** Qamar Khan, Concord; Eric Hu, Pleasant Hill; Anne Muzzini, County Connection; Brad Beck, CCTA; John Hall, Walnut Creek; Tim Tucker, Martinez; John Greitzer, Contra Costa County; Lynn Overcashier, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

1. Meeting was convened without a quorum by Chair Ross at 9:05 a.m. Member Pierce arrived at 9:25 a.m. Quorum established.

**Pledge of Allegiance/Introductions – Completed**

**Michael Murray, Contra Costa County Planning Commission representative, was welcomed to TRANSPAC.**

2. Public Comment – None

3. CONSENT AGENDA: Pierce/Durant/Unanimous  
Approved the February 12, 2008 minutes

**END CONSENT AGENDA**

*Approval of the consent agenda was postponed until a quorum was present.*

4. Presentation of the Countywide Transportation Plan (CTP) by Brad Beck, Senior Transportation Planner, CCTA.

Mr. Beck gave a presentation on the 2009 CTP, one of the key planning tools called for in the Measure J Growth Management Program (GMP). The CTP is intended to provide the overall direction and a coordinated approach for achieving and maintaining a balanced and functional transportation system within Contra Costa while strengthening links between land use decisions and transportation. It outlines the Authority's vision for Contra Costa and establishes goals, strategies, specific projects and other actions for achieving that vision. The CTP establishes the Authority's vision for the County's future, outlines the goals and strategies for achieving the vision, and implements the plans developed by the RTPCs through the respective Actions Plans for Routes of Regional Significance.

Mr. Beck discussed the four parts of the CTP: Introduction and Background; Vision, Goals and Strategies; Applying the Strategies; and Implementing the Plan. He discussed issues related to the forecast increase in population, median age, jobs and traffic. Chair Ross asked what "balanced" means in the vision for a "balanced, safe and efficient transportation network." Mr. Beck said that finding the right balance is difficult to achieve when looking at the Authority's four goals: enhance the movement of people and goods on highways and arterial roads; manage the impacts of growth; expand safe and affordable alternatives to the single occupant vehicle; and maintains the transportation system. The problem is the limited amount of funding available for all these goals.

*Diana Vavrek arrived at 9:28 a.m.*

Lynn Osborn noted that the plan did not address the issue of school impacts on local streets as much as it could have. Bob Armstrong said that one of the goals is to "enhance movement of people and goods," but service was not mentioned. It was suggested that the word "commerce" be included because service is as important as goods. Further discussion raised questions about how Vehicle Miles Traveled are projected, and if the traffic studies done by local jurisdictions are collated and used. A number of issues regarding changes in development patterns including Transit Oriented Development (TOD) were discussed.

**ACTION:** Thanks to Mr. Beck. The TRANSPAC Manager will work with the Chair to develop comments for transmission to CCTA.

**5. Central County Action Plan - Consideration of Joint TRANSPAC/TRANSPLAN/WCCTAC TAC recommendation to jointly develop a Corridor Management Plan for SR 4**

RTPC staff has crafted the following language to be inserted into the Action Plan in Chapter 4 under SR 4 if approved by the participating RTPCs (TRANSPAC, TRANSPLAN and WCCTAC). WCCTAC has approved and TRANSPLAN is scheduled to consider its TAC's recommendation to approve this action at its March 12, 2009 meeting.

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

In addition, it was recommended that the current SR 4 MTSO in each Action Plan (5.0 Delay Index in Central County) be annotated as follows: "Upon acceptance of this recommendation by TRANSPAC, TRANSPLAN, and WCCTAC, the current SR 4 MTSOs in the respective Action Plans will be annotated to indicate that the current MTSOs are expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC."

**ACTION:** Approved the proposed language with the revisions as noted, for insertion into the Central County Action Plan that would establish a partnership with TRANSPLAN and WCCTAC to jointly develop a Corridor Management Plan for SR 4.  
Silva/Pierce/Murray abstained

**6. Review and Approval of the Central County Action Plan Proposal for adoption**

CCTA staff requested that TRANSPAC action on this item be labeled as approval of the Central County Action Plan Proposal for Adoption which makes clear that the 2009 TRANSPAC Action Plan supersedes the 2000 Action Plan Update and will be incorporated into the CCTA's Countywide Transportation Plan.

Work on the GMP is going on and it may be advisable to insert the language into the Action Plan then. Member Silva suggested that the numbers be cross-checked for accuracy. Member Durant congratulated the subcommittee for doing a good job of making the document readable. Neustadter and Peterson were also thanked for their efforts in the preparation of this document.

**ACTION:** Approved the latest version of the Central County Action Plan Proposal for adoption (including the language in item 5, map and chart edits from CCTA, as well as any minor edits and corrections as may be necessary). Durant/Silva/Unanimous.

**7. Discussion of the Use of TRANSPAC's Measure J Enhancement Funds (line items 19 and 20)**

In February 2009, the Authority approved the development of a mechanism that, with respective RTPC approval, would allow eligible bus and paratransit operators to use funds from the Measure J Additional Bus Transit (line item 19) and the Transportation for Seniors and People with Disabilities (line item 20) funding categories for existing services as well as enhanced and supplemental services. The Authority's action was taken in response to the serious funding cuts experienced by bus and paratransit service providers during this economically challenging time. TRANSPAC is one of the two RTPCs with allocation recommendation authority over Measure J line items 19 and 20. TRANSPAC takes this responsibility very seriously.

TRANSPAC views these actions as short-term measures and looks forward to working with County Connection to provide transportation alternatives for Central Contra Costa in the future.

Anne Muzzini added that because of operating fund losses, the County Connection needs all the funding it can get. She described some of the details of the new route reconfiguration and commented that many riders liked the change.

Murray asked how much money was being requested for this year. Muzzini said the amount requested for the fourth quarter is \$168,000.

Member Pierce expressed concern about this request, but acknowledged that the loss of funding has made it necessary. An annual review and approval process is important so this does not set a precedent which negates Measure J's intention of establishing categories for more innovative local services. CCCTA is not always the best provider of these services because of its constraints, and the intent was to create more personalized services tailored to local communities. This decision would be restricted to line item 19 in FY2008-09 fourth quarter and FY2009-10. Other members also shared concerns that this category might never be restored in the future. Member Durant noted that these extraordinary times have created serious shortfalls, and the intent of these measures is not to be long term. Annual approval will be at the RTPC's discretion.

**ACTION: Approved a request to CCTA to amend Measure J to allow the use of TRANSPAC's Measure J line items 19 and 20 for support of existing/modified bus service, and all future funding from these line items remains subject to annual allocation recommendation by TRANSPAC. TRANSPAC approved the allocation of Measure J funding from line 19 for FY2008-09 (fourth quarter) and FY2009-10 to support County Connection Routes 16 and 316 only. Pierce/Durant/Unanimous**

**8. Letter of support on behalf of the City of Pleasant Hill for a 2009-10 Caltrans Planning Grant Application for Contra Costa Boulevard**

The City of Pleasant Hill is applying for a Caltrans Planning Grant to develop a Corridor Concept Study for Contra Costa Boulevard and has requested a letter of support for this application. The TRANSPAC TAC reviewed this request at its February 26, 2009 meeting and recommends approval. It was noted that this is a project that involves signal timing, lane alignment, coordination flow, standardization and widening in order to improve safety.

**ACTION: Approved sending a letter of Support for the City of Pleasant Hill's 2009-10 Caltrans Planning Grant for Contra Costa Boulevard. Pierce/Durant/Unanimous**

## **URGENCY ITEM**

The City of Pleasant Hill request for a TRANSPAC letter of support for a Caltrans Planning Grant application.

**ACTION: Approved adding this urgency item to the agenda. Pierce/Durant/Unanimous.**

The City of Pleasant Hill requests a TRANSPAC letter of support for a Caltrans Planning Grant application. Applications must be submitted by April 1, 2009. The TAC had not previously reviewed this request because of time constraints.

This project will study new and enhanced mobility linkages between newly redeveloped communities in Pleasant Hill including the Crossroads Shopping Center and Crescent Drive retail area and the commercial employment center in proximity to the Pleasant Hill BART Station area transit oriented development (TOD). The project will assess the demand for additional mobility options within a key transportation corridor to provide a reasonable level of midday service between the TOD in proximity to the Pleasant Hill BART Station and the redevelopment areas of downtown Pleasant Hill.

Kelly Calhoun, Pleasant Hill's Economic Development Manager, stated that the amount of money requested for this planning grant is \$50,000.

**ACTION: Approved sending a letter of support for the City of Pleasant Hill's Caltrans Planning Grant for the Downtown Pleasant Hill/Pleasant Hill Transit Village Area Connector Study. Pierce/Durant/Unanimous**

### **9. Appointments to the CCTA Technical Advisory Committee (TCC)**

The TAC has recommended appointments to the CCTA TCC for a two-year term ending in March 2011.

**ACTION: Approve the TAC's recommendation to appoint John Hall, Ray Kuzbari, and Eric Hu as TRANSPAC representatives and John Greitzer as alternate to the CCTA TCC for a two-year term ending in March 2011. Durant/Silva/Unanimous**

### **10. Federal Stimulus Package Update**

Staff reported on actions proposed as a follow-up to the submission of the stimulus package.

**Action: Staff received direction on proceeding with follow-up.**

### **11. TRANSPAC and CCTA Representatives are requested to report on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA meetings (Members Pierce and Durant).**

#### **A. Administration and Projects Committee meeting**

Member Pierce reported that the Administration and Projects Committee heard legislation concerning HOT lanes and the proposed principles from staff for an amendment to allow local control over its implementation. The APC also discussed mid-year budget adjustments taking into account reduced sales tax revenues. The list of projects for the Federal Transportation Reauthorization was reprioritized to the projects that are most likely to be approved.

**B. Planning Committee meeting**

Member Durant reported that the Planning Committee's consent calendar included approval of Lafayette's Growth Management Program checklist. A number of allocations were approved: Multiple cooperative agreements with eligible recipients of Measure J Program funding; fourth quarter FY 2008-09 (first quarter Measure J) allocation for the Countywide Bus Services program; fourth quarter FY 2008-09 (first quarter Measure J) allocation for the Express Bus Program; FY 2009-10 Transportation Fund for Clean Air (TFCA) Expenditure Plan and Measure J Commute Alternatives Allocation for fourth quarter of FY 2008-09. The PC also approved a letter of support for Pleasant Hill's grant application for the Contra Costa Boulevard corridor study. Most of the discussion focused on the Joint Policy Committee and its proposed policies for implementation of SB 375.

**12. Reports from Staff and Committees – Report received**

Lynn Overcashier, Program Manager of 511 Contra Costa reported on several items.

- 511 CC is holding two seminars on telework programs in March and April. Invitations to the seminars were sent to about two thousand employers in Central and East County, and all jurisdictions also have been invited to attend. A national authority on the development of telework and alternative work schedules will deliver a presentation on how businesses and municipalities can save money by instituting telework programs.
- 511 Contra Costa is working on developing an electric vehicle charging station program. Walnut Creek and Pleasant Hill have expressed interest in this program and plan to install electric charging stations for the next generation of plug-in electric vehicles. Because local TFCA "Program Manager" funds for clean fuel infrastructure are no longer available, staff is looking at TFCA regional grants to help develop the program.
- Staff has been working with the Pleasant Hill Economic Development Manager on the evaluation of a mid-day shuttle to downtown.
- The recent stimulus bill included pre-tax benefits of \$230 a month for transit riders, a benefit that has already been available for parking costs. Information about this tax benefit is posted on the 511 Contra Costa website.

**13. Correspondence/Copies/Newsclips/Information – Accepted**

**14. For the Good of the Order** – Chair Ross said that he would like to see the Authority showcase its many accomplishments so that they are made known to the public. TRANSPAC should consider sending a letter suggesting this. Chair Ross also asked that everyone come to the meeting at least once by any mode other than a single occupancy vehicle. TRANSPAC agreed by acclamation.

**15. Adjournment.** The meeting was adjourned at 11:11 a.m. The next TRANSPAC meeting is scheduled for April 9, 2009 at 9 a.m. in the Community Room, City Hall, City of Pleasant Hill.



Hello all:

**Background:**

As many have expressed an interest in receiving funds for electric charging station infrastructure recently, the TRANSPAC/TRANSPLAN 511 Contra Costa TDM Program staff will be submitting a BAAQMD Regional TFCA grant application in May on behalf of all Contra Costa jurisdictions for a Countywide Electric Charging Infrastructure demonstration program. The TRANSPAC/TRANSPLAN 511 Contra Costa staff has been researching electric charging station technology over the last 12 months and has received requests for financial assistance for this infrastructure from several central county cities. As there is not currently a countywide clean fuel program in Contra Costa, it was decided to develop one. (The SWAT 511 CC staff was contacted about this since that program had historically administered a countywide clean fuel program, but they indicated they have no plans to implement such a program.)

One qualifying note is that in the past local county "Program Manager" TFCA funds were available for infrastructure, however the BAAQMD has changed its policies and now only regional, and more competitive funds can be used for this type of program. This TRANSPAC/TRANSPLAN 511 Contra Costa office is willing to take on the task of applying for BAAQMD Regional TFCA funds to support a Countywide Electric Charging Infrastructure Program which includes all CCC jurisdictions. I am trying to keep the funding request in the application below \$150,000, to ensure that no matching funds are required. (FYI, we started working with the city of Walnut Creek a few months ago, and they are farther along in the planning for such infrastructure, are already in the purchase order stage, using other funds.)

**Details about the technology:**

For more information about this type of technology, including some photos of bollard and/or post-mounted charging stations, visit <http://www.mychargepoint.net/>. The company is called Coulomb and they have met with the BAAQMD about the technology, so the Air District is up to speed and seems receptive to this electric infrastructure. The cities of San Jose and San Francisco already have programs and installed these charging stations. I have photos of the San Francisco location, including a "Green Vehicle Showcase" broad green street-striping which draws attention to the location of the charging hook-ups which I can send you upon request (too large to attach here).

Each location requires a master "gateway" hook up which looks like a simple bollard which houses a wireless link to the master computer at Coulomb which tracks the usage. It is recommended to start off with only one or two of these hookups per site initially. As I am treating this like a pilot program, I am asking for only a maximum of three separate locations per city/agency (e.g. city hall, library, Park & Ride, or any very visible, public location). The funds dictate that the charging infrastructure must be available to the public, so they can't be placed in a corporation yard with no access by the public. Card fobs are used to activate each secure use of the stations, which are identified by registering the

fobs with Coulomb and are free for 2009 to all users. The local jurisdiction actually receives a little revenue from the use of the charging stations in the form of a rebate from the company, while Coulomb receives monthly payments (reasonable) for the use of the card fobs. Starting in 2010 there is a nominal monthly charge for anyone who registers for a card fob, (depending upon desired usage) and there is a set price per the number of user hookup sessions, not per minute or hour.

**Timeline:**

As the City of Pleasant Hill is the T/T 511 CC fiscal agent, we are seeking approval for the submittal of the grant application at the April 20 council meeting and will go to TRANSPAC in May. The application deadline is May 29, 2009. The BAAQMD usually takes ~ 4 months to notify applicants of approvals and funds must be expended within two years.

**Deadline and requirements:**

It would be helpful to know as soon as possible how many jurisdictions are interested in receiving these funds, if awarded. Please contact me no later than April 14 if your agency is seriously interested and we can work out other details after that. The maps, memo, letter of support can be submitted by working with us through mid May for the actual application submittal.

The application will require the following:

- brief memo from your agency with language about how this implementation is part of a city-sponsored "green" program (if this is the case), or any language which shows the city's/agency's support of the installation of the charging stations and who will use the charging station (public works vehicles, the public, etc.)
- Map showing locations/addresses (cross streets too, where applicable) for installation of charging stations and the number of hookups per station desired (recommend maximum of two per location in this application)
- One sign approved by 511CC staff which includes appropriate logos of funding partners (including BAAQMD and CCTA) and informational phone number

In addition, 511 CC staff requires:

1. commitment to outreach to the public about the charging stations
2. mention of the funding partners in any literature or promotional materials
3. 511 Contra Costa requests to be included in the marketing and distribution of the key fobs to the public

Thank you very much for your interest. Feel free to pass this email along to other colleagues in Contra Costa who might be interested in this funding opportunity. Please call with any questions you may have on this program.

Best regards,  
Lynn



Lynn Osborn Overcashier  
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Pleasant Hill, CA 94523  
Direct line: (925) 969-1566  
FAX: (925) 969-9135  
[www.511contracosta.org](http://www.511contracosta.org)





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## State of the art electric car charging stations coming to Contra Costa County

by Elisabeth Nardi  
Contra Costa Times

Posted: 04/03/2009 04:34:36 PM PDT  
Updated: 04/04/2009 04:32:58 AM PDT

Gas prices go up, down, then back up again, but Bill Segraves doesn't care.

Most days he ignores the truck and two gas-guzzling Cadillacs in his Pleasant Hill driveway and takes his all-electric GEM to work, where he simply plugs it into the wall outlet to recharge.

He dreams of the day when all cars will be electric.

"To have no reliance on oil, no service stations ... amen," Segraves said.

That day may be getting closer. This week, San Jose-based Tesla Motors unveiled its \$50,000 electric car, and the plug-in Chevy Volt is expected to hit dealerships by next year.

Walnut Creek — and possibly other cities in Contra Costa County — will be ready. Partnering with 511 Contra Costa, which promotes green transportation, Walnut Creek is installing three electric vehicle charging stations in city-owned downtown parking garages, serving 150-volt and 220-volt plug-in electric and hybrid cars.

This makes Walnut Creek the third city in the Bay Area, behind San Jose and San Francisco, to offer this kind of charging technology — all on one network, provided by Campbell-based Coulomb Technologies.

There are charging stations in various cities throughout the Bay Area, but many are for older-model electric vehicles. Coulomb's software allows drivers to log on to Google Maps from their phones or computers to find the nearest charging stations.

Bringing the charging stations to Walnut Creek will provide opportunities for existing hybrid-electric vehicles and soon-to-be-released electric vehicles, said Matt Huffaker, business manager in the city's public services department.

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Bill Segraves, from Pleasant Hill, shows how he plugs his 4-passenger electric vehicle made by...  
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"We wanted to be one of the leaders in the Bay Area," Huffaker said. "We are hoping by putting this in place it will encourage other cities to do the same." Walnut Creek doesn't have any all-electric government vehicles, but likely will within

the next few years, he said.

The transportation assistance program 511 Contra Costa will pay \$12,000 for the stations, and the city will pony-up \$5,000 for installation.

The city won't have to pay more for electricity because that fee is covered in the cost charged to the customer; Coulomb reimburses the city for the electric costs, said Huffaker.

The stations should be installed this month, he said.

There are different rates and monthly passes offered, but for one session it will cost \$3 to use over a given 24-hour period.

Lynn Overcashier, project manager at 511 Contra Costa, doesn't expect much use of the electric stations this year. But their presence may prompt more people to consider buying electric.

Other Contra Costa cities — Lafayette, Pleasant Hill, Martinez and Hercules — have expressed interest in stations, and could form one of the first charging station networks.

Tim Hastrup, Sacramento chapter leader for Electric Auto Association, said it's exciting to see municipalities and car companies jumping on board. "Like all things, it's great to have a champion. For those of us who have been doing this for awhile, we never thought we would see the day."

Kristin Gallagher at Vespa Walnut Creek said a Vectrix all-electric scooter can go anywhere from 35 to 65 miles between charges. Charging stations, she said, will make downtown even more of draw.

"It only takes three hours to completely charge the scooter — three hours ... that's lunch and shopping."

Reach Elisabeth Nardi at 925-952-2617 or [enardi@bayareanewsgroup.com](mailto:enardi@bayareanewsgroup.com).

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#### Comments

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**Subject:** We've finally got a Preferred Reuse Plan - What happens next?  
**From:** Reuse.Project@ci.concord.ca.us  
**Date:** 12 Mar 2009 14:36:48 -0700  
**To:** bantrans@sbcglobal.net

Concord Community Reuse Project

**We've finally got a Preferred Reuse Plan — What happens next?**

The City reached a major milestone in January in the multi-year process to plan for the reuse of the Concord Naval Weapons Station. The City Council designated the Clustered Villages Alternative as the Preferred Reuse Plan for the site.

The 5,028-acre property was approved for closure by the Navy in 2006, which triggered a three-phase public planning process to create a blueprint for its future use.

During Phase I of the planning process in 2006, the public was invited to contribute ideas for the property's reuse. Goals and Guiding Principles were developed from public input. During the last two years as part of Phase II of the Reuse Project, the general public and the Community Advisory Committee (CAC) assisted the City Council in transferring the ideas from comment sheets to actual land use plans. This was accomplished through a series of planning workshops and over 36 public meetings.

In 2009, the City and the Navy will begin Phase III of the project. Over the next year to 18 months, the City will refine the preferred Clustered Villages plan, finalize environmental review, commence amendment of the General Plan and complete its review of Public Benefit Conveyance (PBC) applications. This will help start the entitlement process for the site and set the stage for negotiations with the Navy in preparation for actual transfer of the base. However, development of the site is still several years away.

While Concord and the nation face historic financial challenges, the reuse of the Concord Naval Weapons Station in coming years is a bright point in Concord's future. By the time the transfer occurs and actual development plans receive approvals from the City, the economy is expected to stabilize and recover. As Phase III comes to a close, Concord will be well-positioned to take advantage of the economic turn-around.

**Next steps**

While the confirmation of the Clustered Villages as the Preferred Alternative is a major milestone in the process, many more steps are necessary before the community will see any construction on the property.

The City and the Navy both have substantial activities to complete before the property can be transferred for other use. The process to date has been one of transparency, and during the next year to 18 months there will be many opportunities for the public to provide comment.

In January, the City formally submitted its Preferred Reuse Plan Alternative to the Navy and the Homeless Assistance Plan to the Department of Housing and Urban Development (HUD), as required by base closure law. Concord's Homeless Assistance Plan was negotiated with a number of local homeless service providers.

The submission allows the Navy to proceed with federal environmental review under the National Environmental Policy Act (NEPA) as required prior to the sale or transfer of the property. The Navy has not set a date for issuing a Notice of Intent to prepare an environmental impact statement (EIS). The

Navy has indicated that it may release an NOI as soon as it has a preliminary acceptance from HUD on the homeless assistance submission. Dates and locations for Public Scoping meetings for the EIS would be announced in the NOI. The Navy would have one year to complete its EIS from the date of the NOI being published in the Federal Register.

During the EIS preparation, the Navy has two other primary tasks to complete. As a Federal agency and the property owner, it must complete a consultation with both the U.S. Fish and Wildlife Service (USF&WS), under Section 7 of the Endangered Species Act, and the State Historic Preservation Officer (SHPO), under Section 106 of the National Historic Preservation Act (for prehistoric and historic resources). These consultations will lead to issuance of a Biological Opinion by the USF&WS and a Letter of Concurrence from the SHPO.

While the Navy is completing its work, the City has its own set of tasks to complete. The primary City actions are to comply with the California Environmental Quality Act, adopt a final reuse plan, and amend the General Plan to include the adopted reuse plan and prepare and submit a plan for disposal of the property. With the exception of the last action, all of the tasks above will have extensive public input components. Notices for public meetings and opportunities for public comment will be posted on the City website, noticed in local newspapers and announced through the City's electronic e-blast system. The Draft Environmental Impact Report (DEIR) with additional analysis on the Clustered Villages Alternative will be circulated for public comment in early summer.

Only after the DEIR is certified can the City Council officially adopt the Clustered Villages alternative as the Reuse Plan. The DEIR would also support the next step of amending the City's General Plan. The General Plan is the blueprint for all development within the City.

#### **Preparing a Disposition Plan**

In 2009-2010, City Council will develop a Preferred Disposition Plan, which is a recommendation to the Navy about how the property should be prepared for sale or transferred from the Navy to private and/or public entities. This will include consultations with Public Benefit Conveyance applicants.

The Clustered Villages Alternative includes plans for homes, commercial and office buildings, retail space, educational facilities, parks, playgrounds, open space, a public safety training center, a youth sports complex, a variety of public amenities and all of the infrastructure such as roads and power sources necessary to support development. Some of the property may be transferred from the Navy to non-profit organizations, some may be sold to developers and some may even be transferred to the City.

Once the Preferred Disposition Plan is approved by the City Council, negotiations with the Navy will begin to finalize the transfer process. The Navy may then begin with the sale or transfer of the property. All projects subsequently developed on the property will go through the City's standard review process involving the Planning Commission, Design Review Board and City Council.

#### **Tracking the Process**

Residents are encouraged to continue to provide input to the City Council as the process moves forward and as aspects of the project continue to come before the City Council. Specifically, the public will have the opportunity to provide formal comment at several points, including:

- Comment on the recirculated Draft EIR
- City Council certification of the Final EIR in late summer/early fall
- City Council adoption of the Reuse Plan in late summer/early fall
- The scoping session to be held by the Navy at the start of preparation of federal environmental review

## We've finally got a Preferred Reuse Plan - What happens next?

- City Council and Planning Commission meetings regarding amendment of the City's General Plan to incorporate the Reuse Plan, and
- As part of federal environmental review, the Navy is required to solicit public comment regarding its impact findings and proposed mitigation

See the timeline graphic for specific comment periods. For more information or to sign up to receive e-blast notifications, visit [www.concordreuseproject.org](http://www.concordreuseproject.org) or contact the Reuse Project office at (925) 671-3001.

Reuse Timeline.

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### Clustered Villages chosen as preferred alternative

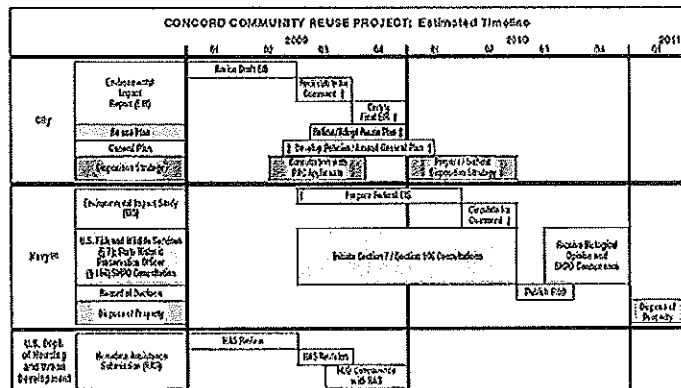
The City Council selected the Clustered Villages alternative as the Preferred Reuse Plan for the Concord Naval Weapons Station at its meeting January 12. The Council also approved a federally-mandated companion Homeless Assistance Plan for the project.

The Preferred Plan will undergo additional environmental review before it is adopted as the City's Reuse Plan sometime this year. See *Timeline* below for more information.

The City submitted the Clustered Villages Preferred Reuse Plan to the Navy, where it is undergoing additional environmental review, and has submitted the Homeless Assistance Plan to the Department of Housing and Urban Development (HUD) where it is being reviewed for compliance with base reuse mandates. [Learn More.](#)

- [Clustered Villages alternative](#)
- [Clustered Villages summary](#)
- [Homeless Accommodation Submission \(HAS\) Application](#)
- [HAS Exhibits Part 1](#)
- [HAS Exhibits Part 2](#)
- [HAS Exhibits Part 3](#)
- [HAS Attachments](#)
- [Draft Environmental Impact Report \(EIR\)](#)

The Draft EIR is being revised and updated. It will be reissued in spring/summer 2009.



























NOTES: (1) - Indicate opportunity for local public comment  
 (2) - These are general estimated timelines developed by the City based on EIR regulatory and typical construction timelines. The Navy has not published a schedule for its work program.



# Clustered Villages

(With suggested Conceptual Open Space Activities)

January 30, 2009

-  TOD
-  Residential High Density (30+ DU/Ac)
-  Residential Medium Density (15 DU/Ac)
-  Residential Medium-Low Density (10 DU/Ac)
-  Residential Low Density (4 DU/Ac)
-  Commercial Office
-  Commercial Retail
-  Commercial/Retail Flex Space
-  Commercial Hotel
-  Community Facilities
-  Educational Campus
-  Open Space (Areas set aside for recreation & habitat restoration)
-  Riparian Corridor
-  Parks & Recreation
-  Golf Course & Tournament Facilities
-  Recreation/Residential Low Density Flex Area
-  Existing Parks in Concord
-  Mt Diablo Creek
-  Recreational Trails
-  Contra Costa Canal Trail
-  BART Route
-  Potential Recreation Areas (Subject to habitat restriction)
-  Recreation Sites & Staging Areas (per EBRPD plan)
-  Environmental Education, Historical Interpretation & Port Chicago Visitors Center (per EBRPD plan)

