

3. Project Description

The Concord Hills Regional Park Land Use Plan (proposed project or proposed Plan) is a long-term plan for the management and operations of a new Regional Park that has been prepared by the East Bay Regional Park District (the District). The project site is located on approximately 2,543 acres in the City of Concord. The vast majority of the proposed project, approximately 2,417 acres, or 95 percent of the site, would be designated as a conservation area and preserved for conservation and management of natural and cultural resources. Public access within the conservation area would be limited to passive recreation trails. The remainder of the property, approximately 126 acres, or 5 percent of the site, would be available for recreation and park facilities, primarily on land already developed with existing facilities (building sites, paved and unpaved roads, parking areas, bunkers, and railroad tracks from the United States Department of the Navy's (Navy) operation of the property) that will be reused. This chapter details the components of the proposed project.

The District is the Lead Agency for this Environmental Impact Report (EIR).

3.1 PROJECT SITE LOCATION AND CHARACTERISTICS

3.1.1 REGIONAL LOCATION AND ACCESS

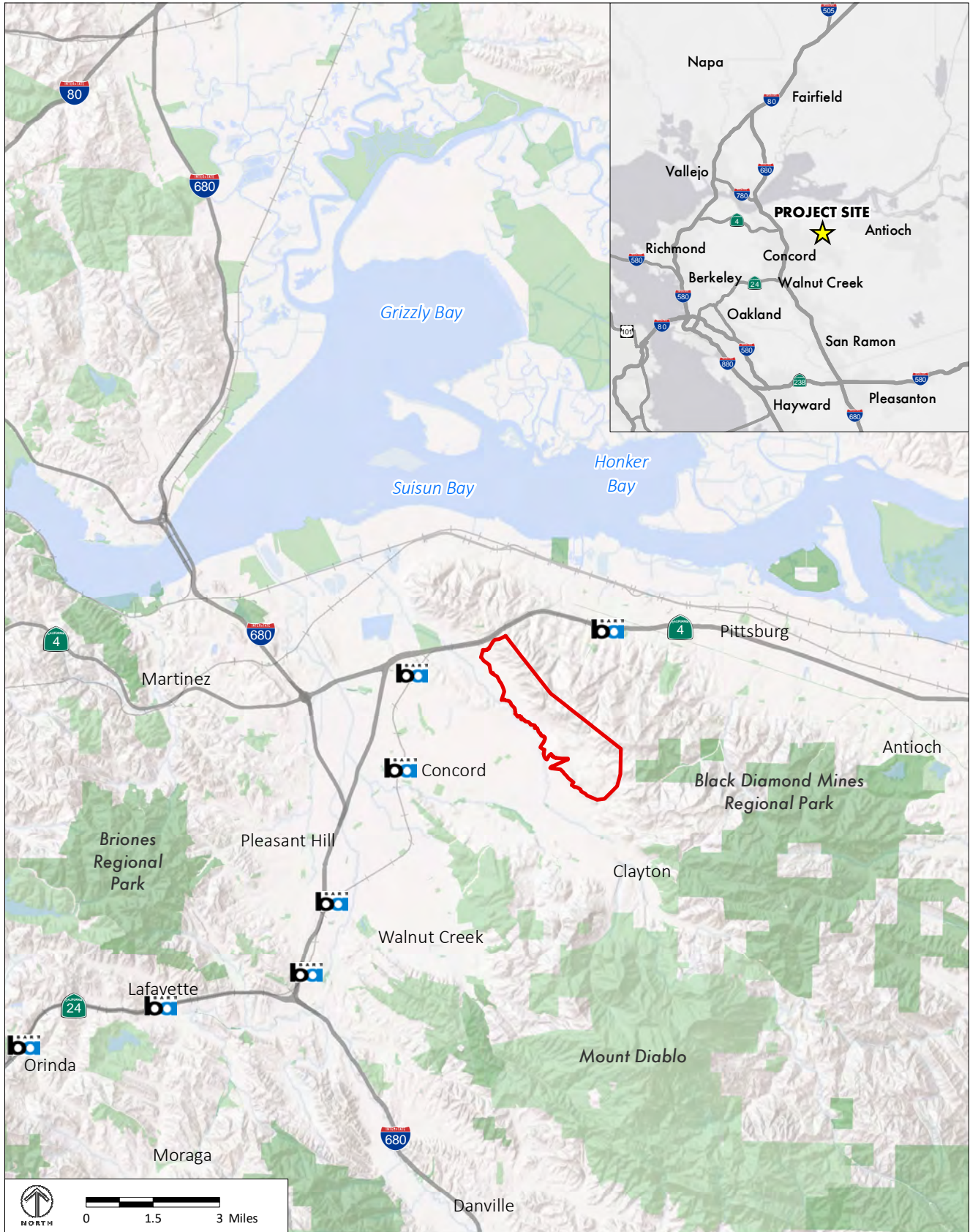
Figure 3-1 shows the regional setting of the project site. The project site is located on approximately 2,543 acres within the eastern portion of the City of Concord's incorporated boundaries, along the border with the City of Pittsburg and unincorporated Contra Costa County, and approximately 35 miles east-northeast of San Francisco in northern Contra Costa County, California (see Figure 3-3). The project site is located approximately 20 miles east of San Francisco Bay and 3 miles south of Suisun Bay. There are three highways in proximity to the northwest boundary of the project site, Highways 4 and 242 and Interstate 680. Willow Pass Road and Bailey Road cross the site and connect to Highway 4. The primary entrance point to the site is through the Military Ocean Terminal of Concord off Port Chicago Highway to the north of Highway 4.

3.1.2 EXISTING SITE CONDITIONS

The project site is situated along the Los Medanos Hills and east of Mount Diablo Creek. Elevations at the site range from about 100 feet above sea level in the northwestern portion of the site to 1,000 feet above sea level along the ridge.

The project site is bisected into two segments north and south of Bailey Road. The northern section (referred to in the proposed Plan as the "Primary Area"), located between Bailey Road and Highway 4, is significantly larger, totaling approximately 1,653 acres, and contains most of the existing structures and a

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Source: PlaceWorks, 2016; ESRI 2015, EBRPD, 2018.

- Project Site
- East Bay Regional Park District Lands
- Parks/Open Space
- ba BART Station
- Railway

Figure 3-1
 Regional Location

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more complex road and rail network. Willow Pass Road crosses the Primary Area along an overpass at the northwestern edge. The southern section (referred to as the “Southern Area”), totaling approximately 890 acres, is less developed, with a small network of concrete, earth-covered bunkers (also known as magazines) along a loop road. Total proposed project site acreage of 2,543 acres does not match the acreage included in the Biological Opinion (2,516 acres) because the Biological Opinion was based on a slightly smaller site area than the current version of the Draft Land Use Plan. Figure 3-2 shows existing topography, roads, rail line, magazines, and waterways on the project site.

3.1.3 SURROUNDING LAND USES

As shown in Figures 3-1 and 3-3, the project site is located within the City of Concord’s incorporated boundaries, adjacent to the City of Pittsburg and unincorporated areas of Contra Costa County. The site, along with undeveloped land along this border, forms a greenbelt between the two municipalities. The project site is bounded on the north and west by the remainder of the “Inland Area” of the Concord Naval Weapons Station (CNWS), on the southwest by existing residential neighborhoods within the City of Concord, and on the south and east by undeveloped land within the City of Pittsburg and unincorporated Contra Costa County. Primary uses adjacent to the project site include residential neighborhoods within the City of Concord, residential and open space land in the City of Pittsburg, and open space land in unincorporated Contra Costa County. The eastern edge is predominantly used for agricultural grazing. It is privately owned and located within the City of Pittsburg’s Sphere of Influence.

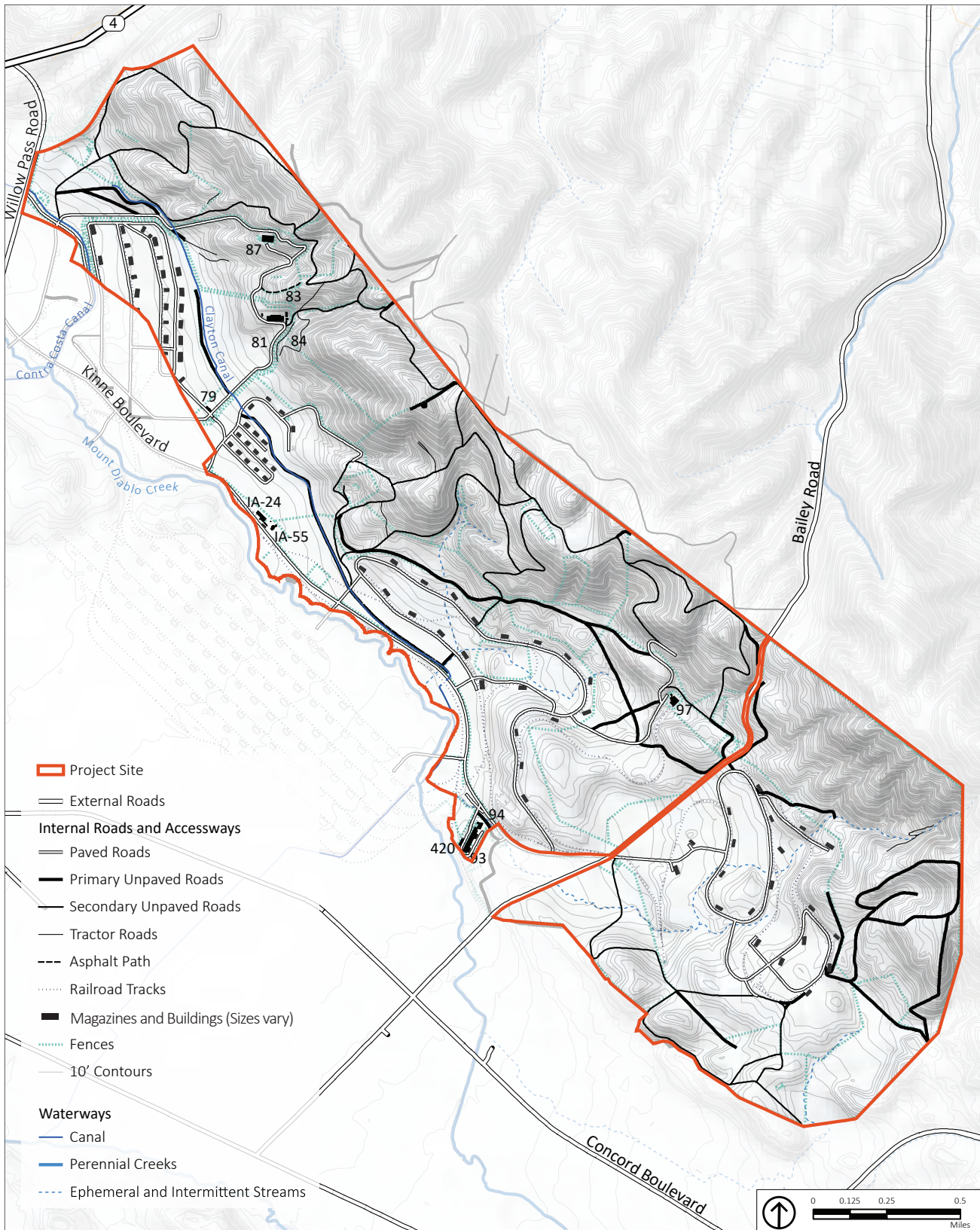
The Concord Pavilion, an amphitheater commonly used for concerts and local community events, is located to the south of the site. As shown in Figure 3-3, the project site is located west of the Keller Canyon Landfill, which extends to the northeast of the project site and has been in operation since 1992. The landfill is currently negotiating an agreement with the County to expand capacity from 3,500 to 4,900 tons per day.

3.1.4 WILDFIRE ZONES AND FEDERAL RESPONSIBILITY AREAS

The California Department of Forestry and Fire Protection (CAL FIRE) publishes maps recommending fire hazard severity zones for every California county. The maps identify lands in California as falling within one of the following management areas: Local Responsibility Area (LRA), State Responsibility Area (SRA), and Federal Responsibility Area (FRA). Within each of these areas, a single agency has direct responsibility: in LRAs, local fire departments or fire protection districts are responsible; in SRAs, CAL FIRE is responsible; in FRAs, federal agencies such as the United States Forest Service, National Park Service, Bureau of Land Management, United States Department of Defense, United States Fish and Wildlife Service, and Department of the Interior are responsible.

The CAL FIRE map for the SRA in Contra Costa County identifies the project site as within the FRA. Although CAL FIRE maps the site as within the FRA, upon transfer to the District, the site would no longer be under the management of the federal government and would become part of the LRA. The CAL FIRE map for the LRA in Contra Costa County identifies the project site as not being within the Very High Fire Hazard Severity Zone. The project site is adjacent to lands to the east and north that are within the SRA

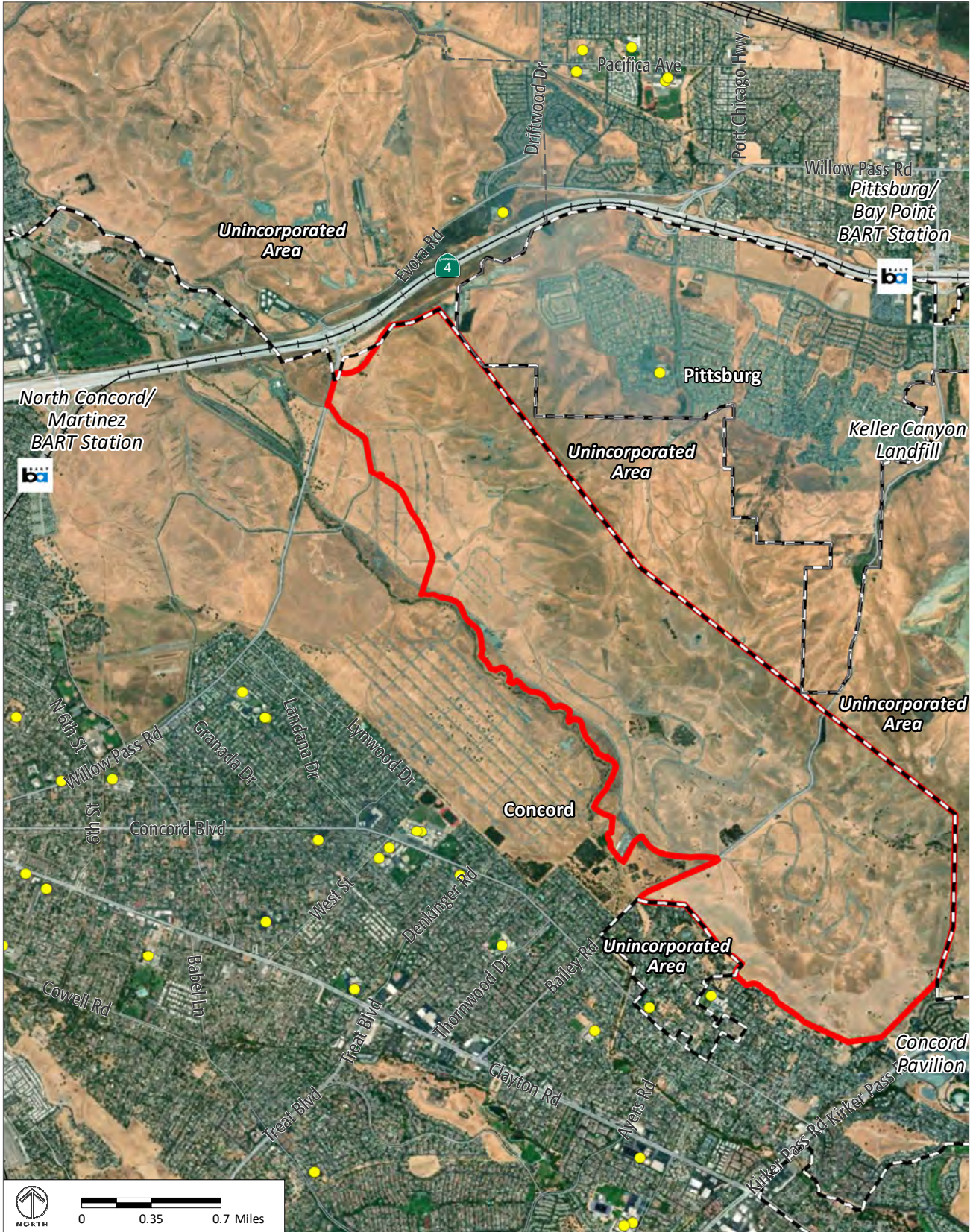
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Source: Concord Hills Regional Park Land Use Plan, 2017.

Figure 3-2
Existing Site Conditions

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Source: PlaceWorks, 2019; ESRI 2015.

- Project Site
- Schools
- BART Station
- Railway
- City Limit
- City of Pittsburg's Sphere of Influence

Figure 3-3
 Local Context

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and designated as being within the Moderate and High Fire Hazard Severity Zone. Please see Chapter 4.16, Wildfire, of this Draft EIR for more information and fire hazard zone maps.

3.1.5 GENERAL PLAN LAND USE DESIGNATION AND ZONING

General Plan land use designations and Zoning applicable to the project site and surrounding areas are shown in Figure 3-4 and Figure 3-5, respectively.

3.1.5.1 ON-SITE GENERAL PLAN LAND USE DESIGNATION AND ZONING

The project site currently has a General Plan land use designation of Concord Reuse Project Open Space (CRP-OS). The Concord Reuse Project Area Plan is consistent with the City's General Plan but provides more detail and designates the project site as Conservation Open Space. The project site, as well as other land to the west of the project site within the Concord Reuse Area Plan, is currently zoned Study (S).

3.1.5.2 SURROUNDING GENERAL PLAN LAND USE DESIGNATION AND ZONING

As described above, the project site is located within the City of Concord and abuts land within the City of Pittsburg and unincorporated Contra Costa County. The sections below describe the General Plan land use designations and zoning districts that apply to land surrounding the project site within each of these jurisdictions.

City of Concord

Most of the land adjacent to the project site to the west, north of Bailey Road, is designated by the City of Concord's General Plan as CPR-OS. The Concord Reuse Project Area Plan designates these open space lands as Greenways, Citywide Parks, and Tournament Facilities. A small area of land adjacent to the northwest corner of the project site is designated by the City's General Plan as Concord Reuse Project Non-Residential Development District (CRP-NR) and is designated by the Concord Reuse Project Area Plan as Commercial Flex.

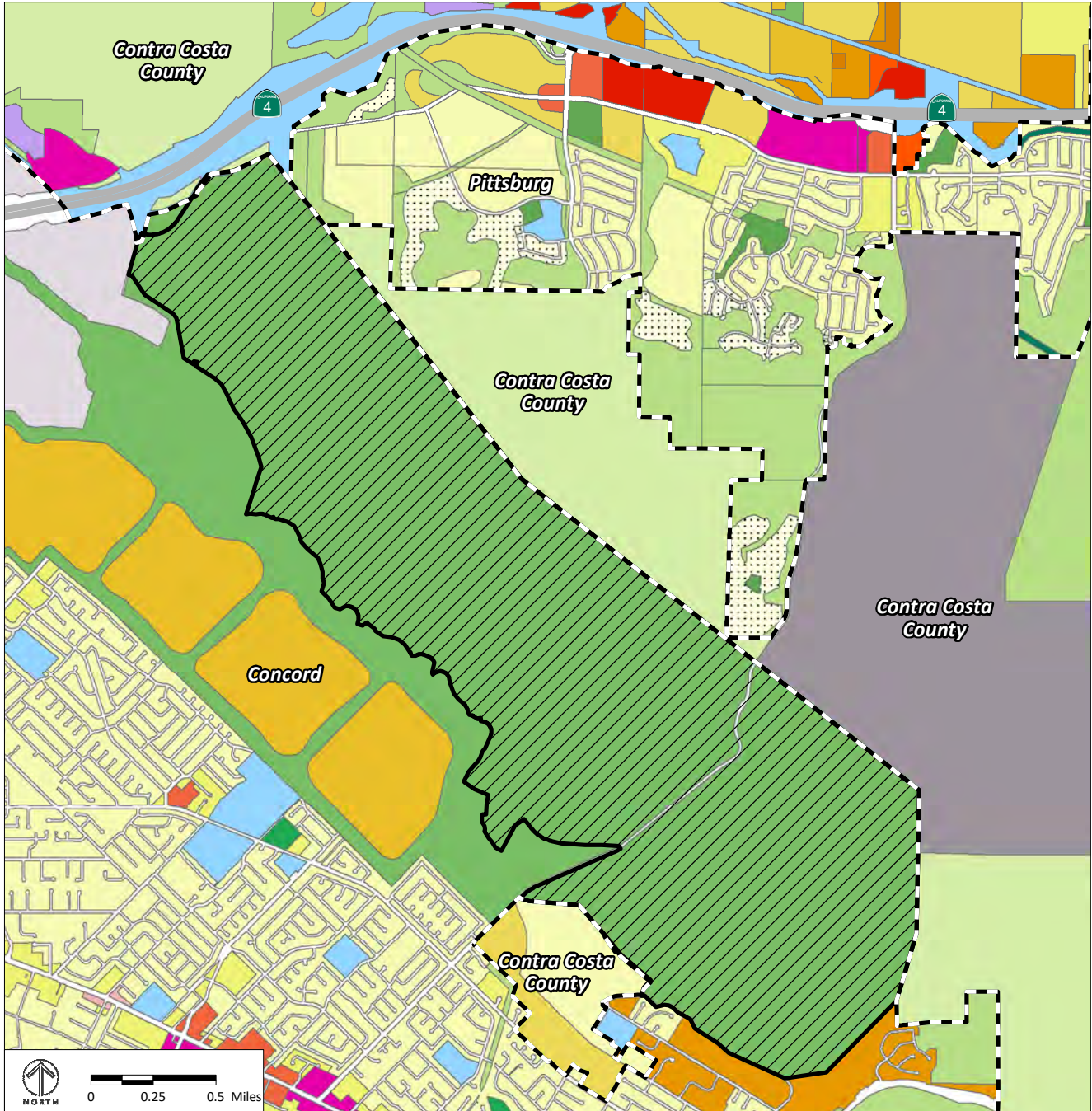
To the west of the project site south of Bailey Road, outside of the unincorporated County pocket, land within the City of Concord is zoned for rural residential and single-family residential use.

City of Pittsburg

Some areas within the City of Pittsburg abut the project site to the east. Lands within the City of Pittsburg's city limit adjacent to the project site are designated in the City of Pittsburg's General Plan as Open Space and Hillside Low Density Residential.

The areas within the City of Pittsburg that abut the project site to the east are zoned for open space, planned development, hillside planned district uses.

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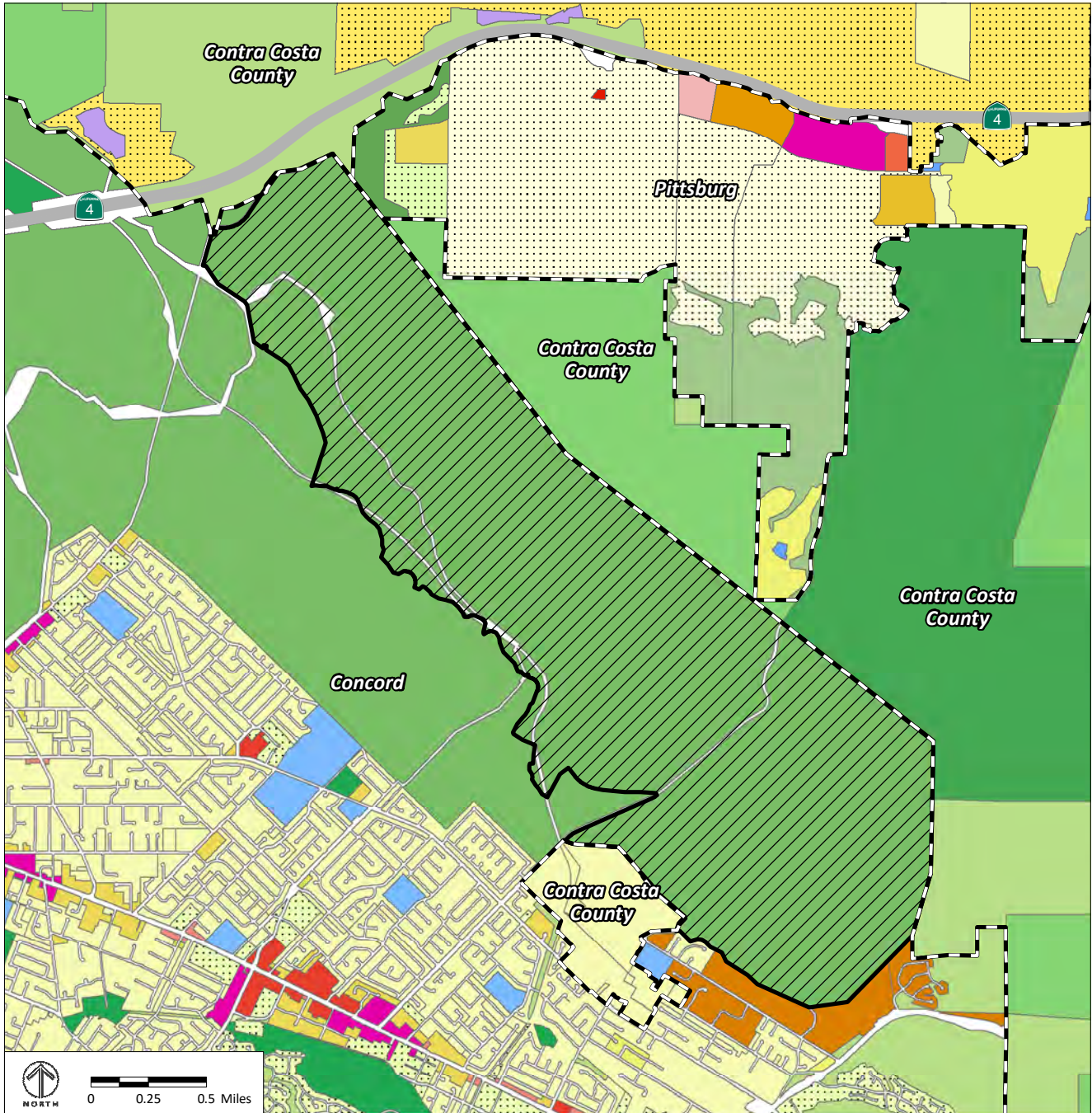
Source: PlaceWorks, 2019; ESRI, 2019

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|---|--|--|
| <ul style="list-style-type: none"> City Boundaries Project Site City of Concord General Plan Low Density Residential Medium Density Residential CRP* Neighborhood and Village Districts Rural Residential CRP* Non-Residential Development Districts Commercial Office Neighborhood Commercial Commercial Mixed Use Public/Quasi-Public Parks and Recreation CRP* Open Space Open Space | <ul style="list-style-type: none"> Contra Costa County General Plan Single-Family Residential - Low Density Single-Family Residential - Medium Density Single-Family Residential - High Density Multiple-Family Residential - Low Density Multiple-Family Residential - Medium Density Multiple-Family Residential - High Density Bay Point Residential Mixed Use Commercial Willow Pass Business Park Mixed Use Light Industry Landfill Public and Semi-Public Parks and Recreation Open Space Agricultural Lands | <ul style="list-style-type: none"> City of Pittsburg General Plan Hillside Low Density Residential Low Density Residential Medium Density Residential High Density Residential Community Commercial Business Commercial Mixed Use Public/Institutional Utility/ROW Park Open Space |
|---|--|--|

* CRP = Concord Reuse Project

Figure 3-4
 General Plan Land Use Designations

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Source: PlaceWorks, 2019; ESRI 2019



Figure 3-5
Zoning

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Contra Costa County

South of Bailey Road, land adjacent to the project site to the west lies within an unincorporated pocket. The County's General Plan designates this area for Single Family Residential – Low (SL) and Single Family Residential – High (SH). South of the unincorporated pocket, along the west side of the project site, land is designated by the City of Concord's General Plan as Rural Residential (RR).

Most of the land adjacent to the project site to the east and southeast lies within unincorporated Contra Costa County. This land is designated in the County's General Plan as Agricultural Lands (AL) and Landfill (LF) and zoned as Agricultural Preserve (A-4), Heavy Agriculture (A-3), and General Agriculture (A-2).

To the north of the project site, the project site is abutted by land within unincorporated Contra Costa County that is designated in the County's General Plan as Public/Semi-Public (PS) and zoned as General Agriculture (A-2).

3.1.6 EAST BAY REGIONAL PARK DISTRICT MASTER PLAN

The District operates over 121,000 acres of parkland for passive and active recreational use, and its facilities vary based on location, amenities, and access. Additionally, the District operates a network of over 150 miles of non-motorized inter-park regional trails. The District's 2013 Master Plan identifies the project site as potential parkland.

The Master Plan categorizes recreational amenities as described below:

- **Trails.** Hiking and biking along trails are among of the most popular recreational activities for East Bay Regional Park District users. The current trail network, composed of trails within parks and regional connectors between parklands, spans more than 1,200 miles and is designed to accommodate hikers, joggers, bicyclists, equestrians, and people with dogs. The 2013 Master Plan identifies three types of trails in the District's network: Dedicated and Shared Use Narrow Trails, Unpaved Multi-use Trails, and Paved Multi-use Trails.
- **Picnic Areas.** The District is the major provider of outdoor gathering and picnic space in the East Bay, and the 2013 Master Plan acknowledges that demand is growing for these facilities. These spaces are general centrally located within the park and accompanied by restrooms and waste receptacles. The Plan identified the following types of space used as picnic areas:
 - Group picnic areas with cooking facilities and tables that can be reserved through the District's reservations program.
 - Meadows and lawns for informal, unreserved picnic and gathering space.
- **Children's Play Areas.** In parks that serve large populations of children, the District provides play areas. These are typically associated with group picnic areas or swim facilities and located near the central gathering place of the park. Some play areas incorporate an environmental theme and are considered parts of the interpretive elements of the park. The District would like to continue to design play facilities with interpretive components consistent with the ecological or cultural setting of its parks.

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- **Aquatics.** Aquatic facilities are located at shoreline parks and parks with large water bodies. There are pools at three East Bay Regional Park District facilities.
- **Camping.** East Bay Regional Park District parklands are the major source of day and overnight camping facilities in the East Bay. The Master Plan acknowledges the District’s ongoing efforts to improve and expand facilities to accommodate varying degrees of accessibility and different user groups. The Master Plan identified the following camping types:
 - Day Camps serve the youth population and provide daytime recreation on-site.
 - Group Camps include sites for overnight tent camping for large groups.
 - Backpack Camps are located along trails and provide space for overnight tent camping to accommodate multi-day trail use.
 - Family Camps provide sites for overnight car-camping and RV use.
 - Residential Camps are large facilities that provide overnight camping and recreational activities for youth or large adult retreat groups. The District currently owns Camp Arroyo in Livermore, which is the only Residential Camp in the District.
 - Hostels are indoor facilities providing minimal accommodations. The District does not currently operate any hostel facilities.
- **Special Facilities.** Within the District’s parklands, there are numerous special facilities that create an iconic experience for park visitors and amenities that provide a unique recreational opportunity. Within the current park system, this includes: equestrian centers, a boating center, meeting and conference areas, a botanical garden, golf courses, archery and marksmanship ranges, a hang gliding area, model boat and train areas, a historic merry-go-round, and two historic farms. Typically, these facilities are remnants from a previous use of the property. The Master Plan points out that while these facilities must be consistent with the District’s overall vision and mission, they can help to provide a distinctive recreational, economic, and cultural destination.

3.1.7 PROJECT SITE HISTORY AND PLANNING HISTORY

3.1.7.1 HISTORICAL CONTEXT¹

As early as 4000 BCE, Native American groups are known to have inhabited the East Bay region. A group now known as the Bay Miwok lived in the general vicinity of the project area in terrain that extended from East Contra Costa County to the Sacramento-San Joaquin Delta. The Bay Miwok were part of the Utian language-based group along with Ohlone peoples who lived throughout the San Francisco Bay Area. A 300- to 400-member subgroup, known as the Chupcan, inhabited the lower Diablo Valley, including the project area and what are now the nearby city sites of Concord, Walnut Creek, and Clayton.

The earliest European presence in the present-day Concord area was a 1772 visit to the East Bay by Spanish explorers Captain Pedro Fages and Father Juan Crespi. According to one account, Spanish soldiers

¹ East Bay Regional Park District, 2018, Public Review Draft Concord Hills Regional Park Land Use Plan, Chapter 2.

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later captured a group of Chupcan in 1805. The Chupcan escaped, and the astonished Spanish named the area Mount Diablo (devil) in response.

Early Spanish expeditions led to occupation and new settlements. In 1776, Mission San Francisco de Asis, or commonly known as *Mission Dolores*, was founded across the San Francisco Bay in what is now the City of San Francisco. Missions all around the San Francisco Bay followed in the next few years. After Mexico gained independence from Spain in 1821, the new government took over what is now California and disbanded, or secularized, the Spanish missions. In a program intended to encourage colonization and make land more accessible to the average Californio (as Mexican citizens in California were called), church land and property were redistributed through land grants. This project site area is part of the historic Monte del Diablo land grant area, which included a 17,921-acre area from the Mount Diablo foothills to the San Francisco Bay deeded to Don Salvio in 1834.

The American period in California began in 1848 when California was ceded to the United States after the Mexican-American War. With California officially under American control, land grants, deeds, and titles to property became even more clouded—it generally took nearly 50 years to resolve the situation and led to slow development of land.

The California Gold Rush of 1848 transformed the state and initiated California's multiple cycles of economic dependence on extraction industries. At the same time, wharves and warehouses were erected along the waterfront in what is now known as the Tidal Area of the CNWS. The area, then known as Seal Bluff, was found to be ideal for transshipment because new rail lines could reach ships using the deep-water passage of the Carquinez Strait. From the 1890s to the early 1900s, the Copper King Smelting Company operated from Seal Bluff Landing. The failed copper smelting business was replaced in 1908 by the C.A. Smith Lumber Company, a large lumber processing plant that employed over 2,000 workers. C.A. Smith established the company town community of Bay Point, which was later renamed Port Chicago.

The Navy began contemplating the establishment of an ammunition-shipping facility somewhere in the Bay Area during 1927, but it was not until two days after the December 7, 1941, bombing of Pearl Harbor that a site on Suisun Bay was recommended for this purpose. Within the month, Congress had approved the purchase and/or condemnation of over 576 acres for terminal facilities at Port Chicago. By the end of World War II, the Inland Area of US Naval Magazine Port Chicago (NMPC) included 75 high-explosives magazines located in the hills, a group of 93 gun-ammunition magazines on the flat land, and 30 barricaded railroad sidings. The facility was described by the Bureau of Ordnance as the principal ammunition loading port and storage point for ammunition and high explosives on the Pacific Coast. In 1944, an ammunition detonation destroyed the Tidal Area's pier and two munitions ships docked at NMPC, killing 320 people and subsequently causing the "Port Chicago Mutiny." The Port Chicago Naval Magazine National Memorial now commemorates this tragic event. From 1945 to 1963, NMPC continued to serve as a weapons storage facility while providing support to the naval fleet. In 1963, it was re-designated the US Naval Weapons Station Concord, or CNWS.

CNWS was the principal site for transshipment of ordnance and other supplies to US troops in all branches of the military during the Vietnam War. The Inland Area of the CNWS was mothballed in 1999 due to changes in military operations, and the Inland Area was officially approved for closure by the Base Closure and Realignment Commission (BRAC) in November of 2005.

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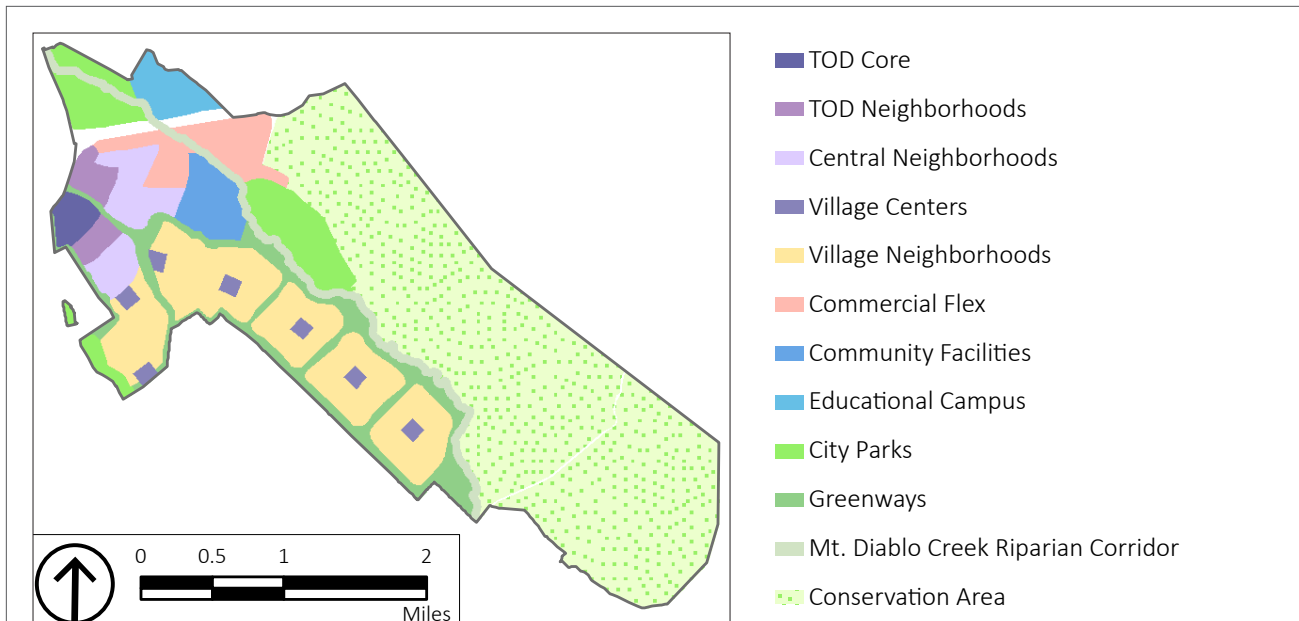
The project site is located on the eastern portion of the former CNWS. The planning processes that followed and set the stage for the development of the new regional park are described below.

3.1.7.2 RECENT PLANNING PROCESSES

The mothballing and subsequent closure of the Inland Area of the CNWS led to the development of several studies intended to guide future use of the Inland Area. This section provides a brief timeline of planning efforts focused on the Inland Area and summarizes key documents as they relate to the development of the proposed project.

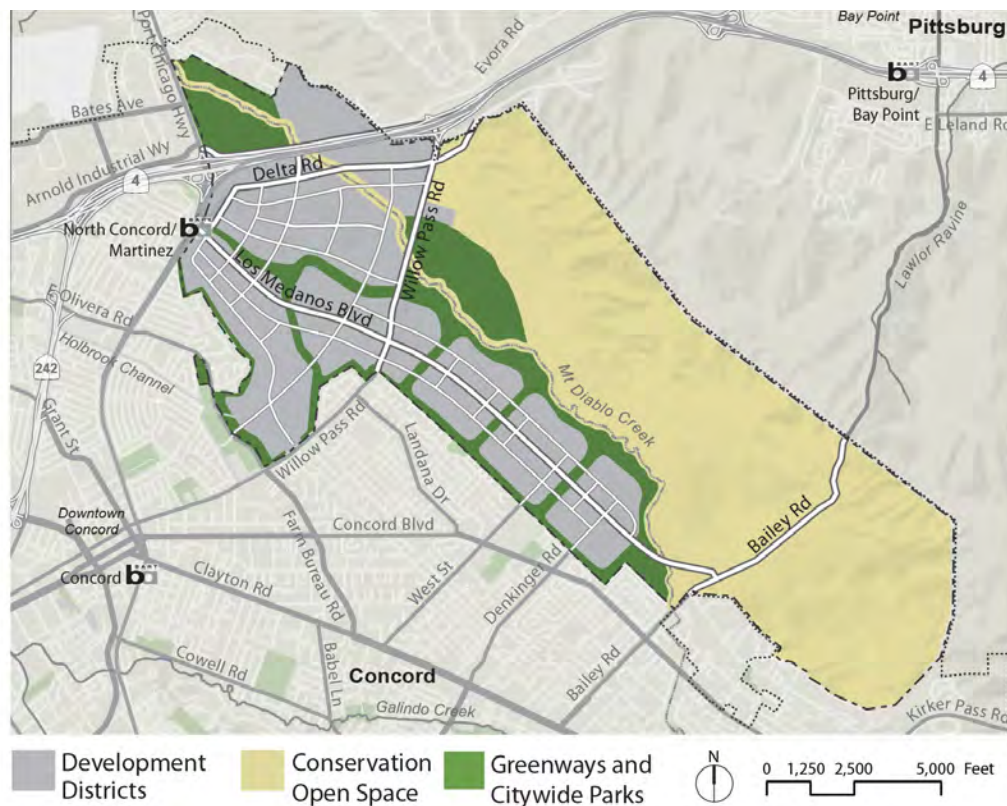
- **1999.** The CNWS was mothballed due to changes in military operations. At this time, Congressman George Miller facilitated a preliminary study of potential joint uses for the Inland Area of the CNWS. A list of potential joint use concepts, focusing on recreation and open space use, was generated by the study and provided to the Navy in 2000. While the study was favorably received, the events of September 11, 2001, led to a revision of security operations that reduced potential use areas to a 154-acre area of the CNWS that borders Willow Pass Road and Olivera Road, immediately west of the project site. This 154-acre area for potential joint use was identified as a potential park site by City of Concord officials.
- **2002.** The Navy and City of Concord initiated discussions on the City's acquisition of property for park development. By the end of 2002, the City and Navy had developed a conceptual lease agreement for the development of a City park, and the City had initiated development of a draft Master Plan for the 154-acre area west of Willow Pass Road. However, this process was halted upon announcement by the Department of Defense that a number of bases would be closed.
- **2005.** The Inland Area of the CNWS was approved for closure by the BRAC. The City of Concord City Council was designated the Local Reuse Authority (LRA).
- **2006 to 2010.** The City developed the Concord Community Reuse Plan (Reuse Plan) with significant community input. The project site is within the planning area of the Reuse Plan. The preferred alternative concept under the Reuse Plan designates the project site as a conservation area very similar to the proposed project. Community engagement included a 21-member Community Advisory Committee and public workshops in 2007 and 2008 to provide input on development and refinement of alternative concepts. In winter 2008, the LRA designated the Clustered Village Alternative as the Preferred Alternative, and the Reuse Plan was prepared based on this alternative. In winter 2010, an EIR assessing potential impacts of the Reuse Plan was certified, and the Reuse Plan was adopted by the City of Concord City Council.
- **2010 to 2012.** In 2010, a Draft Concord Reuse Project Area Plan (Area Plan) was issued for community consideration. The planning area in the Area Plan includes the project site and designates it as Conservation Open Space. The Area Plan and consistency amendments to the Concord 2030 General Plan were prepared following adoption of the Reuse Plan. The Area Plan was based on the Reuse Plan but provided specific policies and development standards to ensure realization of the vision identified within the Reuse Plan. The land use frameworks for the Reuse Plan and Area Plan are shown in Figure 3-6. The Area Plan involved development of over 12,200 new housing units, over 6.1 million square feet of commercial floor space, and a variety of community facilities and city parks. The proposed community development under the Area Plan would primarily be clustered on the western

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Concord Community Reuse Plan

Concord Reuse Project Area Plan



Source: CRP Area Plan, City of Concord, 2012; Concord Hills Regional Park Land Use Plan, 2017.

Figure 3-6
 Reuse Plan and Area Plan Land Use Frameworks

PROJECT DESCRIPTION

portion of the former base. The project site occupies the eastern portion of the Plan Area and is identified for resource conservation and low impact recreation, with East Bay Regional Park District as the anticipated long-term owner and manager. In 2012, the Concord Reuse Project Area Plan was adopted by City of Concord City Council and incorporated into the General Plan.

- **2013 to 2014.** Federal land that is no longer needed by the federal government, such as the Inland Area of the CNWS, can be conveyed to other government entities for public park and recreation purposes through the National Park Service’s Federal Lands to Parks Program. The National Park Service’s Federal Lands to Parks Program typically results in conveyance of land at no cost to the receiving entity. In September 2013, the District submitted a Notice of Interest in a Public Benefit Conveyance (PBC) for a future regional park through the Federal Lands to Parks Program. In May 2014, the District was informed that the application was approved and a public benefit allowance would be granted of 100 percent of the fair market value of the property to be conveyed.
- **2015.** East Bay Regional Park District initiates development of a Park Land Use Plan to further guide regional park development.
- **2016 to 2017.** The Navy prepared an Environmental Impact Statement (EIS) to evaluate the Navy’s proposal to dispose of surplus property at the CNWS and the potential subsequent redevelopment of the property in accordance with the Area Plan. The Draft EIS was released in October 2014, and the Final EIS was released in August 2017; a record of decision was made by the Navy in 2017. The Navy completed a Finding of Suitability to Transfer (FOST) in 2017, which determined that a 2,288-acre area of land is suitable to be transferred with consideration to potential contamination. Concurrently, the Navy and U.S. Army Corps of Engineers consulted with the U.S. Fish and Wildlife Service under Section 7 of the federal Endangered Species Act for the transfer and redevelopment of the CNWS. The Service issued its Biological Opinion on May 30, 2017, which serves to address incidental “take” of endangered and threatened species and provide protection and management for their habitats. The remaining acreage will require additional remediation prior to transfer and conveyance.
- **2017 to 2020.** In November 2017, the City of Concord Community Advisory Committee designated a preferred land use plan as the basis for further study through the preparation of a more detailed Specific Plan document, technical studies, and environmental analysis. On August 22, 2018, the City Council directed staff and the master developer to proceed in the drafting of a Specific Plan and City staff to proceed with the preparation of an EIR based on revisions to the land use plan. In November 2018, the City released a Notice of Preparation of a Draft Environmental Impact Report for the Concord Reuse Project Specific Plan. The Concord Reuse Project Specific Plan (Specific Plan), when released in 2020, will be the land use regulation for the former Naval Weapons Station; a Draft EIR is currently being prepared to evaluate the potential physical environmental effects of a multi-phase development, including the Tournament Sports Park.²

Most recently, on July 2, 2019, the District’s Board of Directors authorized the acceptance from the National Park Service of 2,216 acres of the former Weapons Station. The total size of the former CNWS conveyed or leased to the District is 2,543 acres.

² This boundary does not extend north beyond Highway 4 and is different than the earlier Concord Reuse Project Area Plan boundary, which did extend beyond Highway 4 and did not include the Coast Guard base.

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3.2 PROJECT OBJECTIVES

The Land Use Plan establishes the following goals for the proposed project which will guide the ongoing development and management of the Regional Park and which constitute the project objectives for the purposes of this EIR.

- **Biological Resources.** Develop and manage the Regional Park for the protection, enhancement, and restoration of natural resources.
- **Cultural and Historic Resources.** Develop and manage the Regional Park to benefit the overall landscape character of the parklands and specific cultural and historic resources.
- **Circulation and Trails.** Develop and manage the Regional Park to complete gaps in regional trails networks, provide a range of recreational trails throughout the Regional Park, and facilitate and encourage multi-modal access to the site (e.g., bike, pedestrian, vehicular, public transit).
- **Recreation and Education Facilities.** Develop and manage recreational and educational facilities that offer a range of opportunities to experience the unique natural, cultural, social, and military history of the CNWS and the Central Contra Costa County region.
- **Interpretive Facilities.** Establish a historical interpretation program and visitor center in partnership with the National Park Service, Friends of Port Chicago, and others which honors the veterans who served at the CNWS, conveys the significance of the events at Port Chicago, provides displays on the history of Concord and the Diablo Valley region, and facilitates access to the National Park Service's Port Chicago Naval Magazine National Memorial.

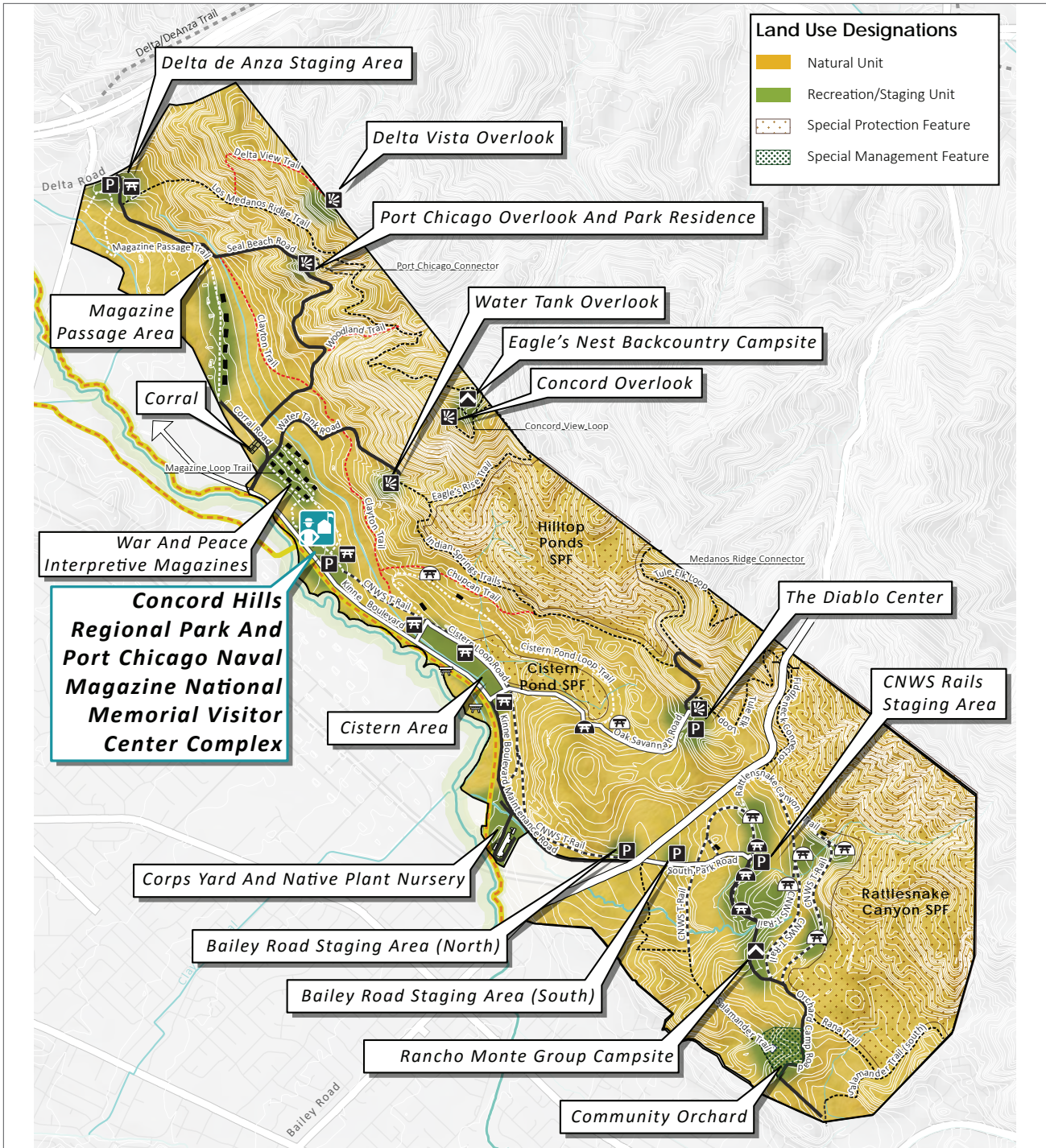
3.3 PROPOSED PROJECT

The Land Use Plan for the Regional Park is organized to ensure resource protection and to provide a range of recreational and educational opportunities that connect visitors to the landscape and stories of the site and region.

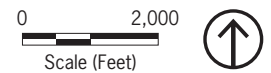
Figure 3-7 illustrates the schematic organization of the proposed Regional Park, with park uses concentrated along the lower elevations, limited road and trail development in the hills and along the ridge, and trail connections that connect the Regional Park to the surrounding open spaces and communities. Within the 2,543-acre Regional Park, only 86 acres (3.4 percent) of the overall park space have been planned for trails and recreational facilities. Park elements, including roads and trails, picnic areas, education and event spaces, and campsites, will be concentrated within these 86 acres, in previously disturbed areas to limit impacts to natural ecosystems.

The *heart of the park* would be the Concord Hills Regional Park and Port Chicago Naval Magazine National Memorial Visitor Center (Visitor Center), which would be jointly operated by the National Park Service and the District. The Visitor Center would serve as the primary gateway point for park activities. Many recreational and visitor-serving amenities would be located within the immediate area around the Visitor Center building, collectively referred to as the Visitor Center Complex.

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Source: Concord Hills Regional Park Land Use Plan, 2019.



- overlook
- picnic area with parking
- picnic area with parking at existing magazines
- picnic area without parking
- picnic area at existing magazines without parking
- staging area with parking
- campsite
- magazine incorporated into park programming
- irrigation canal
- 10' contour line
- hiking-only trail (narrow natural surface)
- multi-use trail (narrow natural surface)
- paved multi-use trail
- rail to multi-use trail conversion
- multi-use trail along Mount Diablo Creek and connection to N. Concord BART (rail to trail conversion where appropriate)
- existing regional trail
- public road
- maintenance road (hikers, bikers, and equestrians permitted)

SPF = Special Protection Feature

Figure 3-7
 Overview of the Proposed
 Regional Park

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Staging areas in the north and south areas of the Regional Park would distribute recreational use and extend the range of opportunities to experience the Regional Park.

An approximately 28-mile trail network, largely utilizing the existing road and rail network established by the Navy, would provide a range of trail opportunities for all users, connect key use areas within the Regional Park, and provide numerous connections to regional trails and to the surrounding communities.

3.3.1 PARKLAND PLANNING UNITS³

Planning units provide the basic framework for developing the Regional Park, defining the range of potential uses and management goals for various regions of the Regional Park. Planning units are identified in Figure 3-7 and described below.

The District's 2013 Master Plan provides guidelines for parkland planning units, which have been incorporated into the planning for the proposed project. The planning units within the proposed Regional Park would be managed in a manner consistent with these guidelines.

Natural Units would constitute approximately 95 percent of the proposed Regional Park, and Recreation/Staging Units will constitute approximately 5 percent of the park. There would be up to 620 acres of Special Protection Features located within Natural Units where public access would be restricted, and there would be approximately 30 acres of Special Management Features within Recreation/Staging Units which would be managed for specific uses.

3.3.1.1 NATURAL UNITS

Natural Units are planned and managed to preserve and enhance natural habitat. The District's 2013 Master Plan indicates that Natural Units will comprise the majority of parkland acreage within Regional Parks and will include natural, open space, or wildland areas with lower intensity recreational uses and facilities (primarily trails). To the extent possible, Natural Units are intended to provide continuous and cohesive open space to support large and robust ecosystems.

Natural Units within the proposed Regional Park would comprise approximately 2,417 acres, including significant terrestrial and aquatic habitat areas and much of the upper elevations of the park. Designated uses within the Natural Units would include on-trail hiking, non-motorized bicycle riding, walking, horseback riding, wildlife observation and photography, and environmental education or interpretation. Maintenance roads and trails would be accessible for fire prevention, police, and maintenance staff. Off-trail access or developed recreational facilities would not be provided in Natural Units.

³ The Biological Opinion prepared by the U.S. Fish and Wildlife Service (USFWS) for the Proposed Transfer and Redevelopment of the Former Concord Naval Weapons Station references three classifications for Regional Park use: Conservation Zone 1, Conservation Zone 2, and Resource Protection Zones. Conservation Zone 1 corresponds to the Natural Units for the future Regional Plan, Conservation Zone 2 corresponds to Recreation/Staging Planning Units, and Resource Protection Zones correspond to Special Protection Features. The project would be required to comply with the measures in the Biological Opinion.

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Areas within the District's Regional Parkland that have unique resources are distinguished as Special Protection Features, and special planning efforts and management strategies are utilized to preserve and enhance their unique features. The District's 2013 Master Plan describes Special Protection Features as "areas with unique or fragile natural, cultural, aesthetic or education features, such as biologic, hydrologic, archaeological, historic, or geologic features." For each Special Protection Feature, the District develops specialized management prescriptions.

Within the Regional Park's Natural Units, approximately 620 acres would be managed primarily for resource protection, and public access would be restricted. These Special Protection Features are identified in Figure 3-7 and include:

- **Rattlesnake Canyon Special Protection Feature**- approximately 400 acres, with habitat and breeding sites for the California red-legged frog and the California tiger salamander.
- **Hilltop Ponds Special Protection Feature** – approximately 185 acres, with habitat and breeding sites for the California red-legged frog and the California tiger salamander and nesting sites for the golden eagle.
- **Cistern Pond Special Protection Feature** – approximately 35 acres, with habitat and breeding sites for the California red-legged frog and the California tiger salamander. The Cistern Pond Special Protection Feature also includes an experimental forest planted by the United States Forest Service to measure tree quality for wood production. While these trees are not native to the site, the large trees provide habitat for some species and provide carbon sequestration.

Management prescriptions for the protection and enhancement of Special Protection Features in the Regional Park are included in the management strategies presented in Chapter 4 of the proposed Plan.

3.3.1.2 RECREATION/STAGING UNITS

Recreation/Staging Units are areas within the District's Regional Parkland dedicated to visitor use. The District's 2013 Master Plan describes Recreation/Staging Units as "suitable for more intensive public recreational use and are of sufficient size to support the necessary parking, utilities, and infrastructures needed for such use." To the extent possible, Recreation/Staging Units are intended to be located near access roads, clustered together, and near the edges of parks.

Recreation/Staging Units would comprise approximately 126 acres of the proposed Regional Park. Within these zones, there would be approximately 35 acres of developed recreation and operations facilities. All facilities, with the exception of trails, would be located within Recreation/Staging Units. These facilities would include a visitor center, event and educational spaces, picnic areas, campsites, overlooks, and interpretive elements.

Operations facilities would include the Corporation Yard (Corp Yard), a native plant nursey, a Caretaker's Residence, and a livestock corral. Access to these facilities would be limited to the District staff, partner agencies, and contractors (such as the grazer) approved by the District.

Areas with distinctive management within Regional Parkland are proposed to be set aside as Special Management Features to alert staff to be aware of the unique conditions within these areas and the need

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for a different management approach. The proposed project includes one Special Management Feature, a community orchard that would be located in the footprint of a historic homestead and orchard. The community orchard would be planted with fruit trees and managed for productive harvest, community gathering, and education.

3.3.2 BIOLOGICAL RESOURCES PROGRAM

An important objective of the proposed project is to protect and enhance the biological resources at the park site. As the designated conservation area for the Area Plan, the proposed Regional Park provides compensatory mitigation for impacts to two federally- and State-listed species resulting from development of the non-conservation areas of the Area Plan. These species include the California red-legged frog (*Rana draytonii*) and California tiger salamander (*Ambystoma californiense*). In addition, the proposed Regional Park provides habitat for a third listed species, the Alameda whipsnake (*Masticophis lateralis euryxanthus*), which would not be impacted by development of the non-conservation areas of the Area Plan. Collectively, these three species are referred to as “Covered Species.” While the biological resources program is designed to benefit overall biodiversity, the focus of the program is on the protection and enhancement of habitat for the Covered Species. No designated critical habitat for any federally listed species is present on the project site

This section describes the planning elements and physical improvements that will be utilized for biological resources protection and enhancement. The proposed Plan identifies management prescriptions (also referred to as tasks) for the management of existing and restored habitat areas. The proposed project establishes management prescriptions for the ongoing maintenance, monitoring, and management of biological resources that are provided for seven program areas: Amphibian Breeding Ponds, Upland Habitat, Nonnative Invasive Plant Species, Nonnative Animal Species, California Red-Legged Frog, California Tiger Salamander, and Other Sensitive Wildlife Species.

3.3.2.1 BIOLOGICAL RESOURCE PROTECTION

Allowable uses within each type of planning units correspond to level of resource sensitivity and resource protection needs.

- Nearly 95 percent of the Regional Park is within Natural Units. Park development would be limited to trails and roads, and recreational access would be limited to on-trail uses.
- Within the approximately 620 acres of Special Protection Features located within Natural Units, public access would be restricted. The Regional Park’s most sensitive habitat, including most of the habitat for Covered Species, is located within Special Protection Features.

Limitations on allowable uses, including on-leash requirements for dogs and limitations on nighttime activities, also support protection of resources.

3.3.2.2 HABITAT IMPROVEMENTS

The proposed project would include habitat improvements to complement the protection of resources. Habitat improvements would focus on the removal of existing infrastructure. Remnant infrastructure,

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including roads, rails, buildings, and magazines, that is not used for park uses (including interpretive programming) will be removed if feasible and as funding becomes available. Testing would be conducted prior to removal of infrastructure to determine if contaminants are present, and if contaminants are found they would be dealt with appropriately.

Priorities for initial habitat improvements consist of:

- Removal of 10.3 miles of rail lines in biologically-sensitive areas. Rail ties and associated rock will also be removed along a 5.6-mile portion of these former rail lines, which will be converted to trail.
- Restoration of up to 5.7 miles of unutilized unpaved roads within Special Protection Features to deter public use of areas closed to recreation. This may include the restoration of certain segments of existing roads near sensitive areas such that access for management would still be possible, but any existing unpaved roads that would make attractive hiking loops would be restored to natural habitats to deter use.

In order to minimize unauthorized use of existing roads and railroad tracks that are not designated as Regional Park facilities, entrance points to these features would be mechanically removed and revegetated as feasible and as funding becomes available. These entrance points would be closed using signage or barriers (e.g., fencing or planted vegetation) until they are removed and restored.

The project site contains limited oak woodland/savannah habitat. In addition to preserving existing oak and native trees wherever feasible, the proposed project would plant new trees in association with Regional Park development. Target areas for oak tree plantings include along natural drainages and in areas with high levels of public use, such as picnic areas. All plantings would emphasize the use of native, regionally appropriate plants.

3.3.2.3 BIOLOGICAL RESOURCES MANAGEMENT AND MONITORING MEASURES

Chapter 4 of the proposed Plan outlines tasks related to the management and monitoring of biological resources. These tasks are organized into seven program areas, each with a unique objective, as described below:

- **Amphibian Breeding Ponds.** The management goal for ponds would be to provide multiple aquatic habitats of varying hydrological conditions that are suitable for breeding by California red-legged frogs and California tiger salamanders in order to maintain populations of these species in the Regional Park.
- **Upland Habitat Management (Grazing Management).** The targeted grazing to be utilized at the Regional Park would emphasize a flexible and adaptive approach to maintaining habitat values for California red-legged frogs, California tiger salamanders, and burrowing mammals through the reduction of accumulated dense, annual grass biomass (known as residual dry matter), which may impede amphibian movement and reduce habitat suitability for some species of small mammals. While this approach would emphasize these species, it would also benefit other special-status species, such as burrowing owls, which rely on California ground squirrels to create suitable roosting habitat (i.e., burrows), and golden eagles, for which ground squirrels are a major prey species.

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- **Nonnative Invasive Plant Species Management.** Invasive plants are typically associated with disturbance, can be spread by vehicles and other anthropogenic means, and can create monocultural stands that severely reduce the habitat function and quality for both native plant and wildlife species, including California red-legged frogs, California tiger salamanders, and Alameda whipsnakes. If not managed, invasive species all have the potential to adversely affect habitat values for the California red-legged frog and California tiger salamander. The goal would be to minimize the spread of existing non-native invasive plants and any newly introduced invasive plants by conducting surveys and prioritizing and treating populations of invasive plants.
- **Non-Native Animal Species Management.** Non-native fish, crayfish, and in particular bullfrogs could potentially threaten the conservation values of the Regional Park. The goal for non-native animal species management would be to minimize the impacts of invasive animal species on the California red-legged frog and California tiger salamander.
- **California Red-Legged Frog.** The management goal for California red-legged frog would be to maintain suitable breeding, aquatic foraging, and upland habitat. Monitoring would be used to document presence and characterize relative population sizes, distribution, and breeding status in the Regional Park to help direct management decisions on these breeding and upland habitats.
- **California Tiger Salamander.** The management goal for California tiger salamander is to maintain suitable breeding and upland habitat. Monitoring would be used to document presence and characterize relative population sizes and distribution in the Regional Park to help direct management decisions regarding these breeding and upland habitats.
- **Other Sensitive Wildlife Species.** The management approach for the California tiger salamander and California red-legged frog described above would be consistent with the maintenance of suitable habitat for other sensitive species, including the Alameda whipsnake, western pond turtle, burrowing owl, golden eagle, northern harrier, white-tailed kite, loggerhead shrike, San Francisco common yellowthroat, American badger, pallid bat, and Townsend's big-eared bat (as well as the big tarplant and round-leaved filaree, should they occur in the park). Monitoring would document the presence and relative abundance of these species in the park over time and inform management to benefit these species.

Chapter 4 of the proposed Plan also lists objectives and tasks to be completed under each category and summarizes the expected frequency and timing of management and monitoring activities. In addition to the tasks listed in Chapter 4 of the proposed Plan, for at least the first 12 years of long-term management, focused surveys would be conducted every three years to determine the status of California red-legged frog and California tiger salamander in the Regional Park. After the first 12 years of management, the frequency of surveys would be reduced to every five years if monitoring has indicated that the Regional Park's populations of these species are stable or increasing.

3.3.2.4 CITY CONSERVATION AREA

A portion of the project site is planned for habitat improvements that would be implemented by the City of Concord. The improvements are intended to balance residential and commercial development under the Area Plan. Improvements in the City conservation area would focus on improving breeding, foraging, and dispersal habitat for Covered Species. Initial improvements would include:

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- Enhancement of existing ponds by repairing pond outlets, excavating and compacting soils to increase water retention, repairing and reconfiguring fencing, and allowing livestock to graze to remove excess biomass from areas around ponds.
- Construction of three to four ponds, with protection fencing provided. The new ponds would improve connectivity between existing breeding sites, provide new breeding sites that would allow populations of California tiger salamanders and California red-legged frogs to increase, and expand the breeding distribution of these species in the Regional Park.
- Improvement of upland refugial and dispersal habitat for the California red-legged frog and California tiger salamander through site improvements near ponds that encourage burrowing rodents.

Once these enhancements have been completed, they could be managed by the District subject to further agreement with the City of Concord.

3.3.3 CULTURAL AND HISTORIC RESOURCES PROGRAM

Chapter 4 of the proposed Plan includes strategies for the protection of known historic and archaeological resources and for adaptation and integration of cultural resources that are not considered eligible for listing but will provide value for creating a cultural landscape. Potential tribal cultural resources are addressed in Chapter 4.5 of this Draft EIR.

3.3.3.1 CULTURAL RESOURCE PROTECTION

Cultural resources that are listed or eligible for listing on the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register) would be protected in place during Regional Park development and use. Methods for protection would include siting recreational facilities to avoid these resources and providing interpretive and regulatory signage to educate visitors about the resources and protective regulations.

The Contra Costa/Clayton Canal and its extension, the Clayton Canal, have been previously recommended eligible for listing in the National and California Registers as contributors to the Central Valley Project. These resources are currently owned by the Bureau of Reclamation. No change in ownership or modifications to the Clayton Canal are included in the proposed project that is the subject of this EIR; however, the Clayton Canal may be conveyed to the District at some point in the future.

Ten archaeological sites and two prehistoric isolated finds have been identified within the Regional Park; of these resources, five were subject to additional testing and evaluation, including a prehistoric bedrock milling site. One of these sites is eligible for protection under Section 106 of the National Historic Preservation Act. In order to protect these archaeological sites, their specific locations would not be available to the general public. The proposed project would route trails to avoid these areas. Public access would be restricted, and vegetation would be used to screen the sites from public view along the nearby trail to minimize indirect effects.

The proposed project includes an archive building for storing historic artifacts and documents related to the Regional Park site and the surrounding area.

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3.3.3.2 CULTURAL RESOURCE ADAPTATION AND INTEGRATION

While the infrastructure developed during operation of the CNWS is not eligible for listing in either the National or California Registers, these resources would be integrated into planned facilities as part of the proposed project. Strategies for adaptation and integration are described below according to resource type:

- **Magazines.** The most distinctive landscape features remaining from the CNWS period are earthen magazines, which create a pattern of uniform hills of grassland and concrete. The proposed project would retain up to 40 of these munitions magazines, including some that would be restored and opened to the public.
- **Buildings.** Existing buildings would be evaluated for Regional Park use and renovated where possible. This would include the adaptive reuse of Building IA-24 as the Visitor Center and Buildings 93, 94, and 420 as structures within the Park Operations and Support Facility (Corp Yard). (Existing building numbers are mapped on Figure 3-2.)
- **Building Sites.** Other existing buildings are less compatible with future park uses due to their size or configuration associated with previous use. Many of the building locations, particularly those in the hills, have been identified as locations for future park amenities, such as overlooks, event centers, or a Caretaker's Residence. While the structures many not be able to be fully renovated, some building materials or foundations may be reused for the new facilities to reduce overall construction waste. Additionally, the existing footprints would provide a flat space for new amenities, reducing the need for extensive grading in these areas.
- **Other CNWS Elements.** Other remnant elements would also be integrated into Regional Park use. Existing rail lines would be repurposed as trails and follow along alignments that served CNWS.
- **Pre-CNWS Resources.** Historic sites that exist from owners and activities prior to CNWS would also be integrated into the site. The historic homestead and windmill in the Cistern Area would be retained, and the foundations and orchard trees of the historic homestead south of Bailey Road would be retained and restored to become a community orchard.

3.3.4 VISUAL RESOURCES

The project site provides views across the Diablo Valley and to the Sacramento-San Joaquin Delta, Suisun Bay and Bayfront lands, and surrounding open space such as Black Diamond Mines Regional Preserve and Mount Diablo State Park. The proposed Regional Park would provide overlooks to highlight these views and provide destinations for landscape viewing.

To improve scenic views, creation of the proposed Regional Park would involve removal of unutilized utility lines and infrastructure that obstructs long-range views and/or detracts from the character of the Regional Park. In addition, native vegetation and existing topography would be used to frame views and screen undesirable features.

To improve scenic views of the Regional Park from the surrounding region, the proposed Regional Park would reduce the overall road density within the hills and focus the most intense park development in the lower, less visible elevations of the Regional Park.

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3.3.5 PARK ACCESS

The Regional Park would be accessible by personal vehicle, mass transit, and non-vehicular trails.

The Visitor Center Complex would serve as the gateway into the Regional Park, and it is anticipated that many visitors would enter the Regional Park at or near this area. The primary non-vehicular access point would be from the Mount Diablo Creek Trail, which outside of the project site is planned as part of the Area Plan and would connect via a greenway to the North Concord/Martinez Bay Area Rapid Transit (BART) Station. The primary vehicle entrance to the Regional Park would be along Kinne Boulevard, which would provide access from Willow Pass Road.

Other park entrances will serve secondary areas of the park. It is anticipated that neighborhood connections will be used as entrances for residents living near the Regional Park and will not contain parking.

All new facilities constructed for the Regional Park would comply with the Americans with Disabilities Act (ADA) and the corresponding California State Parks Accessibility Guidelines to ensure that all residents have the opportunity to experience the park benefits.

3.3.5.1 VEHICULAR ACCESS

The Regional Park is bisected by Bailey Road, a public road maintained by Contra Costa County. There would be three vehicular park entrance points for the area north of Bailey Road, including the primary entrance near the Visitor Center along Kinne Boulevard and two secondary entrances, one along Bailey Road and one along Delta Road.⁴ Kinne Boulevard would enter the Regional Park north of the Visitor Center, and the public portion of the road would terminate at the Visitor Center staging area. The alignment of this road outside of the park would be finalized during development of the Concord Reuse Project Specific Plan; however, within the Regional Park, it would follow the current alignment of Kinne Boulevard. The secondary entrances would provide staging for the public and access to maintenance roads for service vehicles only.

There would be one vehicular entrance point for the area south of Bailey Road that would provide access to the recreational facilities located in this area of the Regional Park.

There would be no vehicular access between the Delta Road and Bailey Road parking areas and the Visitor Center Complex. All vehicular access to the Visitor Center Complex, the Diablo Center, and recreational facilities along Kinne Boulevard, Cistern Loop Road, and Oak Savannah Road would utilize the vehicular entrance near the Visitor Center.

⁴ Delta Road is a planned vehicular road, and the alignment was not determined as of the writing of the Public Review Draft Land Use Plan, although it is assumed that it will pass along the northern edge of the future Regional Park. The precise location of the future park entrance and parking will be determined once the road alignment is determined.

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3.3.5.2 STAGING AREAS

In total there would be approximately 4 acres of dedicated staging areas within the Regional Park providing vehicular parking, bicycle parking, trash and recycling receptacles, restrooms, and other amenities. Staging areas include:

- **Visitor Center Staging Area** would be the primary parking area for the Regional Park and would accommodate approximately 65 cars and four buses.
- **Diablo Center Staging Area** would be available for use during events. Larger events would likely require the use of the main parking area and shuttling up to the space.
- **Delta de Anza Staging Area** would be located near Delta Road and would accommodate personal vehicles and equestrian trailers.
- **Bailey Road Staging Area North** would be located along the north side of Bailey Road for park users accessing trails to the north of Bailey Road.
- **Bailey Road Staging Area South** would be located along the south side of Bailey Road for park users accessing trails in the area south of Bailey Road.
- **CNWS Rails Staging Area** would be located south of Bailey Road and serve the group campground and recreational amenities in this area. This staging area would accommodate personal vehicles, buses, and equestrian trailers.

A staging area along Kirker Pass Road could be considered in future planning efforts.

3.3.5.3 PEDESTRIAN/BICYCLE/EQUESTRIAN ACCESS AND CONNECTIONS

The Regional Park would be accessible for hikers, bikers, and equestrians from the future regional trail along Mount Diablo Creek and local neighborhood trails that would connect to the North Concord/Martinez BART Station.⁵

Future regional trail connections would link the Regional Park to the City of Pittsburg and to neighboring open spaces, including Black Diamond Mines Regional Preserve and Mount Diablo State Park. Priorities for regional connectivity outside of the Regional Park include:

- Regional trail connections between Concord Hills Regional Park, Black Diamond Mines Regional Park, and Mount Diablo State Park Trail.
- Juan Bautista de Anza National Historic Trail.
- Contra Costa Canal to Delta DeAnza Regional Trail Connector.
- Mount Diablo Creek Trail.

⁵ The alignment of the regional trail along Mount Diablo Creek and trails within the remaining portions of the inland area of the CNWS would be determined by the City as part of its implementation of the Area Plan (through the more detailed preparation of the Specific Plan underway). It is assumed that these trails would connect hikers and bikers to the future Regional Park.

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3.3.5.4 TRANSIT

As discussed above, the Regional Park is located near the North Concord/Martinez BART Station. There is potential for transit providers (e.g., Central Contra Costa County Transit Authority and Tri Delta Transit) to provide bus connections to link the BART station and the Regional Park.

3.3.5.5 PARK SHUTTLE TO PORT CHICAGO NAVAL MAGAZINE NATIONAL MEMORIAL

The Regional Park would be the staging area for visitors to the Port Chicago Naval Magazine National Memorial, and the proposed Visitor Center would serve as a joint facility for the National Memorial and the Regional Park. Visitors to the National Memorial would utilize a park shuttle to travel between the Regional Park and the memorial located along the waterfront.

Space would be provided along Kinne Boulevard in front of the Visitor Center for a bus/shuttle stop that can be utilized for mass transit and private shuttle providers.

3.3.6 PARK CIRCULATION

Most of the roads and trails within the Regional Park would follow roads, trails, or rail lines used during the site's operation as a naval weapons storage facility. Some new alignments would be necessary to create connections between recreational amenities, to reroute around areas determined to be too steep for trail use, or to avoid sensitive habitat areas. New roads and trails represent 21 percent of the overall road and trail network, with 79 percent of the network reusing existing alignments. Table 3-1 outlines the types of roads and trails at the Regional Park.

The conversion from road or rail line to a park road or trail may include a reduction in width, potential removal of asphalt, and a restoration of a portion of the right-of-way. Figure 3-8 illustrates the proposed approach for the reuse, conversion, or removal of existing roads and rail lines, as well as the recommended approach for the creation of new trails.

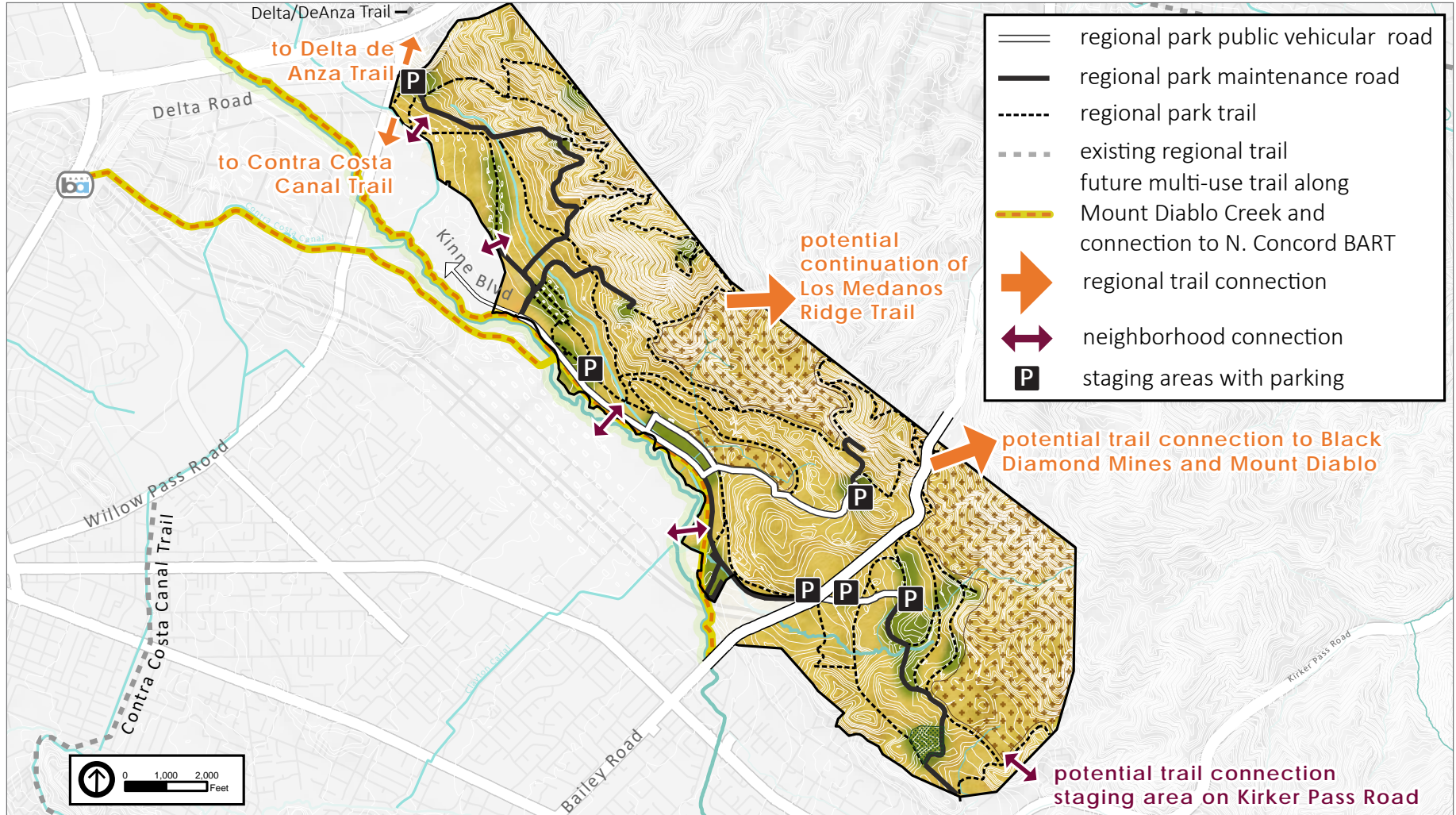
3.3.6.1 PUBLIC VEHICULAR ROADS

The Regional Park would include a small network (less than 3 miles) of paved vehicular roads, primarily to connect park users from the Visitor Center to key destinations. The public vehicular roadway network would include the following public vehicular roads:

- **Kinne Boulevard (1.1 miles)** along the western edge of the Regional Park along the Visitor Center.⁶
- **South Park Road (0.4 miles)** from Bailey Road into the southern area of the Regional Park.
- **Oak Savannah Road (0.9 miles)** from Concord Hills Loop Road to the Diablo Center.
- **Cistern Loop Road (0.5 miles)** from Oak Savannah Road to the picnic area near the cistern ponds.

⁶ A portion of Kinne Boulevard will be used as a maintenance road that will be closed to the public. However, the maintenance road portion may be used during early phases of the park opening before Kinne Boulevard is improved and in remaining areas of the Area Plan. Refer to Chapter 5 of the proposed Plan for a discussion of phasing.

PROJECT DESCRIPTION



Source: Concord Hills Regional Park Land Use Plan, 2019.

Figure 3-8
 Proposed Park Access and Circulation Strategy

PROJECT DESCRIPTION

TABLE 3-1 ROADS AND TRAILS TYPE

Type	Surface Material	Width	Permitted Uses	Reuse	New Development	Total Length
Public Road	Asphalt	24 feet	Public Vehicular	2.8 miles	0.1 miles	2.9 miles
Maintenance Road	Asphalt	18 feet	Operational and Emergency Vehicular, Hiking, Biking, Equestrian	4.3 miles	0 miles	4.3 miles
Maintenance Road	Natural	18 feet	Operational and Emergency Vehicular, Hiking, Biking, Equestrian	1.0 miles	0.2 miles	1.2 miles
Multi-use Trail						
Paved Multi-Use Trail	Asphalt	14 feet	Hiking, Biking	3.0 miles	1.2 miles	4.2 miles
Unpaved Multi-Use Trail (Rail to Trail Conversion)	Natural	14 feet	Hiking, Biking, Equestrian	4.8 miles	none	4.8 miles
Mount Diablo Creek Regional Trail (Section within Concord Hills Regional Park)	Asphalt	14 feet	Hiking, Biking, Equestrian	1.3 miles	None	1.3 miles
Narrow Multi-Use Trail	Natural	8 feet	Hiking, Biking, Equestrian	6.1 miles	3.3 miles	9.4 miles
Hiking Only Trail	Natural	8 feet maximum	Hiking	1.2 miles	1.7 miles	3.0 miles

Source: East Bay Regional Park District, 2018, Public Review Draft Concord Hills Regional Park Land Use Plan, Table 3-1.

3.3.6.2 MAINTENANCE ROADS

Approximately 5.3 miles of existing roads would be converted to maintenance roads for operations, maintenance, and emergency services. These roads would provide vehicular access to higher elevations within the Regional Park and can also be used recreationally by hikers, bikers, and equestrians. Most of the maintenance roads would be paved, with the exception of the Orchard Camp Road. Maintenance roads include:

- **Kinne Maintenance Road (0.9 miles)** running south from the end of Kinne Road North (a public vehicular road) to Bailey Road.
- **Oak Savannah Maintenance Road (0.4 miles)** from the Diablo Center to the water tank above the center.
- **Seal Beach Maintenance Road (1.8 miles)** from the staging area along Delta Road to the Visitor Center, traveling approximately half the elevation to the ridgeline.
- **Corral Maintenance Road (0.3 miles)** from Water Tank Road to the park boundary, passing along the cattle corral.
- **Water Tank Road (0.8 miles)** from the Visitor Center to a vista point located at a water tank approximately halfway to the ridgeline

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- **Orchard Camp Road (1.24 miles)** from the park entrance near Holly Drive to the use area south of Bailey Road near the group campsite.

3.3.6.3 TRAILS

The Regional Park would provide a variety of trail experiences for park users. There would be over 22 miles of trails within the Regional Park as well as approximately 5.5 miles of maintenance roads that are open for recreational use.

3.3.7 RECREATION FACILITIES

Recreation facilities would have a combined footprint of approximately 86 acres (including 35 acres within Recreation/Staging Units). With the exception of trails, all recreation facilities would be located in Recreation/Staging Units. Many of the recreational facilities reuse existing infrastructure from the site's former use as a naval weapons station. In most cases, improvements to existing infrastructure would be necessary to ensure that the facilities are inviting, safe, and consistent with the District's standards.

3.3.7.1 VISITOR CENTER COMPLEX

The heart of the Regional Park would be the Visitor Center Complex, which would include the Visitor Center building and adjacent facilities. The Visitor Center would be a retrofit of Building IA-24, a structure that was previously used as a shop and warehouse building. (Existing building numbers are mapped on Figure 3-2). It would provide a central information kiosk for the public to get recreational information about the park and historic information about the Port Chicago Naval Magazine National Memorial. In addition to the Visitor Center building, the surrounding complex would include visitor-supporting facilities, as shown in Figure 3-9. These facilities include:

- **Outdoor exhibit area** in the outdoor courtyard near the Visitor Center.
- **Multi-purpose room** with stand-alone restroom for events and community gatherings. The restroom could remain open after Visitor Center hours.
- **Archive building** for preservation of historic artifacts and documents from the region.
- **Amphitheater** for outdoor programming that would have views up to the Los Medanos hills.
- **Reservable group picnic areas and smaller informal picnic space**, including space for outdoor classrooms, would be located around the edge of the complex.
- **Magazine exhibit space** that would be open to the public for cultural exhibitions. The exhibit space would be connected to the Visitor Center with the ADA-accessible War and Peace Interpretive Trail.

PROJECT DESCRIPTION



Source: Concord Hills Regional Park Land Use Plan, 2017.

Figure 3-9
Proposed Visitor Center Complex

PROJECT DESCRIPTION

3.3.7.2 TRAILS

As shown in Table 3-1, the approximately 28-mile trail network would include the following:

- **Paved Multi-use Trails:** Paved multi-use trails would have asphalt paving, be a minimum of 14 feet wide, and be open to hikers and cyclists. All of the paved multi-use trails would have a typical grade no greater than 4.9 percent, making them well suited for visitors in wheelchairs or with special mobility needs.
- **Mount Diablo Creek Trail:** The Mount Diablo Creek Trail would be a future paved trail along Mount Diablo Creek. Approximately 1.3 miles of the regional trail would be located within the Regional Park. Within the Regional Park, Mount Diablo Creek Regional Trail would utilize the alignment of existing rail lines. This trail will connect to the Contra Costa Canal trail at the northwest end of the Regional Park, integrating and connecting users to the larger regional trail system (which includes Iron Horse and Briones to Diablo Trail). Other trail connections are being studied that would bring trail users in the Regional Park to the proposed Delta De Anza Trail and to a potential alignment with the Concord to Black Diamond Mines trail.
- **Unpaved Multi-use Trails:** Unpaved multi-use trails would have natural paving, be a minimum of 8 feet wide, and be open to hikers, cyclists, and equestrians.
- **Rails to Trails:** The proposed project would include a series of unpaved, multi-use trails that follow historic rail corridors. These trails would be approximately 14 feet wide, and the surface material would utilize best practices for accommodating visitors with physical impairments.
- **Hiking Trails:** Several trails would be limited to use by hikers due to steep grades and other conditions that are not conducive to safe, sustainable, multi-use trails. Hiking trails would have natural paving and be a minimum of 8 feet wide.

3.3.7.3 OTHER RECREATIONAL AMENITIES

- **Picnic Areas:** The Regional Park would contain a variety of options for visitors to picnic or eat in the Regional Park, including reservable group picnic spaces, smaller picnic areas, and a café in the Visitor Center with outdoor seating. To minimize litter and food waste, all picnic areas would include regulatory signage and provide animal-resistant trash/recycling receptacles. The proposed Regional Park would include five group picnic sites and 13 small picnic areas. Small picnic areas would contain one or two picnic tables and a small grill.
- **Camping:** The Regional Park would include one large reservable group campsite and one reservable back-country campsite. The proposed Rancho Monte Group Campsite would accommodate up to 100 overnight tent campers. The group campsite would be located less than a half mile from the CNWS Rails Staging Area. Recreational vehicles and mobile campers would not be permitted within the group campsite. The Eagle's Nest Backcountry Campsite will be located along Los Medanos Ridge Trail near the upper elevation of the Regional Park. The campsite would be sited at least 1,000 feet from any known listed species breeding habitats and would only be accessible by trail.
- **Overlooks:** Figure 3-7 identifies key locations for overlooks along proposed trails in the upper elevations of the Regional Park. These overlooks would be flat areas with space and seating for up to 20 people.

PROJECT DESCRIPTION

- **The Diablo Center:** The proposed Regional Park would include the Diablo Center, a new building located in the hills at the end of Oak Savannah Road at the current location of Building 97. The new facility would provide an opportunity for events away from the central activity areas of the Regional Park. It is assumed that it would only be open for planned programs and during events, although park visitors can use the viewing deck as an overlook during regular park hours. A small parking lot would accommodate some parking and allow for the unloading of equipment.
- **Community Orchard:** The Community Orchard would be located at the historic homestead and orchard south of Bailey Road. The orchard would be planted with fruit trees in a grid pattern and managed for fruit production, community gathering, and education. Partnerships would be established to develop and maintain the Community Orchard and associated programming for both residents and visitors.

3.3.8 WILDFIRE PREVENTION

The specific management prescription in the Plan under the management of public safety is “Access 1.21 Reduce the risk of wildfire by implementing fuels modification projects to mitigate hazards to nearby exposures, following best management practices and procedures outlined in the District’s Fire Danger Operating Plan and Procedures (2012) and Wildfire Hazard Reduction and Resources Management Plan (2010).”

The District measures fuel conditions to assess fire behavior and the effort to contain a fire and sets smoking restrictions in wildland areas based on these conditions. Fire danger levels are also used to set restrictions. When fire levels are “Very High:”

- Smoking is only allowed inside of enclosed vehicles.
- Gas-fueled stoves or barbeques are allowed only inside of designated day-use picnic areas, campgrounds, or developed recreational areas. All forms of open fires or campfires are prohibited.
- Gasoline-powered equipment (e.g., mowers in rough areas, weed eaters, chain saws, welders and generators) are not allowed outside of irrigated areas, designated campgrounds, or developed recreational areas, unless extra protection fire safety measures approved by the Fire Chief are implemented.
- Staging areas and other public access roads may be closed.

When the fire level is “Extreme:”

- Smoking is only allowed inside enclosed vehicles.
- Gas-fueled stoves and barbeques of any type are not allowed. All forms of open fires or campfires are prohibited.
- Gasoline powered equipment (e.g., mowers in rough areas, weed eaters, chain saws, welders and generators) are not allowed outside of irrigated areas, designated campgrounds, or developed recreational areas. Maintenance of irrigated areas is permitted. Road grading is permitted provided extra protection fire safety measures approved by the Fire Chief are implemented.

PROJECT DESCRIPTION

- Contractors may continue working on District lands provided they institute extra protection fire safety measures approved by the Fire Chief. Contractor operations must be directly supervised by a District representative to ensure specified extra protection fire safety measures are implemented.
- Staging areas and other public access roads may be closed.

3.4 OPERATIONS FACILITIES, INFRASTRUCTURE, AND UTILITIES

3.4.1 FACILITIES AND INFRASTRUCTURE

The following facilities and infrastructure would be developed to support the Regional Park and District-wide operational needs:

- **Park Operations and Support Facility (Corp Yard):** The Corp Yard would include at least one indoor service garage, office space, an enclosed outdoor storage yard, and a public safety office that would house park patrol and wildland fire response. A native plant nursery would be located within the Corp Yard and would be used to propagate plants for restoration and revegetation projects within the District's Regional Parks in eastern Contra Costa County.
- **Water Tanks:** The proposed project would include water tanks for Regional Park use and fire suppression. Existing water tanks would be retained and upgraded as needed to meet or exceed minimum fire department recommendations.
- **Caretaker's Residence:** A new Caretaker's Residence would be constructed at the site currently occupied by Building 97. The residence would be made available to a District employee but would not be open to the public.
- **Cattle Corral and Grazing Infrastructure:** All Natural Units within the Regional Park would allow livestock grazing, which would be managed by a contracted grazing manager. Physical improvements to support grazing would include water troughs, a permanent corral, and fencing. The corral would be relocated to the designated area north of the War and Peace Interpretive Magazines.
- **Fencing, Gates, and Regulatory Signage:** Fencing and regulatory signage would control public use and operational grazing throughout the Regional Park, including to contain cattle as part of the park grazing program, restrict access to Special Protection Features, and limit public access to hazardous areas and areas with sensitive resources.

3.4.2 UTILITIES

The Regional Park would require utilities including water, sewer, gas, and electricity.

3.4.2.1 WATER AND SEWER

Potable water supply would be required at the Visitor Center Complex, the Diablo Center, the Caretaker's Residence, the Corp Yard, at identified staging and picnic areas, and for the cattle corral and troughs.

PROJECT DESCRIPTION

There are currently supply lines from the Contra Costa Water District (CCWD). New connections or upgrades would likely be necessary for all park facilities.

The Visitor Center Complex and key facilities may include landscape areas that require irrigation for establishment. There is a potential opportunity for irrigation water to be supplied through a connection to the recycled water system planned, as part of the Concord Reuse Project Specific Plan.

A sanitary sewer connection would be required at the Visitor Center Complex, the Diablo Center, the Caretaker's Residence, and the Corp Yard for restrooms. Vault toilets would be used at all other staging areas, at campsites, and other trail or picnic area locations.

3.4.2.2 STORMWATER

Stormwater would be managed on-site using swales and other stormwater features. Parking areas and paved areas would be designed to comply with the October 2009 California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit (C.3 requirements). C.3 requirements promote on-site stormwater treatment and detention and emphasize infiltration, water harvesting, and reuse. In addition to utilizing permeable surfaces that allow for infiltration, the use of swales and other stormwater features would be explored for all parking areas. Swales would have flat bottoms at least 18 inches wide, utilize rock cobble at points of concentrated flow, and be vegetated with native plants where possible. Swales would not be planted with turf.

3.4.2.3 NATURAL GAS

Natural gas connections will not be installed until Phase 2 of Plan implementation, as natural gas connections would rely on development of the Concord Reuse Project Specific Plan extending gas services closer to the project site. There will likely be natural gas connection for the Visitor Center Complex, the Diablo Center, the Caretaker's Residence, and the Corp Yard. It is anticipated that buildings would utilize natural gas for heating and indoor cooking facilities.

3.4.2.4 ELECTRICITY

The Visitor Center Complex, the Diablo Center, the Caretaker's Residence, and the Corp Yard would require electricity, which would be provided by an outside provider or generated on site. Currently, the west side of the Regional Park site is served by transmissions from an above-ground power line from Pacific Gas & Electric Company (PG&E). New connections or upgrades would likely be necessary for all park facilities. Lighting for public safety, including limited lighting in developed areas, would likely be connected to electrical lines or utilize self-contained solar lights.

New utility lines located on District land will be placed underground, and the District will work in cooperation with other agencies to underground existing overhead utilities, consistent with the 2013 East Bay Regional Park Master Plan, Policy PRPT29. In addition to improving views from and into the regional park, this will reduce potential damage to lines from heavy winds that could cause wildfires.

PROJECT DESCRIPTION

There is great potential for solar generation at the Regional Park, especially on building rooftops or along roads. Rooftop solar panels would be considered for all buildings.

3.4.2.5 LIGHTING

Nighttime lighting would be limited to the developed park facilities and would be provided for public safety. Areas with proposed night lighting are not within the immediate vicinity of sensitive habitat areas, and lighting would be directed to avoid breeding habitat for sensitive species. Lighting would be designed and installed to meet City of Concord requirements for outdoor lighting in terms of energy efficiency, height, and downcasting.

3.5 SITE PREPARATION

Site preparation would be necessary for the development of most recreational facilities. Both paved and unpaved parking lots would require site grading and site preparation to ensure adequate drainage and compaction for vehicular staging. Similarly, grading and site preparation would be necessary at all picnic areas with parking. Minimal site grading would also be needed for picnic areas without parking to ensure adequate access from adjacent trails and flat space for picnic facilities.

The demolition of Buildings IA-55, 97, and 87 and their replacement with the new multi-purpose room, Diablo Center, and Caretaker's Residence, respectively, would require grading and site preparation for the new facilities and construction staging. The construction of the new archive building, the amphitheater, and the plaza near the Visitor Center would require similar treatment. It is not anticipated that new grading will be necessary for building renovations, including Buildings IA-24, 420, 93, and 94; however, there would likely be a need for site preparation for the construction staging areas and fine grading around the existing structures.

Substantial site grading may be required within the Corp Yard area to fulfill District maintenance needs. It is anticipated that grading would likely occur within the entire area, including the future native plant nursery.

As noted above, almost 80 percent of the roads and trails within the Regional Park would follow existing roads, trails, or rail lines, but some new alignments would be necessary. New segments of roads and trails would require site grading and compaction. Existing roads and areas that are proposed to be removed would require ripping and reseeding as well as fine grading to match the surrounding grades.

Demolition of existing buildings and magazines that are not anticipated for reuse in the Regional Park would require removal of all existing materials, ripping and reseeding, and grading to match the surrounding grades.

The Community Orchard would require soil amendments and agricultural site preparation prior to the installation of orchard trees.

PROJECT DESCRIPTION

Site work related to the remediation of contaminated areas is anticipated to be completed prior to the Navy conveyance of the Regional Park to the District. Remediation activities have been evaluated as a separate project in the Environmental Impact Statement for the Disposal and Reuse of the Former Naval Weapons Station Seal Beach, Detachment Concord.

3.6 PHASING

The future Regional Park is conceived in three phases, as illustrated in Figure 3-10 and described in Table 3-2. Park build out will be linked to the phasing and implementation of the City's Area Plan (and Specific Plan, when adopted), as will trail, road and utility connections, habitat, and conservation mitigation.

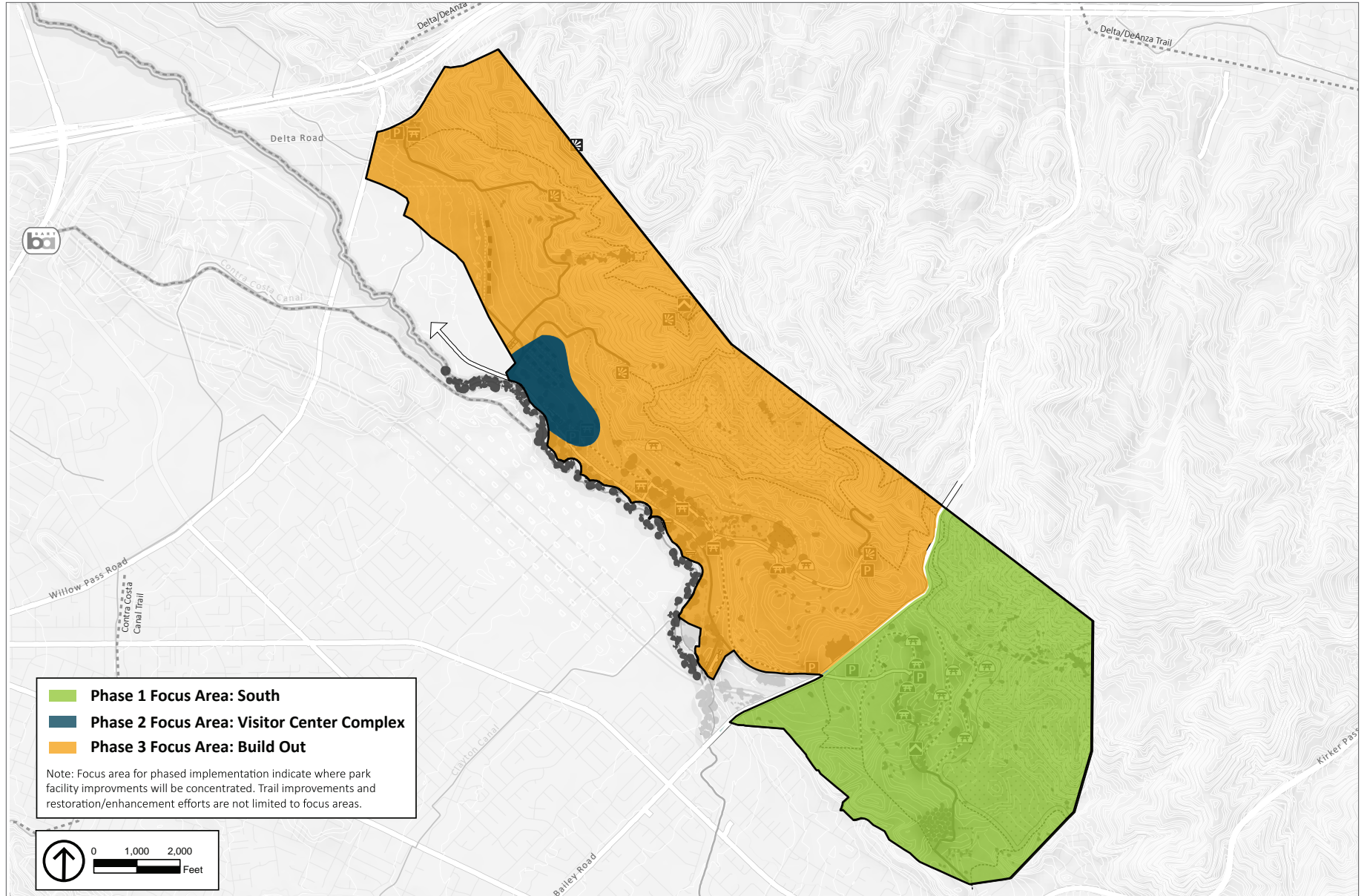
Development of the proposed Regional Park would be implemented over the following four phases:

- **Land Bank Status** would begin at conveyance and would include restoration and management activities to preserve and protect the site. This phase would not include public access.
- **Phase 1 Focus Area: South of Bailey Road** would include all of the Regional Park facilities south of Bailey Road. Priority development in this phase would include the trails, staging, picnic areas, and interpretation elements. The Regional Park would be open to the public once these elements are developed. The campground and community orchard would also be implemented during Phase 1 but may follow opening the Regional Park to the public.
- **Phase 2 Focus Area: Visitor Center Complex** would focus on the core of the area north of Bailey Road, including the Visitor Center and associated structures and amenities. This phase would focus on providing public access to the central elements of the Regional Park. This phase would include the implementation of the War and Peace Interpretive Magazine Loop and limited trail development connecting to the Visitor Center. During Phase 2, vehicular access may be temporarily allowed along Kinne Boulevard between Bailey Road and the Visitor Center if other access routes are not yet available through the CNWS Reuse Area outside of the Regional Park.
- **Phase 3 Focus Area: Buildout** would complete the Regional Park vision and would include operational facilities to support the District's maintenance of the Regional Park and nearby facilities.

3.7 VISITOR ESTIMATES AND EVENTS

Based on annual visits at similar District parks and at nearby National Park Service sites, the specific amenities included in the proposed project, and the amount of existing and proposed residential development surrounding the site, the District estimates that approximately 560,000 visitors will visit the proposed Regional Park annually at full buildout (anticipated in 2050). Approximately 1,000 visitors are expected on a typical weekday. Peak visitor usage would occur on weekends, with approximately 2,700 visitors expected on an average weekend day. An annual event would be held at the Visitor Center on the anniversary of the Port Chicago Naval Magazine explosion and is anticipated to draw approximately 1,000 visitors. Smaller events would be held approximately quarterly, with approximately 300 visitors expected per event.

PROJECT DESCRIPTION



Source: PlaceWorks, 2018.

Figure 3-10
Proposed Phasing

PROJECT DESCRIPTION

TABLE 3-2 PROPOSED PHASING

Phase	Description
Land Bank Status	
Initiate restoration, enhancement, and management activities	<ul style="list-style-type: none"> ▪ Make safety and security upgrades in preparation of park opening to the public. ▪ Restoration/enhancement efforts identified in LTMP as funding becomes available. ▪ Patrol site and manage public entry.
Naturalist-led Tours	<ul style="list-style-type: none"> ▪ Park remains closed but open to the public by arranging a tour with a District naturalist.
Phase 1 Focus Area: South of Bailey Road (0-10 Years)	
1A: Trails and Staging	<ul style="list-style-type: none"> ▪ Open South Park Road, refurbish existing vehicular roadway. ▪ Construct Bailey Road Staging Area (South). ▪ Convert existing roadway and rail lines to create trail loop. ▪ Increase tree planting around magazine picnic area and near staging. ▪ Create pedestrian entrances to neighborhoods south of the park.
1B: Picnic Areas and Interpretation	<ul style="list-style-type: none"> ▪ Construct CNWS Rails Staging Area. ▪ Convert existing roadway and rail lines to complete trails south of Bailey Road. ▪ Renovate three magazine picnic areas with parking and five magazine picnic areas without parking. ▪ Implement rail and grassland ecology interpretation elements.
1C: Rancho Monte Group Campground and Community Orchard	<ul style="list-style-type: none"> ▪ Construct Rancho Monte Group Campground along Orchard Camp Road (maintenance road), including vault restroom and potable water supply. ▪ Establish community orchard.
Phase 2 Focus Area: Visitor Center Complex (10-15 years)	
2A: Concord Hills Regional Park and Port Chicago Naval Magazine National Memorial Visitor Center Complex (Visitor Center)	<ul style="list-style-type: none"> ▪ Establish public vehicular access road to the Visitor Center (interim access may be from Bailey Road). ▪ Rehabilitate Building 1A-24 as a joint visitor center for East Bay Regional Park District and National Parks Service. ▪ Relocate cattle corral. ▪ Construct outdoor exhibit area. ▪ Construct main parking area. ▪ Construct picnic and group picnic areas around the Joint Visitor Center.
2B: Associated Structures and Amenities	<ul style="list-style-type: none"> ▪ Construct new multi-purpose room. ▪ Construct new archive building with associated parking.
2C: War and Peace Interpretive Magazines Loop	<ul style="list-style-type: none"> ▪ Construct Magazine Loop Trail from Joint Visitor Center to War and Peace Interpretive Magazines with 13 renovated magazines. ▪ Implement interpretation program with community partners.
2D: Initial Park Trails	<ul style="list-style-type: none"> ▪ Construct Bailey Road Staging Area (North). ▪ Convert rail line to hiking trail from Bailey Road Staging Area (North) to Joint Visitor Center. ▪ Construct limited hillside trails.
Phase 3 Focus Area: Build Out (15-50 years)	
3A: Cistern Area	<ul style="list-style-type: none"> ▪ Open Cistern Loop Road and a portion of Oak Savannah Road (vehicular roads) to picnic areas in the Cistern Area. ▪ Convert rail line to trail from Joint Visitor Center to the Cistern Area. ▪ Renovate one magazine picnic area with parking and two magazine picnic areas without parking.

PROJECT DESCRIPTION

TABLE 3-2 PROPOSED PHASING

Phase	Description
	<ul style="list-style-type: none"> ▪ Construct three new picnic areas with parking along Oak Savannah Road and Cistern Loop Road. ▪ Convert existing road to Cistern Pond Loop Trail (paved multi-use trail). ▪ Implement interpretation program of cultural history of cistern and natural history of riparian species. ▪ Renovate two magazines as outdoor education classrooms with shade.
3B: Trail Expansion	<ul style="list-style-type: none"> ▪ Construct Los Medanos Ridge Trail using existing road network and new trail alignments as needed. ▪ Complete trail connections to Joint Visitor Center.
3C: Delta de Anza Staging and Magazine Passage Area	<ul style="list-style-type: none"> ▪ Construct Delta De Anza Staging Area and picnic sites. ▪ Convert existing road to Magazine Passage Trail (paved multi-use trail). ▪ Renovate six magazines to ensure public safety but prevent the public from entering.
3D: Open All Park Trails	<ul style="list-style-type: none"> ▪ Complete the proposed trail network. ▪ Create passing above or below Bailey Road. ▪ Create overlooks at key vista points with interpretive elements.
3E: Port Chicago Overlook	<ul style="list-style-type: none"> ▪ Construct Port Chicago Overlook and remembrance space. ▪ Open Port Chicago Connector Trail and Middle Ridge Road (maintenance road).
3F: Mount Diablo Creek Connections	<ul style="list-style-type: none"> ▪ Construct pedestrian and bike connections to Mount Diablo Creek Trail. ▪ Construct amenities along Mount Diablo Creek trail.
3G: Eagle's Nest Backcountry Campsite	<ul style="list-style-type: none"> ▪ Construct Eagle's Nest Backcountry Campsite along the Los Medanos Ridge Trail.
3H: The Diablo Center	<ul style="list-style-type: none"> ▪ Rehabilitate Building 97 as the Diablo Center (environmental education and event space). ▪ Open Oak Savannah Road (vehicular road) to the Diablo Center. ▪ Establish shuttle program for events.
3I: Corp Yard and Native Plant Nursery	<ul style="list-style-type: none"> ▪ Rehabilitate the Southeastern Complex as a District Corp Yard. ▪ Construct a native plant nursery.
3J: Park Residence	<ul style="list-style-type: none"> ▪ Construct park residence near the Port Chicago Overlook.

Source: East Bay Regional Park District, 2018, Public Review Draft Concord Hills Regional Park Land Use Plan.

While the majority of visitors would be expected to arrive by car, some visitors, especially those from adjoining residential neighborhoods, would arrive by bike or by walking. Table 3-3 shows how visitors are projected to arrive. Based on use patterns at existing regional parks with similar surroundings, the District anticipates that 20 percent, and ultimately as many as 50 percent, of visits would arrive on foot or on bikes. However, for the purposes of the analysis in this EIR, it is assumed that 10 percent of trips at full buildout are expected to arrive via transit or on bikes or on foot.

PROJECT DESCRIPTION

TABLE 3-3 TOTAL PROJECTED VISITORS PER DAY BY MODE (TYPICAL DAY AT FULL BUILDOUT, 2050)

Mode	Typical Weekday Visitors	Typical Weekend Visitors
Auto	1,018	2,450
Bike or Walk	107	266
Total Trips	1,125	2,716

Note: These totals include staff trips.
 Source: PlaceWorks, 2018.

3.8 REQUIRED PERMITS AND APPROVALS

The District is the lead agency and is responsible for park development and operations. Since the project site is located within the City of Concord, this section identifies City permits and regulations.

Permits and approvals that would be required for the project include those listed below. Under CEQA Guidelines Sections 15096 and 15381, “Responsible Agencies” include all public agencies other than the Lead Agency which have discretionary approval over the project. Agencies that would be consulted through the approvals process are also listed below.

East Bay Regional Park District (Lead Agency)

- Land Use Plan Approval
- EIR Certification

Responsible Agencies

- City of Concord:
 - Grading permits
 - Building permits
 - Permits for connections to City utilities
 - Plan review for connections to adjacent roadways
- Contra Costa County Fire Protection District:
 - Plan review
 - Occupancy permits

Consulting Agencies

- California Department of Fish and Wildlife:
 - Consultation
- US Fish and Wildlife Service:
 - Consultation