City of Brentwood

General Plan

Updated to reflect Amendments through November, 2012

ACKNOWLEDGEMENTS

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A special thank you to all of the Community Workshop and Working Group Meeting participants!

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PREAMBLE

Brentwood is a very special place. It is blessed with a rich sense of history, distinctive charm and great beauty. The largely undeveloped hills surrounding Brentwood create a rural setting and add to the small-town feeling of the community. This small-town feeling is difficult to define, but it is a major reason that many people select Brentwood as their home.

Some of the elements of this small-town character are the quaint ambiance of the "Downtown," the semi-rural quality of many of our neighbors, the agricultural "feel" of open pasture land and crops that affect our senses, the many mature trees, and an interested, active populace. The preservation of this character is of paramount importance to City residents.

The recent development of business and employment centers in nearby communities and the desirability of Brentwood living have created the demand for additional housing and commercial services within our City. It will continue to place a burden on the existing roads, utilities, public services and quality of life.

The purpose of this General Plan is to meet the challenge of accommodating responsible growth while enhancing our small-town flavor. Hopefully, this Plan will insure that by the year 2010 our goals will be met.

Various elements of this General Plan have been updated as follows and are included in this document:

Chapter II	Housing Element	2012
Chapter II	Growth Management Element	2001
Chapter II	Land Use Element	2001
Chapter III	Circulation Element	2001

CITY COUNCIL RESOLUTION NO. 93-64

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRENTWOOD ADOPTING A NEW CITY GENERAL PLAN COVERING THE PERIOD OF 1993-2010.

WHEREAS, Section 65300 of the Government Code of the State of California mandates that cities prepare and adopt a comprehensive, long term General Plan for the physical development of the City, and of any land outside it's boundaries which in the planning agency's judgment bears relation to its planning; and

WHEREAS, the City of Brentwood adopted its first General Plan in February, 1966 and subsequently undertook four major General Plan Revisions and adopted the most recent General Plan in September, 1983; and

WHEREAS, the City Council of the City of Brentwood recognizes that a new General Plan is necessary to replace the existing 1983 General Plan and provide guidance to citizens, developers, decision-makers and staff to guide future growth and development within the City for the period of the General Plan; and

WHEREAS, the City, its staff and consultants initiated this comprehensive review beginning in January, 1990 and involved the community in the process through personal interviews with property owners, farmers, developers and citizens, meetings with the General Plan Advisory Committee, workshops, public forums, joint City Council and Planning Commission study sessions and the public hearing process, in order to reflect to the greatest extent possible current community goals and values; and

WHEREAS, the proposed General Plan consists of four optional elements and the mandated elements required by Section 65302 of the Government Code of the State of California; and

WHEREAS, the Planning Commission conducted public hearings on December 15, 1992 and April 20, 1993, as to the adequacy of the draft EIR and adopted Resolution No. 93-80 on April 20, 1993, recommending to the City Council certification of the Final EIR; and

WHEREAS, the Planning Commission conducted public hearings on the draft General Plan on March 16, 1993 and April 20, 1993, and adopted Resolution No. 93-81 on April 20, 1993, recommending to the City Council adoption of the Brentwood General Plan 1993-2010; and

WHEREAS, the Planning Commission conducted a public hearing on the draft Housing element and adopted Resolution No. 93-33 on June 1, 1993, recommending that the draft Housing Element be incorporated into the draft General Plan 1993-2010; and

WHEREAS, the City Council conducted public hearings on May 12, 1993 and June 8, 1993, for the purpose of receiving public testimony in regard to the Brentwood General Plan 1993-2010; and

WHEREAS, the City Council has reviewed the Final EIR consisting of the draft EIR, Response to Comments, all Technical Memoranda, all public Testimony and the recommendations of the Planning Commission, and determined that the Final EIR for the

Brentwood General Plan 1993-2010 was adequate in accordance with CEQA (Resolution No. 93-53).

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Brentwood finds and determines that:

1. City Council Resolution No. 83-56 adopting the 1983 City General Plan is hereby repealed.

2. City Council Resolutions No. 83-26 and No. 91-139 adopting the two previous Housing Elements are hereby repealed.

3. The City Council accepts and approves all changes to the draft General Plan 1993-2010 as recommended by the Planning Commission.

4. The draft Housing Element, including the findings specified by HCD in it's letter dated May 27, 1993, is hereby incorporated into the draft General Plan.

5. Changes to the land use may of the Brentwood General Plan 1993-2010 will not be entertained for a period of twelve (12) months from the date of its adoption except for the following exemptions:

    a. Projects involving ten or fewer dwelling units located in redevelopment project areas.
    b. Senior citizen housing.

    c. Affordable housing projects necessary to implement the City's Housing Element.

6. The Brentwood General Plan 1993-2010 is an adequate document which designates and establishes the City of Brentwood's goals, policies and actions which are intended to guide growth and development within the City during the period of the Plan.

PASSED by the City Council of the City of Brentwood at its regular meeting of June 8, 1993 by the following vote:

AYES: Councilmembers Guise, Doheney, Hill, Gottfried, & Mayor Gonzales
NOES: None
ABSENT: None

APPROVED:

//s//
ARTHUR GONZALES, MAYOR

ATTEST:

//s//
VILMA STREULI, CITY CLERK

ORDINANCE NO. 695

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BRENTWOOD APPROVING CERTIFICATION OF THE GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT, ADOPTION OF AN AMENDMENT OF THE GENERAL PLAN LAND USE, CIRCULATION, AND GROWTH MANAGEMENT ELEMENTS, AND APPROVAL OF ASSOCIATED ZONE CHANGES

WHEREAS, Section 65300 of the Government Code of the State of California requires every planning agency to prepare and adopt a comprehensive, long-term general plan for the physical development of the City, and any land outside it's boundaries which in the planning agency's judgment bears relation to its planning; and

WHEREAS, the City Council initiated a General Plan Update (GPU) of the Land Use, Circulation, and Growth Management Elements to reduce the ultimate population, increase job generation and maintain and enhance the quality of life in Brentwood; and

WHEREAS, the City utilized a proactive public participation process for the GPU, which has been recognized by the Governor's Office of Planning & Research as "outstanding." The GPU began with four community visioning workshops attended by hundreds of citizens, and a 400-person telephone survey to ensure that Brentwood residents contributed their ideas for the City's future. The workshops and survey sought out opinions on growth and development, transportation, housing, infrastructure, and provision of services. The workshops were very well attended because the City utilized a combination of approaches to alert the public. The City newsletter carried GPU articles to every resident, several times. A multiple page GPU flyer went into our local newspaper, mailed to every resident and business. Notices were sent home with every school child, and ran on cable TV. Flyers were posted in storefronts throughout the City, and information on the City's web-site kept the public informed. The City also sent out notices to all property owners within its planning area, on three separate occasions. Over 30,000 notices were mailed out to property owners; and

WHEREAS, the GPU Working Group, made up of 21 local citizens, including the Planning Commission and City Council, held 25 meetings over a two year period to review all the public input from the workshops and phone survey. This Group worked with staff and consultants to prepare the draft General Plan Update. The Working Group developed 27 General Plan Principles, and 4 Population Study Points, consisting of alternatives for Brentwood's future growth. Each Study Point had it's own land use pattern map, population size, and number of jobs. The Study Points were presented to the public and the Working Group in a March 2000 Land Use Options Workbook (which is incorporated into this Resolution by reference). The Study Points were compared to each other in terms of jobs/housing balance, schools, parks, traffic, open space and financial impacts, in a series of charts in the Workbook; and

WHEREAS, the City received over 100 requests from property owners to change their land use designations. Each one was painstakingly analyzed, mapped and presented to the Working Group. This process of reviewing land use requests added an unanticipated 8 months, and many extra public meetings to the GPU process; and

WHEREAS, after considering all land use requests, the Working Group selected the Preferred Alternative with a population of approximately 75,000, and which increases the jobs/housing balance to 1.5 jobs per household, which is the goal recommended by economists and planners; and

WHEREAS, on July 23, 2001, the GPU Working Group recommended adoption of the General Plan Amendment to the Planning Commission and City Council; and

WHEREAS, a Draft Environmental Impact Report (DEIR) for the General Plan Amendment was prepared for the project pursuant to the California Environmental Quality Act (CEQA); and

WHEREAS, the DEIR was circulated for public review and comment, pursuant to CEQA; and

WHEREAS, all comments received, and responses to those comments have been incorporated into the DEIR; so that it now constitutes the Final EIR (FEIR) for the General Plan Amendment; and

WHEREAS, on September 24, 2001, the Planning Commission conducted a duly noticed public hearing, reviewed the project, reviewed all documents and information, considered the staff recommendation and public comment, and passed Resolution 01-74 recommending certification of the General Plan Update FEIR, adoption of an Amendment of the General Plan Land Use, Circulation, and Growth Management Elements, and approval of associated Zone Changes to the City Council; and

WHEREAS, a Notice of Public Hearing was legally advertised in the Ledger Dispatch on October 26, 2001, according to City policies and Government Code Section 65091; and

WHEREAS, the City Council held a public hearing on the FEIR Certification, the proposed General Plan Amendment, and Zone Changes on November 7 , 2001, for the purpose of reviewing the project, documents, all information, and the Planning Commission recommendation; and

WHEREAS, after close of the public hearing, the City Council considered all public comments received both before and during the public hearing, the presentation by City staff, the staff report, the recommendations, and all other pertinent documents and associated actions regarding the proposed GPU; and

WHEREAS, the City Council of the City of Brentwood makes the following findings associated with this project:

1. Adopts the recitals stated above.

2. The FEIR identifies the potentially significant environmental effects associated with this General Plan Amendment, which can feasibly be mitigated or avoided. Such effects and corresponding mitigation measures are identified in the FEIR, incorporated herein by reference. The Project mitigation measures and mitigation monitoring program are listed in the FEIR and other mitigation measures may be identified as the project is implemented with will further reduce the impacts identified.

3. Except as determined below, all significant environmental effects have been reduced to an acceptable level in that all such effects that can feasibly be avoided have been avoided or reduced to a level of insignificance.

4. The FEIR identified the following significant impacts on the environment that cannot be avoided or mitigated to a level of insignificance:

    a. The General Plan Update would conflict with the recently amended County Urban Limit Line (ULL) in some areas, due mostly to the ULL changes. However, 73% of the affected acreage has retained urban designations made in the 1993 General Plan, and this land was within the ULL until the recent change by the County.

b. The General Plan Update would result in additional vehicle trip generation over current levels, some of which would utilize Routes of Regional Significance outside Brentwood, although the Updated Plan results in an 11% reduction in daily traffic compared to the 1993 Plan.

c. Build out of the Plan could result in potentially significant cumulative demand for landfill due to unplanned additional demand from jurisdictions that utilize the same landfills as Brentwood.

d. Development associated with the Plan Update could place a significant demand on cumulative energy supplies. However, the Residential Growth Management Program energy criteria can help mitigate this to an insignificant level in Brentwood.

5. The City Council hereby adopts the following findings as its statement of overriding considerations:

a. Adoption of the General Plan Update will reduce the ultimate population from the 1993 adjusted estimate of 90,000, down 20% to approximately 75,000; and increase job creation by approximately 40%, from approximately 30,000 jobs to approximately 43,000 jobs.

b. The General Plan Update will generate 11% less daily traffic than the 1993 Plan.

c. Findings from the traffic modeling done for the FEIR indicated traffic forecasts between east county and central county under the General Plan Update would decrease in the peak direction and increase in the non-peak direction relative to the 1993 Brentwood General Plan (see Table PR-4I-1). This shift is consistent with the fact that the General Plan Update assumes about a 40 percent increase in total employment and a 20 percent decrease in total population, compared to the 1993 Plan.

d. The lower population levels combined with a projected increase in local jobs under the Plan Update, result in fewer peak direction commuters on Vasco Road.

e. The General Plan Update would have a beneficial impact on Marsh Creek Road by reducing the number of daily vehicles using the corridor from 7,700 with the 1993 General Plan to 7,400 with the proposed General Plan Update.

f. Adoption of the General Plan Update is necessary to allow for future development within the Brentwood Planning Area while striving to preserve its existing identity and small town character.

g. Adoption of this Plan Update is necessary in order to plan for and encourage future economic and employment growth within the City, while providing adequate housing for all economic segments of the community within an acceptable commute distance.

h. Adoption of this Plan Update is necessary to ensure the timely development of a circulation system and other public facilities that will accommodate

growth as it occurs.

i. Adoption of this Plan Update is necessary to ensure the provision of the City's share of the regional housing needs allocation plan.

j. Three project alternatives to the proposed General Plan Update Land Use Element were analyzed and found to be infeasible or less desirable in that the same types of impacts would be created, to a greater or lesser degree, but without the attendant benefits to the provision of adequate housing, jobs, infrastructure, related services, and the need to preserve Brentwood's small town character.

k. This General Plan, has been drafted utilizing the principles of smart growth when possible, to incorporated job centers close to housing.

l. Adoption of the General Plan is a confirmation of the majority of desires of the citizens of Brentwood, whom have actively participated in surveys, meetings, Working Group meetings, and public hearings.

6. The City Council has considered the FEIR and certifies the FEIR as being adequate pursuant to CEQA.

7. The 2001 General Plan Update Text, Map Amendments, and Addendum incorporated herein by reference, are internally consistent with and implement the balance of the General Plan.

8. The associated Zone Changes are consistent with the General Plan Update and other applicable City plans, and are appropriate to the public interest, in that they will help implement the General Plan, and protect, maintain and enhance the built environment and economy of Brentwood.

NOW, THEREFORE, the City Council of the City of Brentwood ordains as follows:

1. The GPU FEIR is Certified for the project.

2. The 2001 General Plan Update Text, Map Amendments, and Addendum incorporated herein by reference, are adopted.

3. The associated Zone Changes as described in the chart and map incorporated herein by reference, titled GPU Associated Zone Changes, are approved.

4. Based on the October 23, 2001 actions of the City Council approving the Fairview Avenue/Lone Tree Realignment EIR, the City Council hereby adopts an Amendment to the General Plan Circulation Element to adopt Alternative 5 of that EIR as the preferred general alignment for this intersection and associated road network. As this was studied by the Planning Commission as part of the GPU process, and included with the EIR review of the Circulation Element Update, the City Council finds and determines that this change is not a substantial change to the GPU as recommended for approval by the Planning Commission on September 24, 2001.

5. This Ordinance shall take effect and be in force thirty (30) days following its adoption and, prior to the expiration of fifteen (15) days after its adoption, it shall be published once with the names of the council members voting for and against it in a newspaper of general circulation,

available in the City of Brentwood.

6. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of a court of competent jurisdiction, the holding shall not affect the validity or enforceability of the remaining provisions, and the council declares that it would have adopted each provision of this ordinance irrespective of the validity of any other provision.

7. Any judicial review of this Ordinance shall be by writ of mandate under Code of Civil Procedure 1085. Any action or proceeding seeking to attack, review, set aside, void or annul this ordinance shall be commenced within 90 days after the adoption of this Ordinance.

8. This Ordinance shall be published in accordance with Government Code Section 36933 by either posting or publishing the ordinance in accordance with that law. Further, the City Clerk is directed to cause Section 2 of this Ordinance to be entered in the Brentwood Municipal Code.

9. In accordance with Government Code Section 65863.5, upon the effective date of this Ordinance, a copy shall be delivered to the County Assessor.

THIS ORDINANCE was introduced with first reading waived at a special meeting of the Brentwood City Council on the 7th day of November, 2001, and adopted at a regular meeting of the Brentwood City Council the 27th day of November, 2001 by the following vote:

AYES: Councilmembers Beckstrand, Gomes, Hill, Petrovich, Mayor McPoland
NOES: None
ABSTAIN: None
ABSENT: None

Michael A. McPoland, Sr.,
Mayor

ATTEST:

Karen Diaz, CMC
City Clerk

APPROVED AS TO FORM:

Dennis Beougher
City Attorney

Addendum:
Changes to the City of Brentwood Draft General Plan

1. Add the following streets to the Roadways Map and Land Use Map: Eureka Avenue, Payne Avenue, Dainty Avenue, the northern portion of Minnesota Avenue, Apricot Way from Empire Avenue to Fairview Avenue, Concord Avenue, Chestnut Avenue, extension of Sunset Road *(This change is reflected on the revised Land Use Map)*
2. Show Walnut Boulevard as a major arterial north of the Bypass and as a collector south of the Bypass *(This change is reflected on the revised Land Use Map)*
3. Ensure consistency of the Planning Area Boundaries on the Roadways map and on the Land Use Map *(This is reflected on the revised Roadways map and on the revised Land Use Map)*
4. Change/update the location of the High School/Elementary School sites in the Northwest area, based on consultation with the school districts *(This is reflected on the revised Land Use Map)*
5. Review all of the school locations with the school districts, and reflect the most updated future school sites on the Land Use Map *(These sites are reflected on the revised Land Use Map)*
6. Update the acreage and land use mix for SPA B (Acreage has been changed to 112 acres) to reflect the latest City action. The land use mix for SPA B is as follows:

- Medium Density Residential - 32 Acres
- General Commercial - 33 Acres
- Business Park - 47 Acres

7. Add an action item in the Circulation Element to update the noise contours and noise data as follows:

Add the following Action Program to Policy 3.1 of the Circulation Element (Chapter III, Page 22):

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
3.1.5 Noise: Ensure that the noise information in other elements of the General Plan remains consistent with this Circulation Element.	City of Brentwood Engineering and Community Development Departments	Adopt any necessary amendments within 18 months of General Plan Adoption	• Update of Noise Element (22)

In addition to this Action Program, add the following paragraph to the Summary of Implementation Mechanisms of the Circulation Element (Chapter III, Page 26):

22. Update of Noise Element. Consolidate the noise information from the 2001 General Plan update and its Environmental Impact Report, conduct any necessary additional analysis, and update the Noise Element, as required.

8. Reflect the adoption and content of the Residential Growth Management Program in the text of the Growth Management Element as follows:

Insert the following paragraph before the last paragraph of the Setting section of the Growth Management Element (Chapter II, Page 2):

The City's commitment to growth management also is illustrated by the enactment of a Residential Growth Management Program (RGMP) in July 2001. The RGMP establishes a residential growth allocation system that ensures that growth is orderly and efficient, while simultaneously meeting the City's appropriate share of the regional need for housing.

Add the following to Policy 1.1 of the Growth Management Element (Chapter II, Page 6):

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.1.9 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate municipal services.	City of Brentwood Community Development Department	Ongoing	• Residential Growth Management Program (21)

Add the following to Policy 1.2 of the Growth Management Element (Chapter II, Page 7):

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.2.6 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate school services.	City of Brentwood Community Development Department	Ongoing	• Residential Growth Management Program (21)

Add the following to Policy 1.3 of the Growth Management Element (Chapter II, Page 9):

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.3.10 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate parks.	City of Brentwood Community Development Department	Ongoing	• Residential Growth Management Program (21)

Add the following to Policy 1.4 of the Growth Management Element (Chapter II, Page 11):

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.4.9 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate public safety services.	City of Brentwood Community Development Department	Ongoing	• Residential Growth Management Program (21)

Add the following to Policy 1.5 of the Growth Management Element (Chapter II, Page 14):

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.5.7 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate transportation services.	City of Brentwood Community Development Department	Ongoing	• Residential Growth Management Program (21)

Make the following additional changes to the Goals and Policies section of the Growth Management Element (Chapter II, Page 4 through Chapter II, Page 18): In the Implementation Mechanism column, change "Sewer Master Plan (21)" to "Sewer Master Plan (22)" and change "Specific Plans (22)" to "Specific Plans (23)"

Add the following paragraph to the Summary of Implementation Mechanisms of the Growth Management Element (Chapter II, Page 21):

21. **Residential Growth Management Program**. The Residential Growth Management Program (RGMP) provides for the orderly residential development of the City. Implementation of this program will result in a better linkage between rates of growth and the provision of infrastructure and services.

Make the following changes to the Summary of Implementation Mechanisms of the Growth Management Element (Chapter II, Page 21): Change "21. Sewer Master Plan" to "22. Sewer Master Plan" and change "22. Specific Plans" to "23 Specific Plans"

9. Amend Growth Management Policy 1.5, Traffic Service Standards (the last sentence on Chapter II, Page 12): No project shall cause the level of service standards specified above to be exceeded unless a Finding of Special Circumstances is made by the City ~~and the Contra Costa Transportation Authority~~.

10. Amend Growth Management Action Program 1.6.2, Concurrent Infrastructure (Chapter II, Page 15): The City will ensure that final development approvals (tentative maps, final maps, building permits, occupancy permits) are not issued unless the City is assured that adequate infrastructure (wastewater, water, flood control, parks, trails, police, fire, emergency services,

and public utilities ~~and roadways~~) is in place or will be in place concurrent with the need for such infrastructure. Policy 1.5 addresses adequacy of roadways.

11. Look at the General Commercial/Regional Commercial designation, and update the definitions to make them more flexible, change the following description of the Regional Commercial (RC) land-use category in the Land Use Element as follows (Chapter I, Page 9): ". . . State Route 4 bypass on large development sites ~~over twenty (20) acres~~."

12. Confirm the floating fire station locations with the Fire District. The fire station sites were discussed and confirmed with the Fire District, and these locations were included in the latest (Sept. 2001 Draft) Land Use Map.

13. Clarify the "floating locations" for future parks, schools and fire stations on the Land Use Map and in the text (explain that they are representations of general future, and are not tied to any specific parcels at this point) *(This is reflected on the revised Land Use Map)*

14. Add arrows, where applicable, to the Roadways Map, to indicate the continuation of roads, including Sunset and Balfour eastbound *(This is reflected on the revised Roadways Map and the revised Land Use Map)*

15. Delete the westbound arrow on Balfour *(This is reflected on the revised Roadways Map and the revised Land Use Map)*

16. Update the Land Use Map to accommodate landowner requests 2A (Reorganization of commercial/office uses in SPA E), 2B (3.7 acres of HDR development for senior housing in SPA E), and 2C (HDR and General Commercial for parcels west of the Bypass and north of Balfour Road) *(This is reflected on the revised Roadways Map and the revised Land Use Map)*

17. Renumber the chapters, figures and tables in the General Plan updated elements to be compatible with the other existing plan elements *(This item will be completed before the final plan is printed)*

18. Update the Planning Area Map to show the extension of the Planning Boundary to Bixler Road *(This is reflected on the revised Planning Area Map)*

19. Amend Circulation Goal 3, Livability (Introduction, Page 9 and Chapter III, Page 21): A transportation system, including safe and adequate streets, trails, signals, sidewalks, pathways, curbs, gutters, streetlights, transit amenities, and signage that maintains and enhances the livability of the City.

20. Amend the Circulation Element text (Public Transit and Park and Ride Facilities, Chapter III, Page 4) as follows:

In addition, ~~BART~~ express bus service is provided by Tri Delta Transit, connecting Brentwood to the ~~Concord~~ Pittsburg/Bay Point BART station. This service also passes through Pittsburg, Antioch and Oakley. Tri Delta Transit also provides express bus service to Lawrence Livermore Laboratory and to Hacienda Business Park in Pleasanton.

~~Brentwood~~ BART has established and owns one park and ride location on the northeast corner of Walnut Boulevard and Dainty Avenue. This lot is currently underutilized. The lot can be used for ~~BART~~ Tri Delta Transit express bus service users, local bus users, and private carpools.

21. Delete inconsistency in Land Use Element, Special Planning Area text, Chapter I, Page 15, first full paragraph after Section D: ~~At the discretion of the City,~~ Specific Plans or Planned

Development Zoning will be required . . .

22. Land Use Element, Special Planning Area text, Chapter I, Page 16, add new last paragraph: In case of a difference in the land use text description of a SPA, and the Land Use Map, the SPA description will take precedence, unless otherwise determined by the City.

23. Land Use Element, Special Planning Area text, Chapter I, Page 40, SPA P, third paragraph, mid paragraph: The southerly 30 – 40 acres is designated for either all office, or retail, or a combination of office, retail and residential allowing up to 475 units of very high density housing; subject to the housing being planned as a single, whole project.

24. Many years ago, five lots on the east side of Berry Lane, just north of Broderick Drive were developed with legal, nonconforming uses (duplexes on the northerly two lots and 4-plexes on the southerly three lots), although the zoning is R-1, single family residential, and the land use is low density residential.

    In order to correct this situation, and enable the property owners to rebuild the existing uses in the case of destruction by fire, earthquake or other natural causes, staff is recommending that the land use on these five lots be changed to high density residential (H), and that the zoning be changed from R-1 to a Planned Development for a maximum of 16 total units on the entire 5 lots. Due to the small size of the individual lots, the high density designation is necessary. The PD zoning will enable the respective property owners to rebuild the site as it exists today in the event of a "calamity," and yet insure to the surrounding residents that no more than 16 units could occupy the area, unless of course the existing or future property owners apply for a general plan amendment and rezoning. This area is reflected in the Associated Zone change map as #60.

25. The property owner of this 3.07 acre parcel has asked for consideration to change the land use and zoning designation to commercial due to the nature of the use on the adjacent 3.07 acre parcel to the north. The easterly one-third of his property (adjacent to Brentwood Blvd.) is currently zoned C-1, neighborhood commercial which is consistent with the existing and proposed land use and with the adjacent properties to the south along Brentwood Blvd. The westerly two-thirds of the parcel is designated as very low density residential in the general plan update, with a recommendation to change the existing zoning from R-1-6 to R-1-E, in order to implement the new land use designation.

    The property owner would like to develop his property but states that with the adjacent auto wrecking yard along his northerly boundary (which is not visible from Brentwood Blvd.) there is no one in their "right mind" that would attempt to build residential. The owner feels that the development costs in "cleaning up" the auto yard site precludes its re-development for many years which puts him in a bind as far as developing his property or selling it for development at this time. Thus he is asking for this change in land use/zoning.

    Staff somewhat agrees with the property owner, but would prefer to see a C-1, Neighborhood Commercial Zoning designation rather than a General Commercial (C-3) designation on the property. This reasoning is based more upon taking into consideration the adjacent very low density residential to the west and south of the owners parcel, than in the existing use to the

north of his site. This parcel is designated as #61 on the Associated Zone change map.

26. Land Use Element, SPA text, Chapter I, Page 25, SPA E, second paragraph: ~~Approximately 300 homes have been approved and are under construction in the southwest portion of the SPA.~~ The ~~balance of the~~ SPA is currently vacant with no buildings but has been recently used for grazing, and has numerous abandoned oil and gas wells.

27. Land Use Element, Special Planning Area text, Chapter I, Page 18, SPA A, second paragraph: Provide a mixed use business park <u>or retail</u> development consisting of primarily professional office, <u>and/or retail commercial</u> and limited light industrial uses with complementary commercial services. The office <u>and retail</u> land uses . . .

28. At the Mayor's request, three land use changes have been included in the November Draft Land Use Map. The first change relates to approximately 152 acres located south of Sunset Road and immediately west of Sellers Avenue. The existing General Plan designation is Urban Reserve and the requested designation is Low Density Residential. The change would result in approximately 454 additional dwelling units and add approximately 1,300 persons to the City's population. This request has been made to assist with the provision of infrastructure and accelerate future planned circulation improvements within the area. This change would not alter the conclusions of the environmental analysis for the General Plan Update. This area is outside the Urban Limit Line (ULL) and development will be subject to an ULL amendment and annexation.

The second change involves the residential use within the western portion of SPA E. The request is to change from Ranchette Estate to Low Density residential clustered on the acreage remaining, after 40% of the site is designated open space and parks, and 50 acres is set aside for regional commercial. The remaining acreage can be developed as Low Density Residential, with careful attention to protection of scenic hillsides that are to be left as open space to protect existing views. This change is requested to cluster homes within the flatter portion of the site and locate more residences in close proximity to the planned commercial uses on the north side of future Sand Creek Road. This change would not alter any of the conclusions in the environmental analysis for the General Plan Update.

The final change is the addition of a SPA overlay on the Ginochio property west of the City limits and north of Balfour Road to help ensure that any future development of the area is planned in a coordinated fashion. This change would not alter the conclusions of the environmental analysis for the General Plan Update. This area is also outside the ULL and any development will be subject to an ULL amendment and annexation. This change would be made via the inclusion of the following text within the General Plan:

"<u>Special Planning Area R</u>

<u>**Background:** SPA R, consisting of approximately 615 acres, is bounded by Deer Valley Road on the west, Antioch city limits on the north, Brentwood city limits and the Shadow Ridge development on the east, and Balfour Road on the south. This area is located in the western portion of the Planning Area and is currently outside the City's Sphere of Influence. No land use designation is included for this area as that would be premature, and due to the need for future land use planning, and environmental analysis of this land.</u>"

29. Ken Golden request (Labeled as Land Use Change 1) to change the land use and zoning on five developed parcels east of Berry Lane and north of Broderick Drive. The changes to high density residential and PD zoning will enable the existing structures to be rebuilt in their entirety in case of complete destruction.

30. Donald Holland request (Labeled as Land Use Change 2) to change approximately three acres from Low Density Residential to General Commercial General Plan designation and C-1 Zoning on property located on the west side of Brentwood Blvd., north of Lone Tree Way. The easterly third already has a commercial land use and zoning designation. This would change the land use and the zoning on the westerly two thirds to Commercial.

31. Donald Mederos request (Labeled as Land Use Change 3) relates to 1971 Lone Oak Road to honor a previous decision by the General Plan Working Group. His request brought to staff's attention an inadvertent change when the Land Use map was converted from color to black and white. Approximately 6.5 acres at the southwest corner of Lone Oak and Grant Street was designated Ranchette Estate instead of Very Low Density Residential which had been previously approved by the General Plan Working Group. The Land Use Map needed to be modified to reflect this oversight. The Zoning Map accurately reflects the correct designation. This action confirms the VLDR designation for this property.

32. Lucia Albers / Elizabeth Iannaccone request (Labeled as Land Use Change 4) relates to a one acre site at the southwest corner of Sand Creek Road and Highland Way. The site is located within SPA D and has a proposed designation of High Density Residential to reflect the existing PD-6 zoning for the area. The property owners are requesting a land use change to Professional Office with CO zoning to allow for development of a professional office building. This is a minor change and would further a major objective of the General Plan Update to improve the jobs/housing ratio within the City. The proposed office use would be across Highland Way from existing homes. With sensitive planning, office uses can be compatible with housing. The proposed change would result in a decrease of approximately 15 dwelling units or 40 persons from the buildout population.

33. Balfour Partners request (Labeled as Land Use Change 6) relates to the site at the southeast corner of Balfour Road and Fairview Avenue. Balfour Partners is requesting that the commercial portion be reduced so that approximately 10.16 acres of their vacant site be designated General Commercial and the eastern portion of the site (2.95 acres) remain Low Density residential. This request is shown on the proposed land use map. No change is needed.

34. The Lee Hancock property east of Anderson Lane, north of Sand Creek Road is changed from RE to L, and the two RE areas west of Anderson/O'Hara are also changed to L.

35. The UR areas west of Sellers and north of Chestnut, up to the L area which extends south of Sand Creek Road, are changed to SPA S, with a density range of 0-2 du/ac, midrange of 1 du/ac.

36. The Planning Area Boundary is amended to exclude the Centex project in the Discovery Bay area.

CITY COUNCIL RESOLUTION NO. 98-198

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRENTWOOD APPROVING GENERAL PLAN AMENDMENT 98-01 TO UPDATE THE CITY'S HOUSING ELEMENT AND MAKE ACCOMPANYING LAND USE ELEMENT AND MAP MODIFICATIONS.

WHEREAS, the State of California has mandated that Cities prepare, adopt and maintain a comprehensive Housing Element of their General Plan to be prepared in accordance with Section 65580 et seq. of the Government Code; and

WHEREAS, the City Council created a Housing Element Task Force to recommend an amendment to the Housing Element in response to community housing concerns; and

WHEREAS, the Task Force held seven publicly noticed meetings and have recommended modifications to the Housing Element and Land Use Element within the Draft Housing Element Update in accordance with the State mandated guidelines; and

WHEREAS, said Draft Housing Element Update has been submitted to the State of California Department of Housing and Community Development (HCD) for their mandated review; and

WHEREAS, HCD has notified the City on August 10, 1998, that the recommended Draft Housing Element Update is in compliance with State Housing Element Law; and

WHEREAS, the Brentwood Planning Commission has considered General Plan Amendment 98-1 consisting of an update to Housing Element of the General Plan and accompanying Land Use Element and Map modifications in accordance with the California Environmental Quality Act (CEQA) and has determined that there is no evidence that the Housing Element Update and accompanying land use modifications will require major revisions to the previously certified 1993 General Plan Environmental Impact Report (EIR) SCH #92063113 and that none of the conditions described in Section 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR have occurred; and

WHEREAS, the Brentwood Planning Commission has reviewed the General Plan Amendment 98-01 Housing Element Update EIR Addendum and certifies that the Addendum together with the General Plan EIR have been prepared in compliance with CEQA and adequately address the environmental impacts of the project; and

WHEREAS, the Planning Commission of the City of Brentwood has held a public hearing on November 4, 1998, considered all public testimony on the Draft Housing Element Update and accompanying Land Use Element and Map modifications and recommended approval to the City Council; and

WHEREAS, a duly noticed public hearing was advertised in the Ledger-Dispatch on October 23, 1998, and a notice was mailed to all affected property owners and those within 300 feet of the exterior boundaries of affected sites as required by City ordinance and Government Code Sec. 65090; and

WHEREAS, the Brentwood City Council has considered the Housing Element Update and accompanying Land Use Element and Map modifications in accordance with CEQA and the above mentioned environmental documents; and

WHEREAS, the Brentwood City Council held a public hearing on November 10, 1998 to consider public testimony on the Housing Element Update and accompanying Land Use Element and Map modifications.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Brentwood:

1. Certifies that the Housing Element Update EIR Addendum together with the General Plan EIR have been prepared in compliance with CEQA and adequately addresses the environmental impacts of the project; and

2. Finds that the Draft Housing Element Update (attached as Exhibit A) and accompanying Land Use Element and Map modifications (attached as Exhibit B) are consistent with and implement the General Plan; and

3. Finds that this General Plan Amendment is internally consistent with the General Plan; and

4. Finds that the Draft Housing Element Update and accompanying Land Use Element and Map modifications described in Exhibits A and B adequately address existing community concerns about the equitable distribution of housing for all income levels throughout the City and is hereby incorporated into the existing General Plan.

PASSED AND ACCEPTED by the City Council of the City of Brentwood at their regular meeting of November 10, 1998 by the following vote:

AYES: Councilmembers Petrovich, Kidd and Guise
NOES: Councilmember McPoland
ABSENT: Mayor Morrill

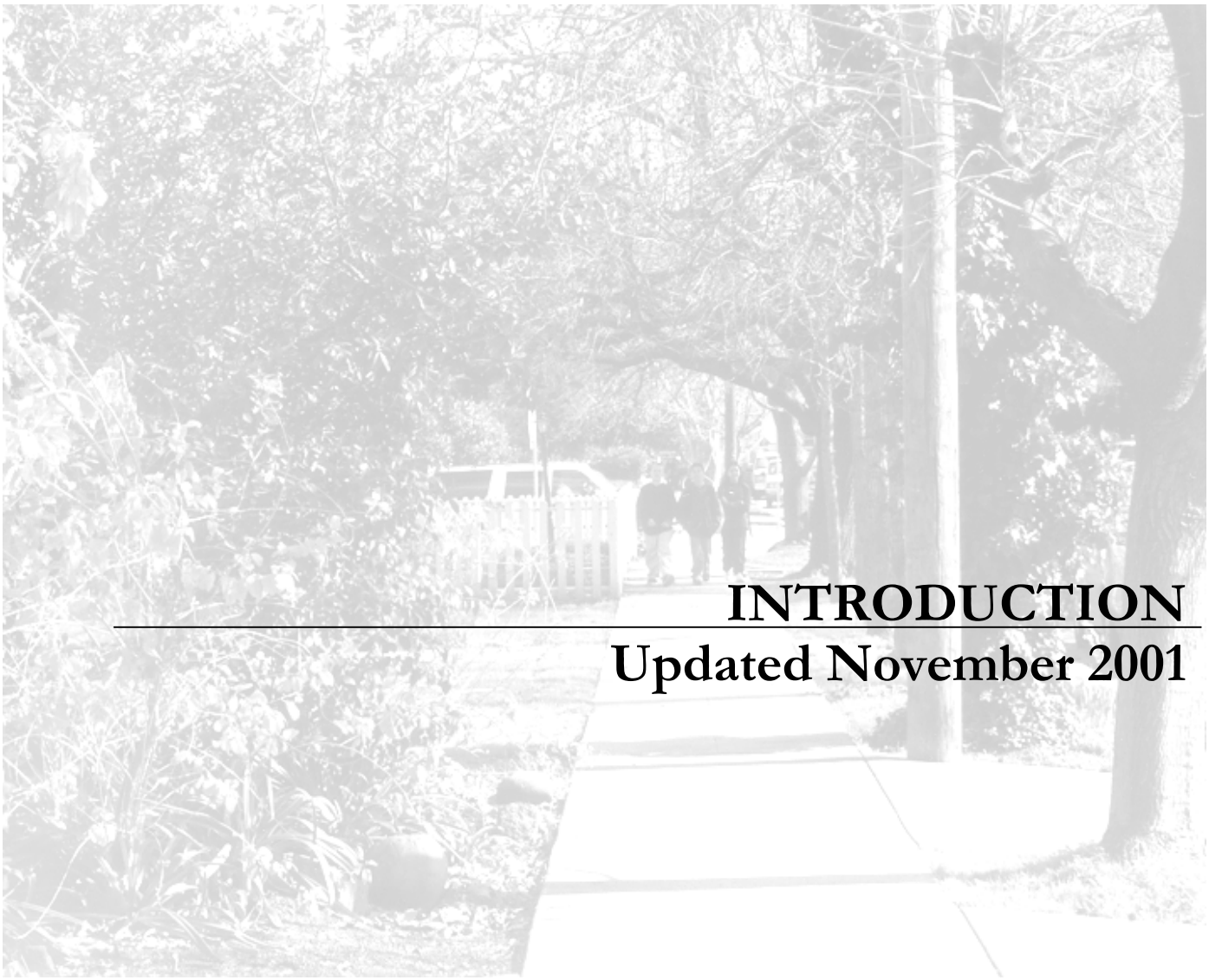
APPROVED:

Michael A. McPoland, Vice Mayor

Attest:

Donna J. Rogers, City Clerk

Attachments : Exhibit A - Public Hearing Draft Housing Element Update
Exhibit B - Land Use Element and Map Modifications



INTRODUCTION

Updated November 2001

INTRODUCTION

Purpose

This General Plan is the community's statement of fundamental values and a shared vision for future development of the City of Brentwood. Its purpose is to direct and coordinate future planning decisions and to guide physical changes to the City of Brentwood. It also describes the desired character and quality of development as well as the process for how development should proceed.

As the City faces the new millennium, it seeks to preserve its historical rural character and traditions, while rising to new opportunities and challenges. The General Plan is an important tool for protecting Brentwood's past and guiding its future development. The Plan encapsulates the current state of the City, and describes the City's vision for the year 2021.

VISION FOR BRENTWOOD IN THE YEAR 2021

In the year 2021, Brentwood is a dynamic, attractive community. Its single-family, residential character is complemented by a mix of other housing types, active shopping areas, and business and professional offices that take advantage of the City's work force and proximity to the regional transportation network. Brentwood is a place where people feel safe and value being active in the community. It is typical to see children walking home from school, people strolling their neighborhoods in the evenings, seniors exercising outdoors in the parks, and people bicycling during all times of the day.

Brentwood's shopping areas are clustered in the vibrant Downtown, along the State Route 4 Bypass interchanges, and in several smaller concentrated locations throughout the City. These areas encourage people to walk from store to store, have a cup of coffee at a sidewalk café, and meet friends. The stores provide a convenient shopping experience for the residents of Brentwood and surrounding communities, as well as people who work in the nearby offices. Specialty shops in Downtown and major retail stores near the Bypass attract people from throughout the region.

The City has a number of small to mid-sized office buildings, as well as larger business park sites, that house financial, consulting, telecommunications, computer and bio-technical companies. The offices are both attracted and supported by interesting retail and diverse stores and business services.

Brentwood's strategic location contributes significantly to its success. Brentwood has become a link between Central Valley counties and the Bay Area, serving as a regional hub for commerce in eastern Contra Costa County. Congestion has increased, but less than in other Bay Area communities because of increased opportunities for residents to work and live within relatively close distances.

Specific economic, social, environmental, and land use problems continue to arise as they do in any city. However, the City is better equipped to address these challenges due to its increased financial and civic strength.

These factors, combined with the City's strong vision for the future, allow Brentwood to take advantage of rapidly changing opportunities within the region while maintaining connections to its historic past.

City of Brentwood decision makers will use the Plan in considering land use and planning decisions. City staff will use the Plan on a day-to-day basis to administer and regulate land use and development activity. Residents can utilize the Plan to understand the City's approach to regulating development, protecting resources, and upholding community values.

The Brentwood General Plan responds to and derives its authority from the California Government Code. The Plan addresses the seven mandated elements required by Government Code Section 65302, and also includes four optional elements for the City of Brentwood, including a Growth Management element, which is required of all cities in Contra Costa County.

2001 General Plan Update Process

GP Update Objectives

The General Plan serves as the City of Brentwood's official blueprint for managing development and ensuring orderly growth. Since the City's last comprehensive General Plan revision in 1993, the City's population has more than doubled. In 1999, the City Council initiated a focused General Plan Update (GPU) of the City's Land Use, Circulation, and Growth Management Elements to plan for future growth and development.

The primary objective of the update process was a General Plan, which will reduce the City's ultimate population, create more high quality employment opportunities, and preserve and enhance Brentwood's quality of life.

Public Participation Process

To ensure a successful and inclusive General Plan Update, the City utilized a proactive public participation process, which has been recognized by the Governor's Office of Planning & Research as "outstanding." The public participation process included diverse components designed to reach all sectors of the community, including:

- Four community visioning workshops attended by hundreds of citizens. The workshops provided the community with a forum to discuss their vision for what Brentwood will be in the future, and were also an opportunity to gather public opinion on future growth and development, transportation, housing, infrastructure, and provision of services.
- Effective and creative methods of notifying the public about the planning process kept the public informed, and guaranteed high levels of participation. Outreach methods included a multiple page flyer in the local newspaper, posters in local storefronts, City newsletters delivered to every household, notices sent home with every school child, multiple notices delivered to every property owner within the

planning area, advertisements on cable television, and information on the City's web-site.

- A 400-person telephone survey was conducted to ensure that Brentwood residents contributed their ideas regarding planning for the City's future. The surveys addressed similar planning topics as were covered at the public workshops.

General Plan Working Group

An essential part of the General Plan Update process is the General Plan Working Group, which served as steering committee for the entire update. The Working Group was comprised of 21 local citizens and City officials, and represented diverse City interests and viewpoints. The Working Group met on a regular basis over the course of the planning process, and held 25 public meetings over a two-year period to review public input and to work on preparing the General Plan Update.

Throughout the planning process, the Working Group worked closely with City staff, consultants, and interested citizens to complete the draft General Plan Update. At the beginning of the process, the Working Group utilized information gathered at public workshops to develop 27 General Plan Principles, which illustrate Brentwood's vision for the future growth and development. The Working Group also used this data to create four Population Study Points; each one an alternative land use pattern for Brentwood's future growth.

Study Points

Each Study Point consists of a unique land use pattern (illustrated on a map), target population size, and number of jobs. The Study Points were presented to the public and to the Working Group in a March 2000 Land Use Options Workbook, and contain the following characteristics:

- Study Point 1 is the Pipeline Buildout/No Growth Alternative. The population for this alternative is approximately 40,000. To keep the population that low, almost all of North Brentwood would remain undeveloped, and few jobs would be created under this alternative.
- Study Point 2 maps out a 70,000 population. It retains low density housing and creates job centers along the Highway 4 Bypass. It also provides for Smart Growth development around the job centers and Downtown Brentwood.
- Study Point 3 is derived from the 1993 General Plan. According to this Study Point, the population would be approximately 90,000 at buildout.
- Study Point 4 increases the population to 120,000, by increasing densities and expanding areas of development in the City.

The Working Group and the community utilized a series of charts in the Workbook to compare the Study Points on the basis of jobs/housing balance, schools, parks, traffic, open space and fiscal impacts.

After additional analysis, work with City staff and consultants, community meetings and an intense round of public input, the Working Group settled on a variation of Study Point 2 as the Draft Preferred Alternative.

Land Use Requests

As part of the update process, the City received over 100 requests from property owners to change their land use designations. Each request was painstakingly analyzed, mapped and presented to the Working Group. This process of closely reviewing land use requests added extra time to the update schedule, as well as several additional Working Group meetings.

After considering all land use requests, the Working Group modified the Preferred Alternative to reach a population of approximately 76,000, and increased the jobs/housing balance to 1.6 jobs per household, which meets the goal recommended by economists and planners.

Policy Development, Plan and EIR Preparation

The Working Group next completed the framework of the General Plan Update with the creation of important goals, policies, and implementation mechanisms to guide land use, circulation and growth management. This was followed by preparation of an Environmental Impact Report, which is a very detailed, technical study required by State law, to determine the potential for any negative impacts and appropriate mitigation measures related to the General Plan Update.

Summary

The General Plan Update has achieved the City Council's original goals of preserving and enhancing Brentwood's quality of life, reducing ultimate population size, and increasing jobs in the City. Additionally, all residents and property owners in Brentwood had the opportunity to participate in the process, and the high rate of participation contributed greatly to the planning process, and the final product. The Governor's Office of Planning and Research has praised the City and the citizens of Brentwood for organizing a comprehensive, inclusionary public participation process. As a result of this process, the City of Brentwood's General Plan Update is a new blueprint for smart growth patterns and intelligent planning to guide future decision-making within the community.

Plan Adoption

Once adopted, the General Plan provides the policy basis for land use and other municipal decisions. The plan itself is not a regulation. For implementation, the Plan relies on tools such as the zoning ordinance, subdivision ordinance, design review and a variety of special purpose ordinances and programs. In accordance with California state law, the City's zoning ordinance and other implementation tools must be consistent with the General Plan.

Updating the General Plan

Periodically, California cities update their general plans to conform to changes in State law and other legal requirements, and to reflect changes in the land development patterns and public sentiments since the last plan was adopted. In addition, conditions and assumptions, which form the basis of any plan, may change due to fluctuations in population, the economy, development in surrounding cities, and other factors.

This Plan is an update and reorganization of the City of Brentwood's 1993 General Plan. The Land Use, Growth Management and Circulation elements are revised from the 1993 Plan, and minor changes have been made to the Community Design, Economic Development and Community Facilities elements in order to ensure consistency between all General Plan elements. These minor changes are outlined in errata sheets preceding the affected elements.

Since the preparation of the 1993 Plan, many changes have occurred both in the City of Brentwood and in the region. Large population growth and a lack of affordable housing within the inner Bay Area communities, for example, have increased demand for new development on the suburban fringe and in the rural communities surrounding the region. Development pressures in and around the City of Brentwood have resulted in annexations of areas in the southern, western, northwestern, central, and eastern portions of the City's Sphere of Influence.

This update will help ensure that Brentwood's General Plan remains a viable, effective tool for the next 20 years.

Contents

The General Plan is organized into three major policy areas: **Planning and Development, Public Facilities,** and **Resources and Hazards**. These sections are further subdivided into Elements.

Each policy area sets forth goals, policies, and implementation actions that form the core of the Plan. These goals, policies, and implementation actions are preceded by a discussion of related background information and forecasts.

Table 1 (General Plan Organization) summarizes the organization of the Plan. The Appendices contain a glossary of terms and a list of goals and objectives identified by the General Plan Working Group Committee.

TABLE 1
GENERAL PLAN ORGANIZATION

Brentwood General Plan Section	Defined Element	Page #	Mandated by State Law
Planning and Development	Land Use Housing Community Design Growth Management Economic Development	II. 1-1 II. 2-1 II. 3-1 II. 4-1 II. 5-1	Yes Yes No Yes (County Mandated) No
Public Facilities	Infrastructure Community Facilities Circulation	III. 1-1 III. 2-1 III. 3-1	No No Yes
Resources and Hazards	Conservation/ Open Space Safety Noise	IV. 1-1 IV. 2-1 IV. 3-1	Yes Yes Yes

Planning Context

Brentwood is located in eastern Contra Costa County on the eastern perimeter of the San Francisco Bay Area metropolitan area. Immediately beyond Brentwood to the south and east are rich farmlands and the famous Delta waterways. The City's location is approximately equidistant (50 miles) from San Francisco to the west and Sacramento to the northeast. Because of Brentwood's proximity to the job markets of the Bay Area, many of Brentwood's employed residents in 2000 commuted to jobs outside of the City.

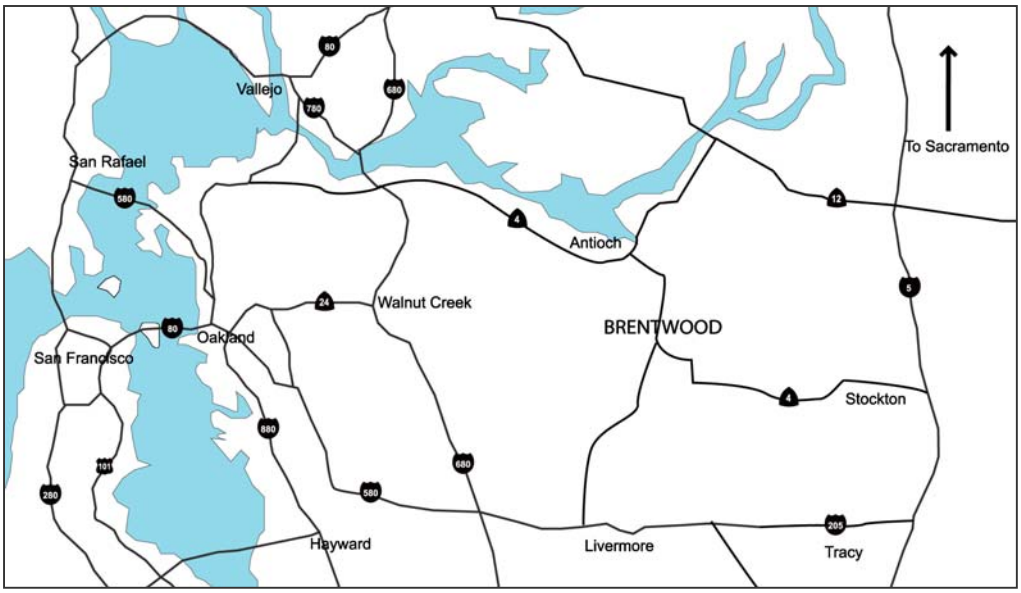


Figure 1: Regional Context

The Brentwood General Plan covers a 64 square mile Planning Area that includes the City of Brentwood and nearby lands in Contra Costa County. The County's General Plan and zoning designations regulate the land that is within Brentwood's planning area but outside of the City limits. However, State law requires the City to plan for areas outside of its immediate jurisdiction, if the areas have a direct relationship to its planning needs.

Brentwood's General Plan through the year 2020 was developed through a cooperative effort involving the City Council and Planning Commission, a Working Group Committee, City staff and their consultants, and interested citizens.

The Working Group Committee members were charged with reviewing planning issues, formulating a set of goals and policies, examining land use alternatives and considering individual land use requests.

Summary of Plan Goals

The Plan's goals, policies, and actions form the core of the document. By following these directives, Brentwood intends to shape the physical, social and economic character of the community for years to come. The system used to present goals, policies, action programs and implementation mechanisms is as follows:

GOAL 1: DEFINITION

Goals are general statements of value or aspirations held by the community. Because goal statements are general in nature, they tend to have broad community support and are not typically controversial.

Policy 1.1 Policies are more precise expressions about how a particular goal will be interpreted or implemented. A policy is not mandatory, but is directive in nature.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism (Numbers refer to descriptions of mechanisms, which follow table)
1.1.1 Action programs are activities the City takes to put the goals and policies into practice. Actions include existing City ordinances and procedures, as well as recommended amendments to existing ordinances and procedures, and recommendations for entirely new measures.	The Responsible Agency/ Department is the party with the primary responsibility for ensuring that the Action Program is completed.	Approximate schedule or timeline for when the Action Program will take place.	▪ Implementation mechanisms are the tools the City uses to put the goals, policies and actions programs into practice. These might include ongoing programs sponsored by the City; discrete, time-specific actions; or further planning actions.

The following is a summary of the goals, or core, of the General Plan. A brief explanation of each element's intent is provided along with the summary of goals.

Planning and Development

Land Use

The Land Use Element updated in 2001, establishes the type and location and density and intensity of activities, and describes the goals and policies that will guide Brentwood's future growth patterns to the year 2020. Development standards for each land use category are also included.

This element contains the following goals:

Goal 1: A diverse, self-sufficient community that offers a broad spectrum of job opportunities, housing types, community facilities and commercial services.

Goal 2: A high quality residential environment that positively contributes to the special, small-town atmosphere of Brentwood.

Goal 3: A diversified mix of strong retail centers, service commercial activities, manufacturing enterprises and high-paying employment opportunities that contribute to Brentwood's economic well-being.

Goal 4: A variety of employment opportunities in Brentwood provided by adequate areas for industrial, commercial and office land uses.

Goal 5: A high quality natural environment in Brentwood.

Community Design

Residents enjoy Brentwood's rural, small town atmosphere and open space setting. The City benefits from the area's scenic beauty. There are expansive views of natural features such as Mount Diablo and the foothills to the west and south of town. It is important to Brentwood residents to maintain the City's rural and scenic character.

The purpose of the Community Design Element is to strengthen and protect the unique qualities that make Brentwood a great place to live while enhancing the character of the City through improving the quality of design and amenities. The following are the community's goals for addressing design and the quality of new development.

Goal 1: Promote the highest standards of architecture and site design for all development projects, both public and private.

Goal 2: Preserve and enhance the views of dominant natural features (i.e. Diablo, Foothills and local open space).

Goal 3: Preserve and enhance the identity and small town character of Brentwood.

Growth Management

Regional economic and market demands have increased development pressure throughout the Bay Area. In an attempt to manage this growth, Contra Costa County voters approved a one-half (0.5%) percent sales tax increase in November 1988 to fund transportation improvements and growth management programs. This measure, commonly referred to as "Measure C," requires all jurisdictions within the County to adopt a Growth Management Element in order to receive its share of the sales tax revenue for transportation improvements.

The Growth Management Element updated in 2001, establishes a comprehensive, long-range program to manage Brentwood's increased demand for new development without burdening the City's financial resources and existing services and infrastructure. Additionally, the Growth Management Element includes strategies for guiding future growth to appropriate locations in the City.

The following goals reflects the intent Brentwood's growth management initiative:

Goal 1: Adequate public facilities and services that are maintained or improved as Brentwood grows.

Goal 2: Job growth that balances the existing and expected future residential growth within the City.

Goal 3: Balanced, efficient, diverse and high quality development patterns within the boundaries of the City.

Economic Development

It is essential to provide jobs for Brentwood's labor force and tax revenues for the City in order for Brentwood to grow effectively. The expansion of Brentwood's employment base requires the efficient use of

industrial and commercial land uses. The focus should be on environmentally sustainable uses with higher employment densities, and on uses that serve markets outside the City of Brentwood.

The following goals respond to the issues affecting economic growth in Brentwood:

Goal 1: Establish an economic development program and redevelopment strategy that supports existing programs and encourages or creates new activities that will support and induce balanced economic growth.

Goal 2: Retain existing employment and balance economic growth across a broad economic spectrum that includes service businesses, "clean" manufacturing, agricultural and other production-oriented industries.

Goal 3: Reserve and maintain adequate, appropriate areas for a variety of employment generating uses and minimize land use compatibility issues.

Goal 4: Provide a broad base of housing stock and local employment opportunities for all economic segments of the community to achieve a jobs/housing balance ratio of 1.5 jobs per household.

Goal 5: Encourage retail and service growth that corresponds with local and regional demands, generates tax revenues for the City, and maintains the historical commercial focus and vitality of the downtown.

Housing

Brentwood's success in attracting employment-generating uses will depend to a great extent on its ability to insure that a wide range of housing choices are provided for families and non-family households in order that all economic segments of the community have the ability to obtain decent, safe and affordable housing. The Housing Element attempts to quantify the estimated housing needs of the future population and establishes policies and program actions intended to insure that future need is attained.

This element contains the following goals:

Goal 1: Provide a diversity of housing opportunities to enhance the City's living environment and to satisfy the shelter needs of Brentwood

residents.

Goal 2: Provide housing that is affordable to all segments of Brentwood's population.

Goal 3: Achieve and maintain an equitable distribution of housing for all economic groups throughout the community

Goal 4: Provide equal housing opportunities for all residents of Brentwood.

California State Law requires that Housing Elements be regularly updated to meet ongoing housing needs.

Public Facilities

Infrastructure

Infrastructure is the capital public facilities and services that serve as the foundation for all development in the City. The Infrastructure Element establishes goals, policies and actions for the following systems: water supply, wastewater collection, storm drainage and flood control, and solid waste collection and disposal.

Infrastructure improvements are intended to preserve economic vitality, accommodate new housing, increase the City's revenue base, enhance economic opportunity, and correct existing deficiencies. The goal to meet this objective is shown below:

Goal 1: Maintain and improve Brentwood's infrastructure to protect Brentwood's health and safety.

Community Facilities

Community facilities are those facilities that are necessary in the provision of the City's essential public services. These services include schools, fire and police services, childcare, civic services, and park and recreation services. Brentwood's objective is to provide high-quality public services to City residents both now and in the future. The Community Facility Element specifies goals, policies, and actions to ensure that the City continues to meet this objective. The goal is as follows:

Goal 1: Provide high quality community facilities to serve Brentwood's diverse existing and future needs.

Circulation

As part of a rapidly growing Contra Costa County, Brentwood experiences traffic and congestion generated not only by its residents, but also from surrounding communities and counties. Currently, State Highway 4 is the main connection between Stockton and the northern Bay Area. The increasing volume of truck traffic and other through traffic is of great concern to the residents of Brentwood. The Circulation Element, updated in 2001, addresses these concerns and describes the services, facilities and capital improvements needed to facilitate vehicle, pedestrian, transit, bicycle and emergency circulation.

The Circulation Element identifies future distribution, location, level of

service and extent of public and private transportation facilities to support the prescribed land uses of the General Plan. Another purpose of the Circulation Element is to consider multiple modes of transportation in the City of Brentwood. The goals of this element are as follows:

Goal 1: A transportation system that provides safe and efficient movement of people and goods within and through the City of Brentwood and promotes the use of alternatives to the single-occupant vehicle.

Goal 2: A transportation system that encourages walking, bicycling and public transit use and encourages shorter commute trips for Brentwood residents.

Goal 3: A transportation system, including safe and adequate streets, trails, signals, sidewalks, pathways, curbs, gutters, streetlights, transit amenities, and signage that maintains and enhances the livability of the City.

Resources and Hazards

Conservation and Open Space

The Conservation and Open Space Element outlines City policy for the preservation of natural resources, provision of outdoor recreation opportunities, and preservation of open space.

This element responds to Brentwood's desire to maintain the productivity of agricultural lands while providing for the community's growth and expansion. In addition, the element establishes policies for the protection of biological resources, appropriate treatment of watercourses within the Planning Area, and the development of a community trail system.

The following are the goals of the Conservation and Open Space Element.

Goal 1: Preserve productive agricultural lands in Brentwood's Planning Area.

Goal 2: Preserve and enhance prehistoric, historic and cultural resources in and around the Brentwood community.

Goal 3: Maintain the quality of Brentwood's ground and surface water.

Goal 4: Ensure that water resources are used efficiently.

Goal 5: Create an environment in Brentwood wherein energy resources are efficiently utilized.

Goal 6: Utilize Brentwood's mineral resources while preserving development and conservation options for the future.

Goal 7: Protect the Brentwood Planning Area's natural resources.

Goal 8: Preserve and enhance natural open space in and around the Brentwood Planning Area.

Goal 9: Create an urban form that is based on open space throughout and around the community.

Safety

The Safety Element addresses safety issues to consider when planning for the future development of Brentwood. The purpose of the element is to identify and appraise hazards in the community and establish a basis for the goals, policies and implementing actions necessary to assure community safety. This element addresses hazards including flooding, fires, and geologic and seismic risks. Hazards with currently unknown risk levels include: ground failure (liquefaction and seismic compaction of soils), dam failure, subsidence and wild land and urban fires.

Hazards refer to natural or man-made conditions that have the potential to threaten life, cause injury, or cause property damage. Disasters refer to specific events that occur due to the interaction between hazards and human populations. Through investigation of hazard risks and careful land use planning, the potential for disaster can be reduced. Emergency preparedness and sensible design of new development can reduce risks from these hazards or their effects.

The goals for this element are as follows:

Goal 1: Protect the Brentwood community from hazards associated with the natural environment.

Goal 2: Maintain Brentwood safe from risks associated with hazardous materials.

Goal 3: Protect the safety of life and property throughout the Brentwood community by providing high quality emergency services.

Noise

The purpose of the Noise Element is to provide a means for protecting citizens from harmful effects of excessive noise exposure. This can be accomplished by locating compatible land uses adjacent to each other and through the use of effective noise buffers. The Noise Element recognizes the need for remedial measures for existing noise problems, and preventive actions to protect future development. The goals of this element are:

Goal 1: Protect noise-sensitive uses from the harmful and annoying effects of exposure to excessive noise.

Goal 2: Preserve the rural noise environment of the City and surrounding areas.

Goal 3: Protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

Administering the General Plan

Once adopted, the General Plan does not remain static. It is a living document that may be modified over time to reflect changing community sentiments. While some implementation programs may be effective in meeting the Plan's goals, others may lose their effectiveness due to changes in funding, laws, economic environment, or priority.

It is important to evaluate the effectiveness of programs and report the outcomes to decision-makers in order to modify, enhance, or replace programs to better meet the community's needs. State law provides direction on how cities can maintain the Plan as a useful policy guide. State law also directs the Community Development Department to annually report "the status of the plan and progress in its implementation" (Government Code §65400 [b]) to the City Council.

Over time it will be necessary to reevaluate and then modify the Plan's goals, policies, and actions as necessary, due to changes in the environment and economy.

State law permits up to four general plan amendments per mandatory element per year (Government Code §65358 [b]). Most proposed amendments seek a change in land use designation for a particular property. Other elements may need amendment due to changes in philosophy or circumstance. Any citizen wishing to amend the General Plan shall follow the procedure established by the City. State law requires that any decision on a general plan amendment be supported by findings of fact. These findings are the rationale for making a decision either to approve or deny an amendment. While specific findings may be applied on a project-by-project basis, at least the following standard findings should be made for each General Plan amendment:

1. The proposed amendment is deemed to be in the public interest.
2. The proposed General Plan amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.
3. The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare.
4. The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA).

   City-initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic process described above to ensure consistency and compatibility with the

Plan. This includes appropriate environmental review, public notice, and public hearings leading to an official action by Council resolution.

LAND USE ELEMENT

Updated November 2001

LAND USE ELEMENT

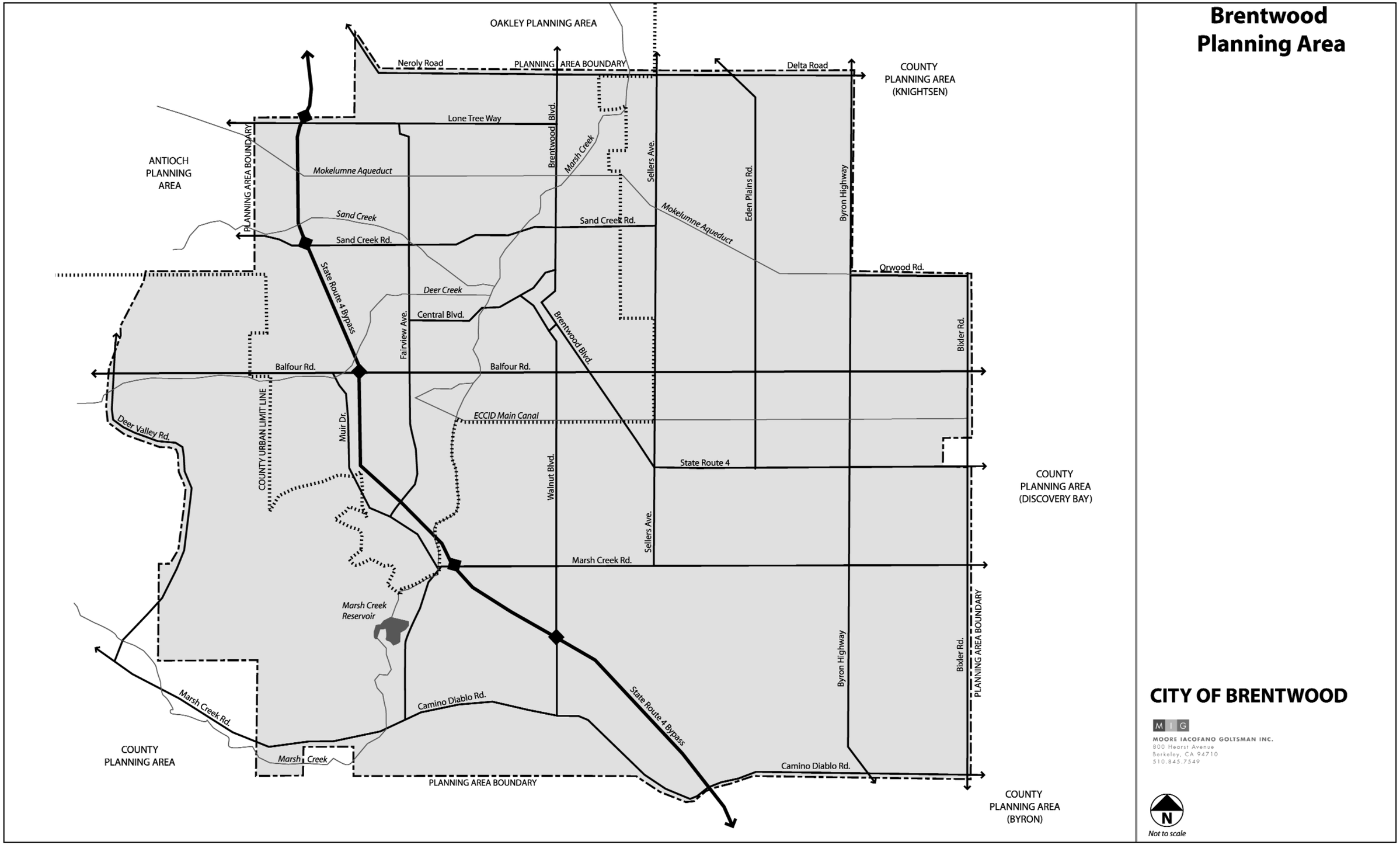
Setting

The Brentwood Planning Area (shown in Figure 2, Brentwood Planning Area) is comprised of approximately 39,800 acres, or 66 square miles. Approximate 7,600 acres are within Brentwood's city limits, and approximately 13,300 acres are within the City's Sphere of Influence (as of 2001).

Expanded from the 1993 General Plan, the Brentwood Planning Area is generally bounded by Delta Road and Neroly Road (north), Bixler Road (east), the south side of Camino Diablo Road (south), and Heidorn Ranch Road and Deer Valley Road (west).

The City of Antioch is located to the northwest and the City of Oakley is located directly north of Brentwood. Each shares a common Planning Area boundary with Brentwood. The unincorporated community of Discovery Bay is east of the City, the unincorporated community of Knightsen is northeast of the City, and the unincorporated community of Byron is located at the southeast corner of the Planning Area.

Historically an agricultural community, Brentwood is rapidly growing and changing. The Bay Area has grown significantly as an employment center over the past 20 years. Contra Costa County has shared in that experience, growing from an area of largely bedroom and rural communities to an area of concentrated employment activity. As central Contra Costa County experienced an increase in jobs, eastern Contra Costa County, including Brentwood, expanded as a bedroom community. In addition, job growth has expanded in the Silicon Valley and the Livermore/Pleasanton Tri-Valley areas during the past several years, leading to increased numbers of residents commuting to those locations from the Brentwood region.



City of Brentwood General Plan, 2001-2021
Figure 2, Brentwood Planning Area

Forecast

This Land Use Element establishes land use designations, goals and policies that reflect the community's desires and provide guidance for growth and conservation to the year 2021. The Land Use Element provides the central policy framework for all land use decision-making in Brentwood. This element takes into account the development pressures facing eastern Contra Costa County due to increased development and housing costs in other parts of the Bay Area.

Brentwood citizens envision a community that provides a balanced level of employment opportunities and housing, so residents are able to live closer to their workplace and reduce commute times and traffic congestion. Creating a housing base that offers affordability and variety is a priority for the City of Brentwood.

The City also endeavors, along with surrounding communities and Contra Costa County, to achieve a community that balances open space and productive agricultural lands with urban uses. Brentwood also aims to preserve and revitalize its traditional Downtown core to provide a civic, commercial and transportation center for the community.

Brentwood's long-range goals reflect the City's recognition that its location is an important factor that will continue to affect the way the community grows. The State Route 4 Bypass will establish a significant transportation corridor through the community of Brentwood.

Passenger rail service may be re-established, augmenting Brentwood's existing regional transportation connections. These corridors will increase Brentwood's accessibility to the Bay Area, causing its relatively affordable housing to become even more attractive. These corridors will also make Brentwood an attractive location for employment and regional commercial uses.

The 2001 Land Use Plan provides for a build-out population of 76,226, while the 1993 plan provided for a build-out population of 89,429. Employment is provided in a ratio of 1.6 jobs per housing unit. The predominant land use is residential; the majority of the residential development will be single family. Employment-generating uses include office, commercial and industrial development. Office, industrial and regional commercial uses are primarily located along the State Route 4 Bypass to maximize regional access and proximity to nearby communities. Specifically, the General Plan provides for a total of 26,653 dwelling units and 2,471 acres of employment-generating uses split between business park, commercial and industrial. Table 2 summarizes the population and employment projections for the proposed

land use configuration.

The preferred land use mix and jobs-housing balance for the City of Brentwood was developed using a variety of factors, including a detailed fiscal impact analysis that estimated the effect that future development will have on the operating costs and revenues of the City of Brentwood. The fiscal impact analysis indicates that the General Plan will have a net positive result for the City. The continued growth of single family housing as the predominant development patterns in the Land Use Plan has a significant positive impact on property tax revenue to the City. Additionally, the targeted growth in retail space, and therefore in sales tax, contributes to the positive net outcome. The gains in these two revenue sources will contribute to offsetting the expected cost increases of serving new residents and new employment generating development, resulting in an estimated fiscal surplus for the City, assuming buildout of the plan.

TABLE 2: LAND USE CALCULATIONS

Land Use Category	Acres	Development[1]	Population[2]
Residential Land Uses			
Ranchette Estate (RE)	694	347	992
Very Low Density (VL)	2790	5,580	15,959
Low Density (L)	4,146	12,438	35,573
Medium Density (M)	662	5,296	15,147
High Density (H)	187	2,899	8,290
Very High Density (VH)	--	--	--
SPA S (1 DU/ACRE)	93	93	266
SUBTOTAL	**8,572**	**26,653**	**76,226**
Employment Land Uses			
General and Regional Commercial (GC; RC)	733	3,797	7,586
Office (O)	135	873	3,176
Mixed Use Business Park (BP)	1,242	10,605	28,280
Industrial (I)	361	1,848	4,151
SUBTOTAL	**2,471**	**17,123**	**43,193**
Other Land Uses[3]			
Urban Reserve (UR)	1,978	--	--
Agriculture (AC)	21,830	--	--
Open Space (OS)	3,186	--	--
Parks (Existing and Planned) (P)	341	--	--
Public Facilities (PF)	165	--	--
Semi-Public (SP)	32	--	--
Schools (Existing and Planned) (S)	386	--	--
SPA R[4]	817	--	--
SUBTOTAL	**28,735**		
GRAND TOTAL	***39,778***		

[1]Development: Housing units for residential land use categories; square footage available for lease for employment land use categories (in thousands)
[2]Population: Residents for residential land use categories; employees for employment land use categories
Estimates are for analysis purposes only; actual development levels would depend on the approved development plans for each site and may differ somewhat from these projections, depending on actual household sizes. The plan assumes a household size of 2.86 persons per household.
[3]Other Land Uses: No development, employment, or population estimates are included for this area, since these land uses do not generate significant development, jobs, or housing.
[4]SPA R: No land use designation or population estimate is included for this area. There is a need for future land use planning, and environmental analysis of this area.

The greatest differences between the 2001 General Plan and the 1993 General Plan are the reduction in build-out population, mentioned above, and the geographic expansion of the Planning Area. This updated General Plan includes a major expansion of the Planning Area to the east of the City (see Figure 2, Brentwood Planning Area), encompassing agricultural lands east to Bixler Road and south to the community of Byron. The land in this expansion area is designated as Agricultural Conservation in the new General Plan.

Agriculture Conservation, therefore, retains its significance in the community, comprising approximately 55% of the total Planning Area, primarily at the eastern and southeastern edges. A significant amount of area is also reserved as open space with the potential for future urbanization as Special Planning Areas or Urban Reserve.

The Land Use Plan emphasizes specific locations for higher density development to facilitate future smart growth and transit oriented development and a wide range of housing opportunities.

Large employment centers along the projected alignment of the State Route 4 Bypass provide for additional job creation and regional retail opportunities. In particular, the interchange areas at Lone Tree Way and Sand Creek Road (including the stretch of land between the two interchanges), as well as the Balfour Road, Marsh Creek Road and Vasco Road interchanges, will provide much of the anticipated job generation opportunities in the City of Brentwood.

Regional commercial and business park employment centers provide jobs in the Lone Tree and Sand Creek interchange areas, medical and medical-related office uses are anticipated to provide jobs near the Balfour interchange, and business park and general commercial uses are projected to provide jobs near the Marsh Creek Road and Vasco Road interchanges.

Low-density residential development, the predominant land use in the City, provides transitions between the commercial, retail and office activity centers. Residential densities further decrease at the community's edges. Landscaped buffers are planned along Deer Valley Road, Heidorn Ranch Road and Lone Tree Way, in conjunction with lower densities. These buffers reflect Brentwood's agreement with the City of Antioch regarding the cities' common planning boundaries and providing further residential density transition at Brentwood's perimeter with neighboring communities.

Brentwood recognizes that the State Route 4 Bypass functions as a window to the community and that uses along its corridor should reflect the community's high quality development standards. As a result, uses along the bypass are held to stricter design standards and are required to be well-designed and extensively landscaped, providing an attractive gateway into Brentwood. These uses, particularly around the interchanges, shall be employment-intensive and regional and/or commercial in nature. Public uses along this corridor will include schools and parks. The remainder of the corridor between interchanges (except for the business park and commercial stretch between Lone Tree Way and Sand Creek Road) is largely single-family residential.

The General Plan emphasizes maintenance and enhancement of the downtown as an area for specialty service and retail uses, as well as a center for civic uses and activities. It is important to the City that the downtown remains a destination point for Brentwood residents and visitors. The downtown area will be largely comprised of commercial, public and higher density residential land uses.

The plan also emphasizes the improvement of the Highway 4/Brentwood Boulevard corridor.

Industrial land uses are encouraged in the northeastern area of the City south of Delta Road and west of Sellers Road (bordering the water treatment plant) and at the southwestern intersection of Marsh Creek Road and Walnut Boulevard.

Areas along the Union Pacific Railroad are designated for a mix of residential, business park, office and commercial uses. Areas east of Sellers Road, south of the East Contra Costa Irrigation District (ECCID) Main Canal, north of Marsh Creek Road, and east of Vasco Road are set aside for agricultural conservation.

Land south of the 2001 city limits in the Cowell Ranch area is set aside for potential future urbanization and designated as urban reserve.

A large area of approximately 3,000 acres in the southern portion of SPA J within the Planning Area is designated as permanent open space.

Land Use Plan Categories

The General Plan's Land Use Plan represents the graphic guide for physical development of the community. The generalized land use patterns provide the basis for the more specific districts, and requirement and standards of the zoning ordinance.

It is important to consider the following points when referring to the Land Use Plan:

- The boundaries of areas designated for a land use or its density are generalized – the zoning map will have more precise boundaries.
- The Land Use Plan indicates the primary use of land recommended in that general area and does not preclude minor deviations from the designated pattern. However, the intent of the predominant land use designation should be maintained.
- The Land Use Plan is generalized and does not show any structure or land use that may already exist in an area designated for another use. The Land Use Plan should not be interpreted as recommending their removal.

Densities specified in the General Plan are expressed in units per gross acre. Definitions for each land use type or designation are provided on the following pages.

RESIDENTIAL

Six residential land uses are shown on the Land Use Map. Each successive residential land use category reflects a higher density residential pattern than the preceding residential category. These six categories are defined as follows:

1. Ranchette Estate (RE) (0-1.0 units per gross acre) with a mid-range of .5.

   The Ranchette Estate (RE) residential category is intended to maintain and/or provide for large lots of one acre or more in size where residents want the proximity and amenities of urban life and yet are able to enjoy some of the benefits of a more rural environment. This residential land use category is intended to maintain some of the small town flavor or agricultural character of Brentwood's past.

2. Very Low (VL) (1.1 - 3.0 units per gross acre) with a mid-range of 2.

The Very Low (VL) residential category provides for fairly large lots for single-family residences in an identifiable, suburban residential neighborhood, or cluster-style development designed with open space and other amenities. Neighborhoods with either development type will be part of the Brentwood urban area and be provided with urban public facilities and services.

3. Low (L) (1.1 - 5.0 units per gross acre) with a mid-range of 3.

   The Low (L) residential category is designed predominantly for single family detached houses, although occasional higher density single family patio houses or zero lot line houses could be accommodated if offset with sufficient open space to maintain the gross density within the indicated range or if specific criteria can be met. Development in this category will generally result in 6,000 to 8,000 square foot lots.

4. Medium (M) (5.1 - 11.0 units per gross acre) with a mid-range of 8.

   Development in this category will be predominantly 2 and 4-plexes, small apartment buildings and townhouses, although small lot detached single family development could be included.

5. High (H) (11.1 - 20.0 units per gross acre) with a mid-range of 15.5.

   This is a multi-family residential category predominantly for apartments and condominiums in structures of two or three stories with off-street parking and other requirements for higher density living. The level of amenities provided by multiple family projects, their locations, and their unit type will affect the actual density achieved.

6. Very High (VH) (20.1 – 30.0 units per gross acre)

   This is a multi-family residential category intended for apartments and/or condominiums in mixed use areas. These units could be located in structures greater than three stories with off-street parking and other requirements suitable for pedestrian–oriented and/or work-live mixed use neighborhoods. The level of amenities that these types of mixed use projects provide, the uses included, their locations, and their unit type will affect the actual density achieved.

DENSITY CALCULATION

For each of the residential designations, a density range is provided, as reflected in each residential category. It is the intent of this General Plan to require new development to meet the minimum density requirement. This will ensure that the community of Brentwood has ample units to meet its housing needs.

The mid-point of the density range (i.e., mid-range) is the starting point for development proposals in the six residential land use categories excluding the Very High Density residential category. Land designated Very High Density residential is not subject to the mid-range requirement. Densities above the mid-range in all other residential land use categories can be achieved at the discretion of the City Council through the exercise of transferable agricultural credits or if a significant amount of amenities are incorporated into a project, extensive off-site public improvements are installed, or other significant improvements of community-wide benefit are provided.

Residential development proposals that provide at least 20% of its units affordable to lower income households, as defined by State law and the City's Housing Element, are exempt from the mid-range requirement and may develop at the high point of the density range, provided that an agreement is recorded with the City insuring affordability "over-time".

In addition, senior, disabled, and multi-family housing projects which set aside 10-25% of the units for lower income households (as defined by the City's Housing Element) are permitted to develop up to 25% above the high point of the designated density range in accordance with the City's density bonus ordinance.

Densities specified in the General Plan are expressed in units per gross acre. Gross acreage shall include land dedicated for any public use (including but not limited to streets, schools, parks, fire stations and detention basins). Land set aside for public facilities and for which reimbursement will be received is not to be included in density calculations (i.e. schools and detention basins). The extent to which facilities are provided will help determine the actual number of units per acre that will be allowed.

COMMERCIAL

The Land Use Plan includes commercial land use categories for community type business centers, neighborhood convenience centers, thoroughfare commercial and combined commercial-residential areas

defined as follows:

1. Regional Commercial (RC)

   This land use category includes large-scale retail stores and service uses to serve the general needs of the community and the region along the State Route 4 Bypass on large development sites. This designation is intended for businesses which serve the needs of Brentwood residents as well as neighboring communities. Mixed uses also allow for the development of large offices as a secondary use. Examples of uses include bulk retailers, large department stores, supermarkets, hardware stores, and offices.

2. General Commercial (GC)

   This category allows for concentrations of a variety of mixed commercial uses and service type businesses to serve specific areas of the City and neighborhoods that are related to State Route 4 and some arterial intersections on parcels generally ranging from one (1) to twenty (20) acres. Such uses do not lend themselves to being located in regional commercial centers, but are encouraged in orderly clusters in suitable locations adjacent to the highway and major arterials. Depending upon the size of the center, a single major tenant (e.g. supermarket or small department store) or a single small tenant (e.g. convenience store) should provide the anchor. As a secondary use, independent small businesses (e.g. hair salons, shoe repair, certain small offices, and sit-down restaurants) will also be allowed. Examples of uses include convenience stores, fast serve eating establishments, auto repair, gas stations, and offices.

3. Downtown (DT)

   This category is designed to meet the current and future uses of the downtown area of Brentwood, guided in large part through the adoption of the Downtown Specific Plan for the majority of area within this designation. Its purpose is to create a pedestrian-oriented, economically-viable town center. A variety of uses are allowed in this designation, including entertainment, retail, commercial, residential, civic, cultural and transit in a compact, walkable and unique setting that only the Downtown can offer. All new development occurring within the Downtown Specific Plan Area will be required to adhere to the development standards and guidelines established in the Specific Plan. The mature existing residential neighborhoods outside the Plan Area would be regulated by the City's Zoning Ordinance.

OFFICE

1. Office (O)

   This category is predominantly intended for development with a professional, institutional, or medical-dental orientation. The category is not meant for office space that is ancillary to a major industrial operation. Typical uses in this category might include medical, legal, and real estate offices.

2. Mixed Use Business Park (BP)

   The intent and purpose of this mixed use category is to provide for integrated subclusters of business and research parks, large individual corporate establishments, and professional and administrative office or light industrial complexes. Selected complementary commercial activities and limited residential uses may be allowed. Examples of allowed uses in this category include computer software companies, medical supply companies, research laboratories, copying services, title companies, printing companies, warehousing, offices, cabinet makers, auto services, equipment repair, wholesale home furnishings, light manufacturing, retail commercial services, retail uses, convenience stores, restaurants, wineries (and associated orchards, row crops, production facilities, packing and shipping facilities, amphitheater and related uses, and catering facilities), multifamily housing units, senior apartments, and institutional levels of congregate care.

INDUSTRIAL

1. Industrial (I)

   This category provides for industrial uses that tend to have some adverse impacts on the environment, including generating truck traffic, noise, odors, or smoke. Allowed uses would include concrete batch plants, trucking operations and power generators.

OTHER

The categories in this group serve various policies of the General Plan as follows:

1. Urban Reserve

   The land designated as Urban Reserve is located beyond the existing Sphere of Influence and urban service area of the City of Brentwood. Portions of this land are located outside the Contra Costa County

Urban Limit Line. It is anticipated that some areas within the Urban Reserve area may develop within the time frame of this General Plan (by 2021). It is expected that additional, more specific planning and feasibility studies will be required prior to the development of these areas. Development of these areas will require separate environmental review, general plan amendments, sphere of influence amendments, annexations and other entitlements.

In order to avoid "leapfrog" style development, provide for the logical extension of City services, and allow for appropriate planning of the City of Brentwood, the Urban Reserve areas could only develop when:

1. *urban development is occurring immediately adjacent to the Urban Reserve parcel which intends to develop; and*

2. *the new development improves the jobs/housing balance or maintains an approximately 1.5:1 jobs/housing balance, or there is substantial justification why this ratio cannot be met.*

The City may determine that the above findings are not required if the development offers substantial amenities or benefits to the community that are beyond current levels.

Prior to the submittal of an application for any entitlements within the Urban Reserve area, a market feasibility study shall be prepared by an independent consultant contracted by the City and paid for by the developer. The results of this study shall be used by the City Council to determine if it is appropriate for the property to develop.

2. Agricultural Conservation (AC)

   This land use category encompasses lands with continuing commercial agricultural potential. The intent of the category is to retain primary agricultural use to the greatest extent possible. This is done by focusing public and private efforts to protect such land from the impacts and pressures of the nearby urban area as well as to enhance the income potential from agricultural use. In order to protect the Urban Limit Line, no annexations or urban-type development will be allowed in this area. Allowed uses include orchards, row crops, nurseries, grazing lands, open space, packing and shipping facilities, wineries, bed and breakfast inns, u-pick stands, farm equipment repair and services, and parks.

3. Park/Recreation (P)

   This category includes existing and needed park and recreation

facilities of varying size, function, and location to serve the entire community are reflected by this category. Standards for park sites are contained in the Growth Management element of the Planning and Development Chapter. The Land Use Map does not reflect all potential park sites. Neighborhood Parks will be generally five (5) – seven (7) acres in size, although mini-parks of at least one acre in size will be allowed. The Parks, Trails, and Recreation Master Plan discusses policies and service standards more fully.

4. School (S)

   Locations of existing and future schools are depicted. School sites not existing are conceptually located in the general area of need. When at all possible, elementary schools shall be located within neighborhoods away from major arterials.

5. Public/Semipublic Facilities (PF/SP)

   This designation provides for various public or semipublic facilities that serve the community (i.e. City/school district offices, corporation and maintenance yards and fire and police substations). SPF also allows private schools, day care, senior housing, and religious institutions.

6. Open Space (OS)

   This designation provides a buffer transition to the lands designated as agricultural conservation east of Sellers Avenue or areas along the northern, western, and southern edges of the City's Planning Area. Appropriate uses include grazing land, parks or wildlife preserves, and habitat areas.

7. Future Fire or Rail Station

   These future facility sites are noted to identify approximate locations to meet future life safety and transit service needs. Exact locations shall be determined in conjunction with future development review of proposed projects in the vicinity of these future facility sites.

Figure 3, Land Use Map, illustrates the proposed General Plan land uses.

TABLE 3: GENERAL PLAN CATEGORIES AND ZONING DISTRICTS

GENERAL PLAN CATEGORIES	INTENSITY OF USE	ZONING DISTRICTS
RE – Ranchette Estate	0-1 du/ac	RE Ranchette Estate
VL – Very Low	1.1-3 du/ac	R-1-E Single Family Residential (Estate) R-1-12 Single Family Residential
L – Low	1.1-5 du/ac	R-1-10 Single Family Residential R-1-8 Single Family Residential R-1-6 Single Family Residential
M – Medium	5.1-11 du/ac	R-2 Moderate Density Multi-Residential
H – High	11.1-20 du/ac	R-3 Multi-Residential
VH – Very High	20.1-30 du/ac.	Planned Development (PD) – 51 COR Commercial/Office/Residential CR Commercial Residential CB Central Business
O – Professional Office	30 emp/ac	CO Commercial Office Zone PEC Planned Employment Center
BP – Business Park	30 emp/ac	COB Commercial/Office/Business PEC Planned Employment Center IC Industrial/Commercial
DT – Downtown	N/A	DT Downtown Zone R-1-6 Single Family Residential R-2 Multi-Residential R-3 Multi-Residential
GC – General Commercial	25 emp/ac	C-1 Neighborhood Commercial C-2 General Commercial
RC – Regional Commercial	25 emp/ac	C-3 Thoroughfare Commercial
I –Industrial	20 emp/ac	IC Industrial/Commercial I Industrial

TABLE 3, Continued

GENERAL PLAN CATEGORIES	INTENSITY OF USE	ZONING DISTRICTS
AC – Agricultural/Conservation	N/A	Contra Costa County zoning districts including: OS Open Space AP (Agricultural Preserve) A-20 (Intensive Agricultural) A-10 (Agricultural Conservation)
P – Parks	N/A	OS Open Space Planned Development (PD)-43 PF Public Facilities
OS -Open Space	N/A	OS Open Space
SP – Semi-Public	N/A	Planned Development (PD) –48 SPF Semi-Public Facility
PF – Public Facilities	N/A	PF Public Facilities SPF Semi-Public Facility
ES- Elementary School MS- Middle School HS – High School CC – Community College	N/A	PF Public Facilities All residential zoning districts
All Categories	N/A	PD Planned Development PF Public Facilities SPF Semi-Public Facility
NOTE:*Employment generation rates are provided for estimation purposes only.*		

Refer to enclosed Land Use Map.

Special Planning Areas

Nineteen (19) Special Planning Areas are designated by this General Plan (see Figure 4, Special Planning Areas). Several of these areas are not likely to develop within the time frame of the General Plan, but it is the City's intent in designating them as Special Planning Areas to provide policy direction for their planning should growth pressure and/or market conditions advance the time frame for their development.

These areas have been designated as Special Planning Areas for one or more of the following reasons:

A. To facilitate comprehensive planning of large strategic areas utilizing progressive planning techniques to maximize economic development, ensure high quality development, and integrate development with provision of infrastructure.

B. They are located in strategic locations that will be impacted by land use decisions not totally within the control of the City of Brentwood.

C. A mix of land uses in the area is desirable and the City desires to maintain the flexibility to adjust to changing market conditions.

D. Effective land use controls are needed to preserve the integrity of existing adjacent development while enabling the property owners to adjust to changing market conditions.

E. To recognize recent City decisions that could be construed to be inconsistent with proposed residential densities in the new General Plan. These decisions should be allowed to be implemented in recognition of fairness to the property owner.

Specific Plans or Planned Development Zoning will be required for the Special Planning Areas. This process is intended to:

- Facilitate high quality development,
- Allow for coordination of planning efforts between more than one property owner,
- Allow for infrastructure cost sharing arrangements,
- Provide developments which are more sensitive to the environment, and
- Provide special amenities such as golf courses, lakes, hillside open

space, park areas, horse staging areas, agricultural preserves, swimming pools, civic centers, etc.

Planning Process

Development within a Special Planning Area (SPA) shall occur in accordance with the following process:

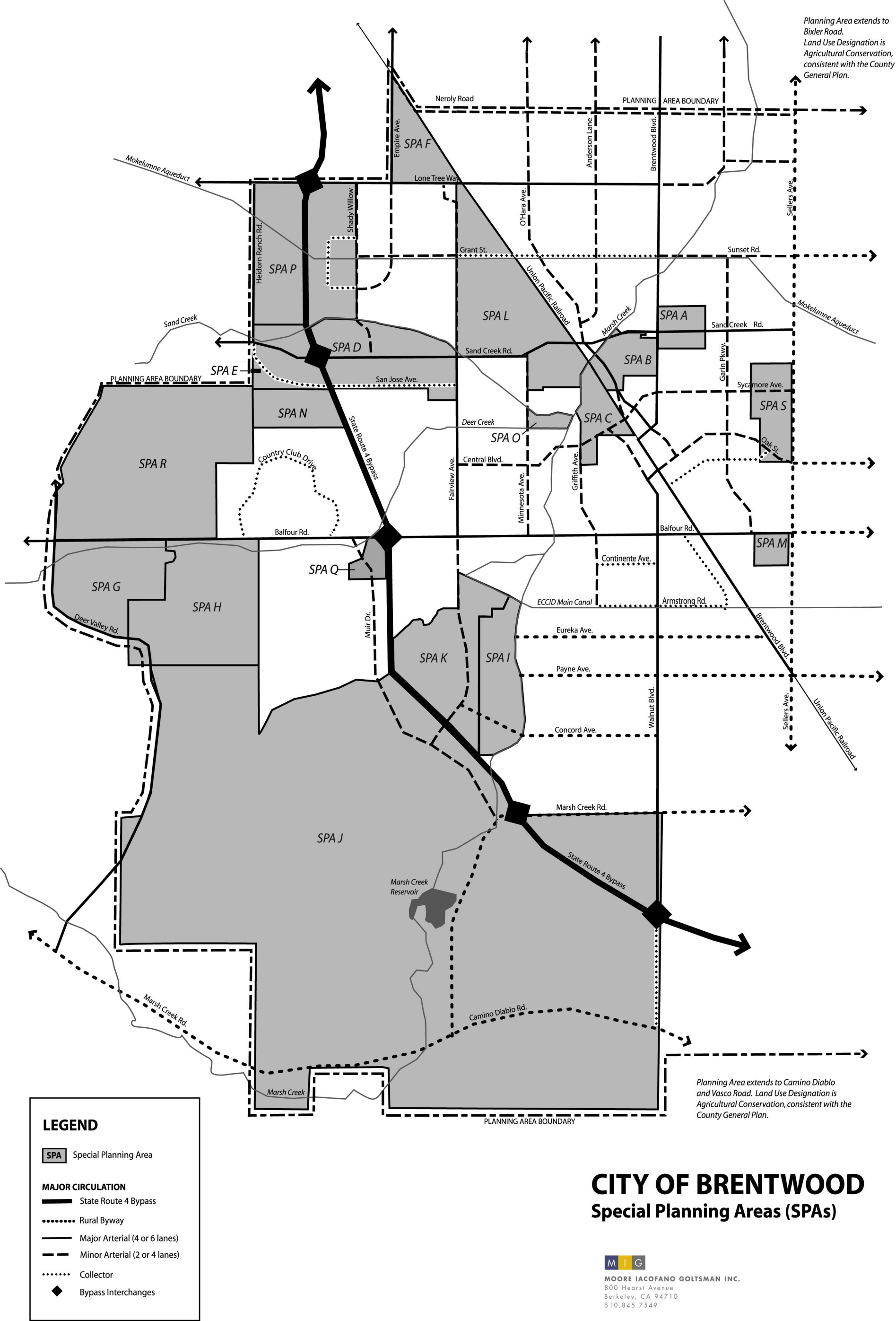
1. The City shall adopt a specific plan, as defined by Sections 65450-65457 of the California Government Code, or a Planned Development Zone District shall be applied with substantially the same contents as a specific plan. This shall address the entire SPA except as noted in (2) below.

2. Preparation of multiple specific plans or planned development zone districts for a SPA may be allowed when the City finds that this would be in the public interest due to ownership pattern, size of Planning Area, timing of development, or other similar factors. However, in no case shall a specific plan or planned development zone district contain less than fifty (50) acres or represent less than twenty-five percent (25%) of the developable acreage of a Planning Area.

3. Once a Specific Plan or Planned Development Zone is adopted, discretionary approvals (such as subdivision maps, rezoning or design review) may be granted by the City.

Following are descriptions of each of the SPAs. The mix of land uses and locations are general in nature. The exact land uses will be determined through the Specific Plan or Planned Development process. In some SPAs, the City has established minimum criteria such as required minimum percentage of open space. Development shall not vary from these minimum figures.

In case of a difference between the land use text description of a SPA and the General Plan Land Use Map, the SPA description shall take precedence, unless otherwise determined by the City.



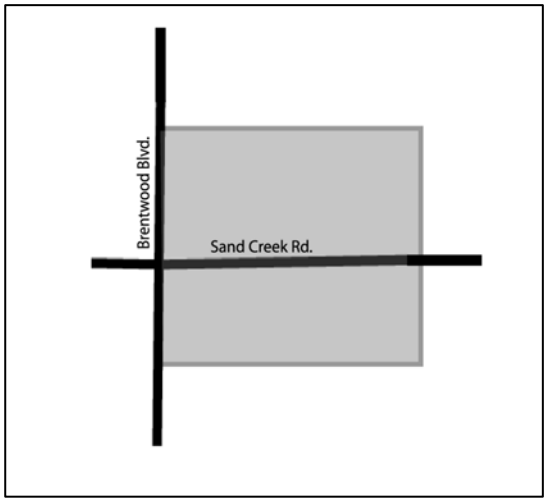
CITY OF BRENTWOOD
Special Planning Areas (SPAs)

MIG
MOORE IACOFANO GOLTSMAN INC.
800 Hearst Avenue
Berkeley, CA 94710
510.845.7549

Special Planning Area A

BACKGROUND

This special planning area, approximately 65 acres in size, is bounded by the existing Havenwood single family subdivision on the north, existing mixed use development of retail commercial and medium density residential on the south, Brentwood Boulevard (current State Route 4) on the west and the 494-unit Barrington single-family residential development, Black Elementary School, and a fire station on the east. Plans call for the planning area to be bisected by the easterly extension of Sand Creek Road to Sellers Avenue. Several factors that provide the guiding focus for the policy direction for the development of this SPA include: Brentwood Center across Brentwood Boulevard (current State Route 4) to the west, the area's proximity to downtown Brentwood, the existing single-family residential uses to the north and south, and the existence of existing commercial uses to the west and south of the area.



POLICY DIRECTION

The policy direction for SPA A is to provide a mix of uses consisting of apartments and other types of multi-family housing, various types of single-family housing, retail uses, office uses, institutional uses, limited light industrial uses and service-type uses, and parks. The intent of this mixed-use area is to take advantage of the Brentwood Boulevard (current State Route 4) and Sand Creek Road frontages, integrate complementary commercial and residential uses, and ensure that new development shall complement the existing Brentwood Center commercial and office developments along the west side of Brentwood Boulevard (current State Route 4). Appropriate buffers and transitions shall be provided along the north, east, and south boundaries of the planning area to complement both existing and approved single-family housing developments. Future development of the planning area, including the specific mix of land uses, is to be governed by the regulations adopted for the PD-55 Zone, as approved and as they may be amended over time.

Residential development in SPA A is exempt from the requirements of the Residential Growth Management Program for a period of five years, beginning with the adoption of Ordinance No. 871 in conjunction with Rezone No. 06-13. An additional five-year extension may be granted in the future at the discretion of the City Council. In addition, residential

development in SPA A shall not be subject to any requirements related to mid-range density.

The mix of land uses are described below. A comprehensive description of zoning and design objectives are described in the PD-55 Zoning Ordinance and related Design Guidelines.

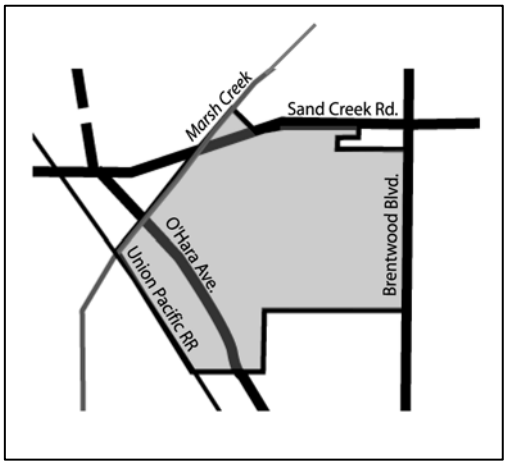
- *Commercial, retail, institutional, light industrial, and office* – located along the Brentwood Boulevard frontage (current State Route 4), with the option of adding more acres along and near the Sand Creek Road frontage.
- *Very high density residential* – located on the north and south side of Sand Creek Road, near the easterly boundary of the planning area. This would provide for a density range between 20 and 25 dwelling units per acre.
- *Medium and high density residential* – located along the north and south boundaries of the planning area to serve as transitions to the existing single-family housing adjacent to said boundaries. Homes in these areas would be detached and would be built on lots with a minimum size of 4,000 square feet. Additional areas for this density of housing may also be provided as defined in the PD-55 zoning matrix. The medium density areas would provide for a density range between 5 and 11 dwelling units per acre, and the high density areas would provide for a density range between 11 and 20 dwelling units per acre.
- *Parks* – located along the east boundary of the planning area to serve the new residential neighborhoods, split between two sites, with one on the north side of Sand Creek Road and one on the south side of Sand Creek Road. Additional park areas may be provided within the planning area in coordination with specific residential development.

Special Planning Area B

BACKGROUND

This special planning area, approximately 112 acres in size, is bounded on the north by the Brentwood Center commercial complex, on the east by State Route 4, on the south by portions of the Town Centre development and the Brentwood Manor single family subdivision, and-on the west by Marsh Creek and the Southern Pacific Railroad.

Future circulation improvements and existing land uses provide the basis for the future land use in this special planning area. Planned circulation improvements include the westerly extension of Sand Creek Road and the northern extension of O'Hara Avenue across Marsh Creek. In addition, the Walnut Boulevard/O'Hara Avenue arterial roadway connection to this area, the area's proximity to downtown Brentwood, the Brentwood Technology Center, the Town Centre commercial node, and Marsh Creek provide the existing setting for this future mixed use area.



POLICY DIRECTION

In recognition of existing and approved uses adjacent to this special planning area and the Marsh Creek trail, it is the intent that this planning area develop as a mixed use development encompassing a mix of medium residential densities, commercial, office, and light industrial uses. The commercial and light industrial uses will serve to expand the adjacent employment centers and act as a buffer to the railroad. The intent of the medium density residential acreage is to provide affordable and market-rate housing in close proximity to retail, office and light industrial services in the area and in the City's downtown with bicycle access provided by the Marsh Creek trail and bike lanes on O'Hara Avenue.

The suggested mix of land uses is as follows:

- Medium Density Residential - 32 Acres
- General Commercial - 33 Acres
- Business Park - 47 Acres

DESIGN OBJECTIVES

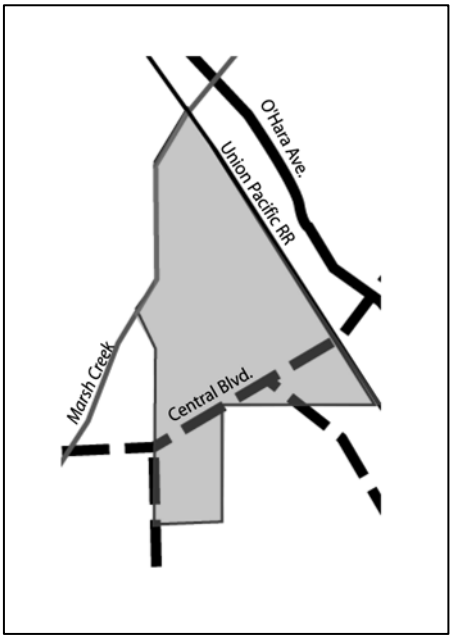
- Utilize medium residential densities or office land uses to provide a buffer to the existing single family subdivision, and ensure compatibility between these uses.
- Locate General Commercial uses along Brentwood Boulevard.

- Locate Business Park land uses between the O'Hara Avenue alignment and the railroad tracks. Business Park land uses shall provide a transition between residential uses and retail service uses with cohesive and complementary design features including pedestrian amenities.
- Ensure that future residential development provides pedestrian/bicycle access to mass transit facilities, the regional trail system and employment centers.
- Designate a coordinated circulation system with minimal or no driveways opening directly onto State Route 4.
- Provide an integrated system of trails and/or pedestrian walkways to facilitate convenient and safe bicycle and pedestrian movement between future uses.
- Provide heavy landscaping for frontages along State Route 4 and Sand Creek Road.

Special Planning Area C

BACKGROUND

This special planning area, consisting of approximately 81 acres, is bounded by the Union Pacific railroad tracks on the north and east, Marsh Creek and single family residential development on the west, and single family residential and a portion of Dainty Avenue on the south. Central Boulevard crosses the southerly one-third of the area and provides primary east west circulation access through the area. Walnut Boulevard intersects Central Boulevard in the southeast portion of the special planning area and provides north south access between this special planning area and land uses to the south. The southeast portion of this special planning area has been reserved for a future police station to meet growing law enforcement service needs.



POLICY DIRECTION

The City has designated this site as a special planning area in order to allow enough flexibility to develop a mix of low, medium and high residential densities to provide a wide variety of housing types and styles. The intent of the planning area is to provide compatible uses adjacent to the existing larger lots along Marsh Creek channel and Griffith Lane by buffering them from higher density residential development in the eastern portion of the SPA. Higher residential densities are planned in this SPA in order to take advantage of the areas proximity to downtown jobs and services and due to the close proximity of the Walnut Boulevard and Central Boulevard arterial roadways.

The suggested land use breakdown is as follows:

- Low Density Residential- 20 Acres
- Medium Density Residential with buffer Lots - 38 Acres
- High Density Residential - 19 Acres
- Public Facility - 4 Acres

DESIGN OBJECTIVES:

- Utilize open space buffers to provide a transition between Marsh Creek and future residential development.
- Provide sufficiently large lots along the east side of Griffith Avenue to provide compatibility with the existing residences west of this special planning area located on the west side of Griffith

Avenue.

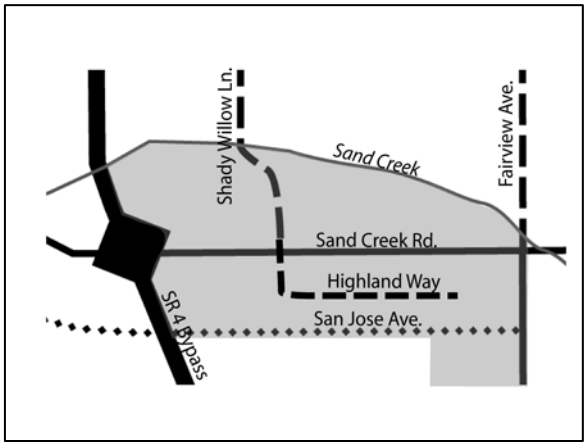
- Locate high residential densities north of Central Boulevard and west of Union Pacific railroad tracks.
- Develop a park site to serve the medium and high residential density homes.
- Provide trail connections to serve the neighborhood, buffer the railroad tracks, and provide access between Marsh Creek Trail and future homes.

Special Planning Area D

BACKGROUND

This special planning area, approximately 300 acres in size, is bounded by Sand Creek to the north, Fairview Avenue to the east, San Jose Avenue for most of southern border, and the Highway 4 Bypass to the west. Within the northeastern corner of the SPA is a proposed detention basin and Community Park site consisting of approximately 35 acres.

There are approximately 375 existing single-family homes within the southeast portion of the SPA. In addition, the southwestern portion of the SPA contains Loma Vista Elementary School and a neighborhood park, located north of San Jose Avenue; an approximately 5-acre church site has been approved at the southwest corner of the intersection of Fairview Avenue and Sand Creek Road; an approximately 23-acre shopping center has been approved at the southeast corner of Sand Creek Road and the Highway 4 Bypass; and an approximately 6-acre church site has been approved at the southwest corner of Sand Creek Road and Highland Way.



POLICY DIRECTION

The intent of SPA D is to serve as a gateway into Brentwood from the west. Adequate land area shall be set aside to provide special landscaping, open space, signing, and other unique features that will establish this area as an important entrance into the City. Other issues requiring special attention and coordination include the details of the design of the Highway 4 Bypass, adequate buffering for uses east of the Bypass and north of Sand Creek Road, and the restoration and enhancement of Sand Creek in accordance with the Parks, Trails, Recreation Master Plan.

Visual open space and parks shall be a predominant feature of this Planning Area, particularly the views from the Bypass and Sand Creek Road. The design of this SPA is critical, to ensure that it does not "wall" itself off from the Bypass and Sand Creek Road. Open space and parks shall comprise 10 percent to 15 percent of the Planning Area. Design will be an important element of the planning for Area D.

The intent of this special planning area, in addition to serving as a

gateway into Brentwood, is to provide a location for regional commercial land uses. In order to provide maximum flexibility for this type of land use, a minimum of 25 acres at the northeast and southeast corners of the intersection of Sand Creek Road and the Highway 4 Bypass shall be allocated for regional commercial uses. The remaining acreage shall be allocated for a mix of high, medium and low density residential and community park/detention basin situated to ensure compatibility of existing and planned adjacent uses.

The suggested land use breakdown is as follows:

- Regional Commercial and Office – 100 acres
- High Density Residential – 15 acres
- Medium Density Residential – 37 acres
- Low Density Residential – 100 acres
- Public Facility – 50 acres

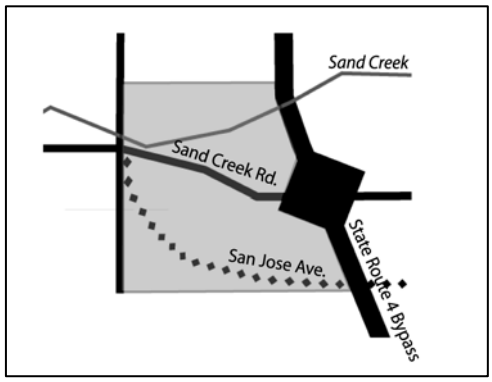
DESIGN OBJECTIVES:

- Provide open space along the arterials and Highway 4 Bypass for visual and aesthetics and noise buffering.
- Concentrate regional commercial uses adjacent to the Bypass interchange.
- Develop a balanced community containing a variety of residential types, including affordable housing, public facilities and office and retail commercial uses.
- Preserve and enhance Sand Creek in accordance with the Parks, Trails, and Recreation Master Plan.
- Coordinate the initial development and improvement of the Highway 4 Bypass, Sand Creek Road, and Shady Willow with the various property owners and interested parties.

Special Planning Area E

BACKGROUND

SPA E, consisting of approximately 137 acres, is bounded by old Sand Creek Road to the north, the State Route 4 Bypass to the east, the Brentwood Hills subdivision to the south, and the edge of the Planning Area and the City of Antioch's Sphere of Influence to the west. Approximately 1/2 of the property is hilly, with elevations ranging from 125 feet to approximately 230 feet above sea level. A single hill that runs approximately southeast to northwest through the middle of the property dominates the site. Sand Creek flows generally east to west through the northern portion of the site. The SPA is currently vacant with no significant buildings, but has historically been used for grazing and has several abandoned oil and gas wells.



POLICY DIRECTION

SPA E is intended to serve as a gateway into Brentwood from the west. Adequate land area shall be set aside to provide special landscaping, open space, signage, and other unique features that will establish this area as an important entrance into the City. There are several issues that require special attention and coordination in SPA E. These issues include: the eventual widening improvement of the State Route 4 Bypass, adequate buffering for the Bypass, the relocation of Old Sand Creek Road, the westward extension of San Jose Avenue and the development of the Bypass, the restoration and enhancement of Sand Creek in accordance with the Parks, Trails, and Recreation Master Plan, and implementation of the memorandum of understanding between the Cities of Brentwood and Antioch concerning open space/buffering of the shared border. It is necessary to provide adequate road connections to the property to the south through San Jose Avenue as well as other local access points south and north of the SPA.

It is important to maintain visual open space and parks as dominant features of this Planning Area, particularly the views from the Bypass, Sand Creek Road, and Sand Creek. Development shall preserve the visual prominence of the hill form in the middle of the site to the greatest extent possible through the use of open space, large single-family residential lots, and appropriate roadway alignments. Development shall utilize elements such as landscaping, berms, masonry walls and open space to provide buffering between the residential uses and the Bypass travel lanes. Open space, including defined minimum setbacks from Sand Creek, and parks shall comprise approximately 40% of the Planning Area. Several important elements of the planning for SPA E are Design

Guidelines, as well as addressing safety considerations related to abandoning the oil and gas wells historically operating within the area.

A major intent of this special planning area, in addition to serving as a gateway into Brentwood, is to provide a location for mixed-use business park and regional commercial land uses. In order to provide maximum flexibility for this type of development, a minimum of 34 acres (including the area reserved for Sand Creek and its associated minimum setbacks) shall be allocated for regional commercial and mixed-use business park uses, to be located at the northwest corner of Sand Creek Road and the State Route 4 Bypass. The remaining acreage shall be allocated for a mix of permanent open space and parks, low density residential uses, and approximately three (3) acres of high density residential uses for senior housing. These uses shall be situated so that the compatibility between existing and planned uses is maintained as phased development occurs.

Since the City wishes to maintain the flexibility to allow this special planning area to develop at its highest and best use for the benefit of all future residents, a specific land use mix is not being suggested at this time. The City will initially consider a specific land use mix for this area in conjunction with a coordinated planned development, which the City will adopt at the time that the property owners are committed to develop in the area. The mix of uses shall be refined as site plans for individual development proposals are submitted for review and approval.

DESIGN OBJECTIVES

- Provide open space and parks to (1) preserve the hill form on the site, (2) develop a gateway entry element into the City and (3) provide adequate buffering of the State Route 4 Bypass and Sand Creek Road through the use of setbacks from travel lanes, berming, masonry walls, open space and landscaping.
- Safely abandon the oil and gas facilities as the planning area is developed.
- Preserve and enhance Sand Creek in accordance with the Parks, Trails and Recreation Master Plan.
- Concentrate mixed-use business park and regional commercial uses adjacent to the State Route 4 Bypass, and north of Sand Creek Road.
- Recognize the memorandum of understanding between the cities of Brentwood and Antioch to create an open space buffer between the

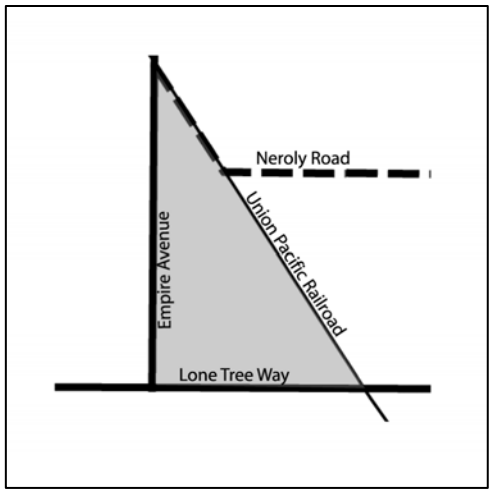
communities along the common planning boundary.

- Designate approximately 40% of the SPA for open space and park uses.
- Reserve approximately 34 acres (including the area reserved for Sand Creek and its associated minimum setbacks) for regional commercial and mixed-use business park development.
- Designate approximately three (3) acres for high density residential senior housing in the southeast corner of the SPA.
- Develop the remaining acreage as low density residential uses, with careful attention to protection of scenic hillsides that are to remain as open space to protect existing views.
- Cluster homes in the flatter portion of the site, in close proximity to the commercial uses planned for the north side of Sand Creek Road.

Special Planning Area F

BACKGROUND

This special planning area, approximately 101 acres in size, is located at the northwest edge of the General Plan area. SPA F is a triangular area, and it is bordered by the Union Pacific railroad tracks on the east, Lone Tree Way on the south, and Empire Avenue on the west. The site is relatively flat and includes retail commercial services, several scattered homes on the property, a nursery business and a City water pump station facility.



POLICY DIRECTION

Due to area's close proximity to the Highway 4 Bypass, the City envisions the site as a future mixed use employment center for Brentwood, including a potential future rail station site on the shared border with the City of Oakley to provide for improved future transit service to both communities. Taking advantage of the benefits accruing from the Bypass alignment, this site is designated for a mix of business park, commercial activities, and very high density residential uses. The planned uses in SPA F will complement the employment opportunities designated on the adjacent property west of Empire Avenue and north of Lone Tree Way by the City of Antioch.

The suggested land use breakdown is as follows:

- Business Park – 42 Acres
- General Commercial – 54 Acres
- Very High Density Residential – 5 Acres

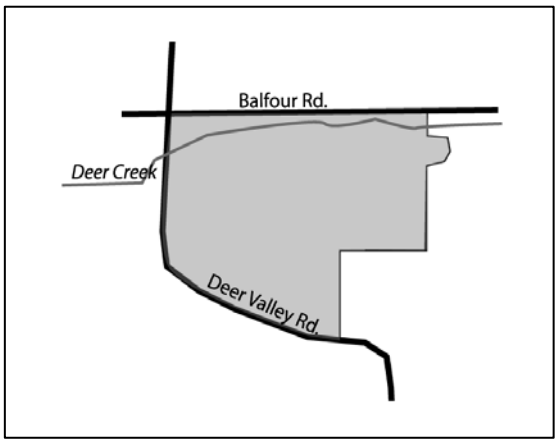
DESIGN OBJECTIVES:

- Develop a coordinated circulation system that utilizes the Lone Tree Way/Fairview Avenue and Empire Avenue/Lone Tree Way intersections and minimizes additional driveways onto Lone Tree Way.
- Establish a landscaped setback and/or median along the Lone Tree Way frontage.
- Provide pedestrian connectivity between the residential uses and nearby commercial services and a future rail station.

Special Planning Area G

BACKGROUND

This special planning area, consisting of approximately 370 acres, is bounded by Balfour Road to the north, Deer Valley Road to the west and south, and the Strickler/Silos Property to the south and east. The land is predominantly vacant but includes a commercial kennel, truck rental business, and cattle grazing uses. The site is hilly in nature and slopes gently from Balfour Road to southern part of the site, and then drops steeply down to Deer Valley Road. Elevations on the property range from 200 feet above sea level adjacent to Balfour Road and rise to just over 400 feet in the southern portions of the property. In the northeast portion of the property is a 32-acre site owned by the Contra Costa County Flood Control Department, which will be used in the future as a flood control basin.



POLICY DIRECTION

SPA G will form a boundary between Brentwood and future Antioch developments on the northern and western edges of the property. The SPA will serve as a prominent gateway into Brentwood. In the future, Balfour Road and Deer Valley Road will be a major crossroads carrying traffic between Brentwood and Antioch, to and from Livermore, and to and from the Highway 4 Bypass. This major arterial intersection provides an opportunity to develop retail commercial uses at the northwestern corner of the property. A variety of ranchette estate and very low density single-family uses with a neighborhood park are envisioned for the balance of the site with an urban reserve area along Deer Valley Road. The residential portion of the SPA shall have a maximum residential density of no more than 1.0 unit per acre.

The flood control facility in the northeastern portion of the property shall be developed as a joint flood control facility and park site. Including the flood control basin, park sites and hillside open space, approximately 40% of the site should be open space uses.

This area contains significant habitat value for protected wildlife. The City shall analyze this area in conjunction with a Habitat Conservation Plan prior to annexation.

A suggested land use mix is as follows:

- Open Space and Parks – 150 acres
- General Commercial Uses – 25 acres
- Residential Uses – 195 acres

The maximum number dwelling units envisioned for this SPA is 195.

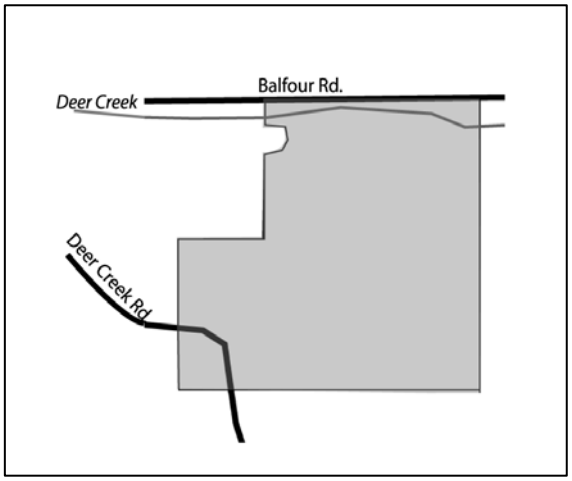
DESIGN OBJECTIVES:

- Include a gateway element through open space, signage, and landscaping that will provide a unique entrance into the City of Brentwood.
- Provide a mixture of single family, retail commercial, and open space land uses.
- Concentrate the commercial uses near the southeast corner of the intersection of Deer Valley Road and Balfour Road.
- Incorporate large amounts of parks and open space into the site and preserve the large hillform on the southern end of the Special Planning Area.

Special Planning Area H

BACKGROUND

This special planning area, which is approximately 450 acres in size, is located in the southwestern portion of the General Plan area. It is bounded on the north by Balfour Road, on the east by the approved Suncal (formerly Spanos) golf course development, on the west by portions of Deer Valley Road, and on the south by open space that is designated within Special Planning Area J. The City has annexed approximately 92 acres for development of future High School and Middle School campuses.



POLICY DIRECTION

The general focus for this special planning area is to provide residential opportunities for the nearby intersection of Balfour Road and the Highway 4 Bypass while respecting the natural topography of the site. The hill areas shall be restricted to ranchette estate residential development and recreational opportunities or natural open space. As planned, the area shall contain a mix of ranchette estate, very low density and low density single family residential developments designed around a possible nine-hole golf course. The overall density envisioned for the residential portion of the site shall not exceed 2.0 dwelling units per acre. Open space (excluding a golf course) shall comprise at least 35 percent of the site. The site contains additional open space in the form of an urban reserve area and a future park site, as well as a planned high school and middle school. A small 10-acre neighborhood commercial area is also contemplated in the northeast portion of the SPA to serve the surrounding residential area.

This area is has significant habitat value for protected wildlife and shall be analyzed in conjunction with a Habitat Conservation Plan prior to application to the City for annexation or other development entitlements.

A suggested land use mix is as follows:

- Open Space and Parks – 158 acres
- Public Facilities – 90 acres
- General Commercial Uses – 10 acres
- Residential Uses – 192 acres

The maximum number of dwelling units envisioned for this SPA is 384.

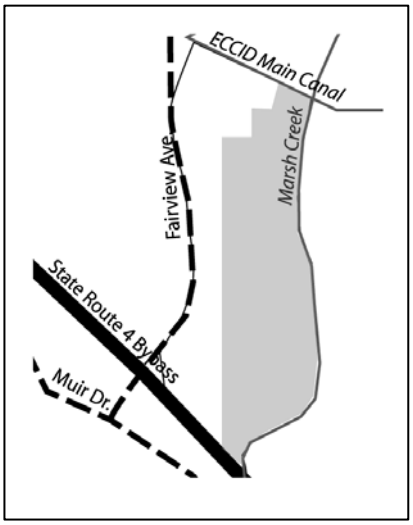
DESIGN OBJECTIVES

- Design residential projects to maximize the advantage of open space/golf course views.
- Ensure that the design of residential areas facilitates pedestrian and bicycle access to commercial areas.
- Locate school sites to minimize impacts on residential areas and vice versa.

Special Planning Area I

BACKGROUND

The boundaries for SPA I and K were reconfigured in October 1996 and the uses for both areas have been precisely defined. SPA I and K collectively are the Summerset active senior development and include residential uses, a golf course, clubhouse, and neighborhood park. The overall density for the area falls within the low density residential range. This area is designated low density residential on the land use map.



After being reconfigured, the acreage of SPA I was reduced from approximately 304 acres to approximately 129 acres.

POLICY DIRECTION

One of the most important features in the area is the existing Marsh Creek corridor. The creek has not been channelized in this area and is generally in a native state. The section that abuts this Planning Area constitutes the best riparian habitat in Brentwood. Preservation of the existing trees and habitat along the creek is crucial. It is essential to provide adequate open space along the creek so as not to disrupt, degrade, or disturb the flora and fauna along the creek.

The Planning Area abuts an area designated for Agricultural Conservation (AC) on the east side of Marsh Creek. To preserve the viability of the AC area and to stop encroachment of development into that area, municipal services (i.e., water, sewer, storm drain) shall not be stubbed out into this area. Services to the site shall be designed to only accommodate the site and not adjacent properties to the east. Roads to the east (i.e., Concord Avenue and Payne Avenue) shall be designed to accommodate local traffic only.

DESIGN OBJECTIVES

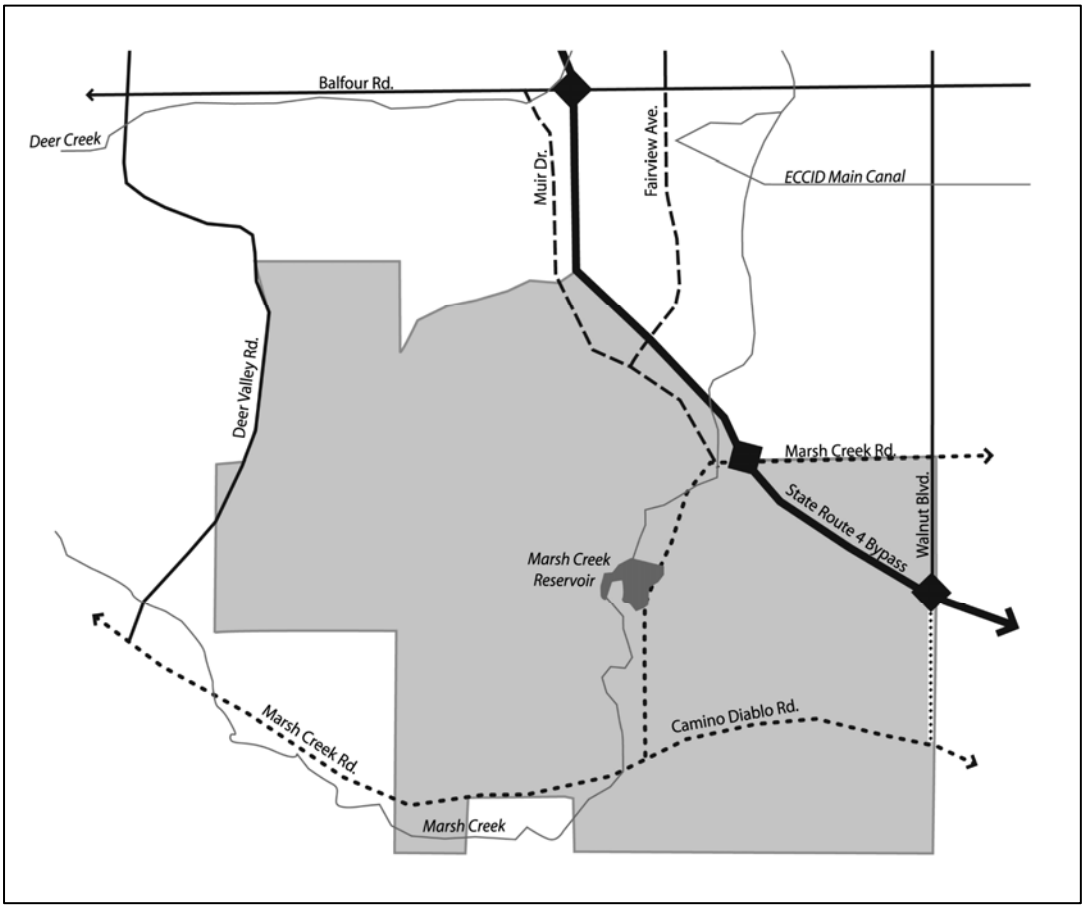
- Develop a mixture of single-family residential uses.
- Reserve the right-of-way for the Highway 4 Bypass and develop the Fairview Avenue extension and Concord Avenue.
- Provide adequate local street and utility connections to the west.
- Coordinate development with the various property owners to obtain a logical phasing and development plan.

Special Planning Area J

BACKGROUND

This special planning area, approximately 5,500 acres in size, is located in the southwest corner of the Planning Area. The area is bounded by Walnut Boulevard on the east, Marsh Creek Road/Camino Diablo on the south, Deer Valley Road on the west, and the Deer Ridge and Hancock properties on the north. Approximately 4,000 acres have been conveyed to the state park system and approximately 50 percent of the SPA is located outside of the City's Sphere of Influence.

The majority of the property is currently used for cattle grazing. An apple orchard is located off Walnut Boulevard. Other uses on the site include a ranch house, barns, and the ECCID irrigation canal. Electrical transmission lines and several gas pipelines transect the property. The Cowell Ranch property surrounds the Marsh Creek Reservoir and the John Marsh Home State Park (which are held in separate ownerships).



POLICY DIRECTION:

The size of the property presents a unique opportunity to create a balanced, mixed use, master planned development that offers a range of housing and employment opportunities along with open space, schools, parks, recreational facilities, commercial activities, and appropriate civic uses. The future Highway 4 Bypass and its proposed interchanges at Marsh Creek Road and Walnut Boulevard shall provide local and regional access. Open space and trails within the planning area should be developed and linked to Los Vaqueros Reservoir recreational facilities and Round Valley and Morgan Territory recreation areas via the Marsh Creek trail system. The Marsh Creek Reservoir and John Marsh Home represent significant resources, which shall be preserved and incorporated into public park facilities.

Development shall occur in a compact urban form in order to encourage pedestrian and transit use with close proximity of housing to jobs, shopping, and community facilities such as schools, parks, and day care centers. Residential development shall provide a range of densities and housing types from apartments to entry-level affordable ownership units to a large executive home. Sufficient land shall be designated for employment generating uses. Commercial, retail and office facilities in this SPA shall be developed to meet the daily service needs of the residents and a Village Center mixed use business park shall be developed in an attempt to bring the City's Jobs/Housing ratio to 1.5 jobs per household. All areas outside the City Sphere of Influence should be designated as open space. Feasible measures shall be incorporated into development activities to protect heritage trees and to reduce effects on sensitive wildlife habitat.

DESIGN OBJECTIVES

Development within the planning area shall comply with the applicable community design goals and policies in the General Plan with specific emphasis given to the following:

- Locate employment generating uses adjacent to the Highway 4 Bypass planned interchanges at Marsh Creek Road and Walnut Boulevard.

- Phase development to correspond to the availability of public services and facilities.

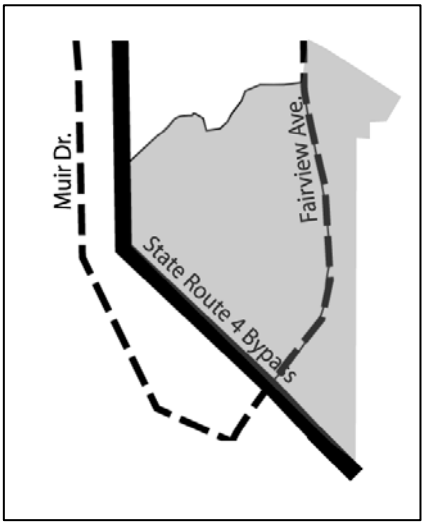
- Permanently protect City designated open space areas identified within the SPA through irrevocable conservation easements and plan these areas for recreational uses, agricultural uses, and wildlife habitat for protected species.

- Attain a Job/Housing balance at a minimum of 1.5 jobs per household within this SPA.

Since this SPA is so large and the City is working with the landowners on the future planning of it, a precise mix of land uses and/or design objectives is not suggested at this time.

Special Planning Area K

BACKGROUND



The City reconfigured the boundaries for SPA K and SPA I in October 1996 and has precisely defined the land uses for both areas. SPA K and I, collectively, are the Summerset active senior development and include residential uses, a golf course, clubhouse, and neighborhood park. The overall density for SPA K falls within the low density residential range. This area is designated low density residential on the land use map. After this SPA was reconfigured, the acreage expanded from approximately 178 to 353 acres.

POLICY DIRECTION

An important feature of any development that occurs on the site is open space for buffering between the Highway 4 Bypass and the surrounding properties. Open space buffering is especially important on the south and west edge of the property where the future Highway 4 Bypass will be built.

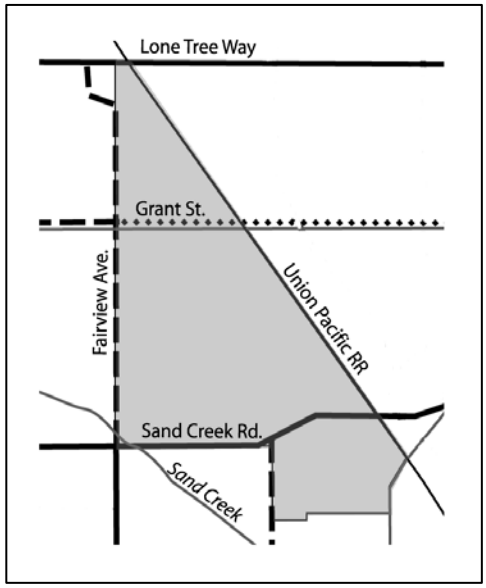
DESIGN OBJECTIVES

- Reserve the right-of-way for the Highway 4 Bypass and improve Concord Avenue.
- Provide open space buffering between the adjacent properties and the planned Highway 4 Bypass to address traffic noise impacts and property owner privacy concerns.
- Provide adequate street connections to the properties to the east.

Special Planning Area L

BACKGROUND

This special planning area, consisting of approximately 378 acres, is generally bounded by the Union Pacific Railroad and Marsh Creek to the east, Fairview Avenue to the west and the Randy Way neighborhood to the south. The SPA contains 16 distinct planning sub-areas, which precisely define the land uses in the SPA. The dominant land uses in the area are as follows: single family residential homes on lots ranging from 4,500 to 20,000 square feet; two neighborhood parks linked by a recreational trail, a detention basin and PG&E gas odorization facility in the northern portion of the SPA, and rural agricultural properties on approximately 15 acres. Fairview Avenue and Minnesota Avenue currently provide roadway access to SPA L. Sand Creek Road is planned to extend through the southern portion of the SPA to serve inbound and outbound east west trips.



POLICY DIRECTION

The area shall accommodate a variety of single-family residential products. Lot sizes shall range anywhere from 4500 square feet to one acre in size. A maximum carrying capacity of the entire SPA shall not exceed 1,134 units (or 3 dwelling units per acre). Ten to 15% of the area shall remain in open space and park uses. The larger lots in this SPA shall be located on the western side of the SPA along the east side of Fairview Avenue to provide a buffer to existing lots along the west side of Fairview Avenue, and along the southern end of the SPA to provide a transition to the existing one +/- acre lots in the Randy Way area and the 10,000 + square foot lots in the Spinnaker Ridge Subdivision. It is important to provide adequate noise buffering adjacent to the railroad. Coordination between various property owners will be necessary to construct the new Sand Creek Road that will bisect the southern portion of the SPA.

DESIGN OBJECTIVES

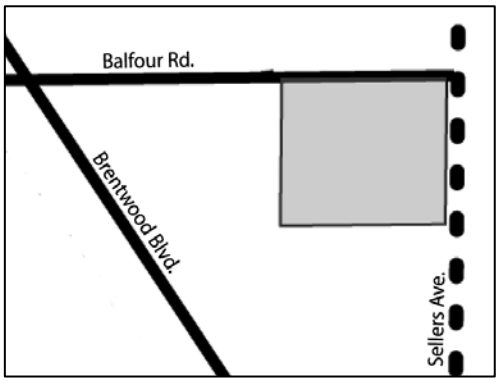
- Provide adequate open space and parks to accommodate the residents in the area.
- Provide adequate noise and visual buffering of the railroad and Minnesota and Fairview Avenues, through the use of open space, masonry sound walls, mounding, and landscaping.

- Implement the Parks, Trails, and Recreation Master Plan for the portions of Sand Creek, Marsh Creek, and the EBMUD right-of-way that border or bisect the Planning Area.
- Coordinate with the various property owners to develop Sand Creek Road across the Planning Area.
- Provide larger lots at the southern edge of the Planning Area to transition to the larger lots in the existing developments that border the Planning Area.
- Provide larger lots along Fairview Avenue to buffer the existing one-acre lots along the west side of Fairview Avenue.

Special Planning Area M

BACKGROUND

This special planning area, consisting of 37.7 acres, is bounded by Balfour Road to the north, Sellers Avenue to the east, agricultural properties to the south, and Harvest Business Park to the west. The SPA land use pattern is precisely defined and approximately 120 medium density single family homes are under construction with approximately 8 acres of mixed use business park to be developed in the future.



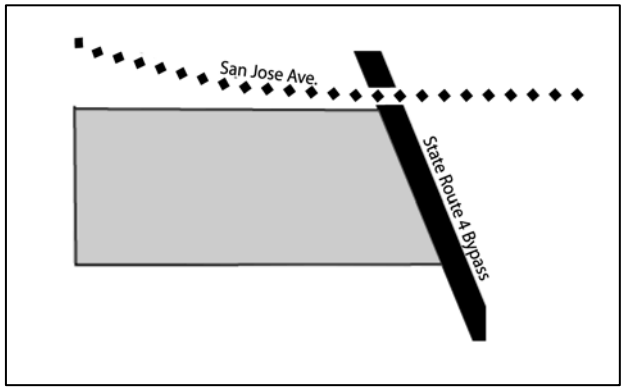
DESIGN OBJECTIVES

- Provide adequate buffering of the agricultural properties to the east.
- Ensure that the design of the homes is compatible with the Garin Ranch Project to the north.
- If a detention basin is needed on the east side of the project, ensure that it is developed as a park-type facility.
- Provide adequate buffering to the Harvest Business Park to the west.

Special Planning Area N

BACKGROUND

This special planning area, consisting of 100 acres, is bounded by the Seeno property to the north, the Highway 4 Bypass to the east, the Shadow Lakes neighborhood to the south (formerly Strickler/Hancock Property) and the edge of the Planning Area and Sphere of Influence of the City of Antioch to the west. The property is hilly with elevations ranging from 130 feet to 285 feet above sea level. The portions of the site with the highest elevations are at the western edge adjacent to the City of Antioch. Land uses in this area are precisely defined. The SPA has been designated low density residential and approved for the construction of approximately 280 single family homes on approximately 57 acres with 43 acres retained as open space.



POLICY DIRECTION

The intent of this SPA is to provide opportunities for low and medium density residential land uses, which are integrated with the natural topography. Medium density housing opportunities shall be allowed predominately on the eastern portion of the area, however, overall density shall not exceed 3 dwelling units per acre. Views from the Highway 4 Bypass shall reflect enhanced or natural open space. The western boundary of SPA "N" shall take into consideration the special buffer agreement (MOU) between the Cities of Brentwood and Antioch.

One of the most important features of the site is the use of open space and the preservation of the landforms that run through the site and buffer the Highway 4 Bypass. A minimum of 40% of the site shall remain in open space. Other issues to consider include the crossing of the Highway 4 Bypass with San Jose Avenue, the safe abandonment of the oil and gas facilities, and the interface with Antioch on the west side.

This SPA shall contain visual open space as a predominant feature. Of special concern are the views from the Highway 4 Bypass and San Jose Avenue. San Jose Avenue is an important element of the local circulation in this area and shall receive special attention (such as extensive landscaping and bike lanes).

A suggested land use mix is as follows:

- Open Space – 40 Acres

- Residential – 60 Acres

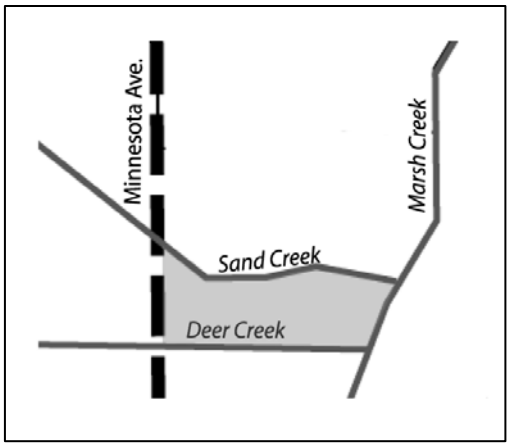
DESIGN OBJECTIVES

- Provide open space to preserve the hill forms on the site and provide adequate buffering of the Highway 4 Bypass and San Jose Avenue.
- Provide parks as required to provide recreational uses. Locate parks contiguous to open space to provide active and passive recreational uses.
- Develop a variety of residential land uses and congregate the higher density land uses near the Highway 4 Bypass.
- Phase out the oil and gas facilities as the SPA is developed, in conformance with the City's oil and gas production section of the zoning ordinance.
- Develop San Jose Avenue with bike lanes and extensive landscaping so that it serves as a dominant circulation corridor through the SPA.
- Develop comprehensive design guidelines for the Planning Area.
- Consider the Memorandum of Understanding concerning open space boundaries between the Cities of Brentwood and Antioch.

Special Planning Area O

BACKGROUND

This special planning area, consisting of approximately 21 acres, is bordered by Minnesota Avenue on the west and three creeks: Sand Creek, Marsh Creek and Deer Creek on the north, east and south respectively. With Special Planning Area "L" across Sand Creek to the north and Special Planning Area "C" across Marsh Creek to the east, this area was designated a special planning area in order to provide consistent land use and development policies compatible with the adjacent special planning areas.



POLICY DIRECTION

Since this property is at the confluence of three creek systems, it is paramount that any development of the area be consistent with and reflect the Parks, Trails and Recreation Master Plan and provide open space buffers adjacent to the creeks bordering the site. If any development, other than open space/recreational amenities occurs, it shall be restricted to single-family residential uses that maintain the rural character of the area.

A suggested land use mix is as follows:

- Very Low Density on the westerly half of the area
- Community park on the easterly half of the area

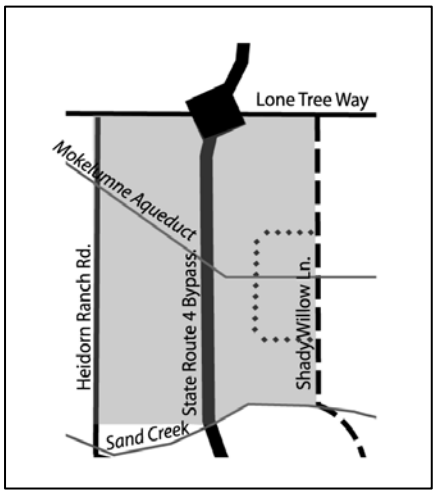
DESIGN OBJECTIVES

- Develop a ten (10) + acre community park on the eastern half of the area and provide educational/interpretive facilities for bicyclists, equestrians and pedestrians consistent with the City's Parks, Trails, and Recreation Master Plan and the East Bay Regional Park District Master Plan.
- Locate very low density development on the western half of the area, providing density transition between the surrounding residential areas north and south of the site.
- Ensure that development is compatible with the planning areas to the north and east.

Special Planning Area P

BACKGROUND

This special planning area consists of approximately 525 acres and was annexed to the City in 1998. It includes the southern portion of the Highway 4 Bypass interchange at Lone Tree Way and borders the City of Antioch to the north and west. It is bounded by Heidorn Ranch Road on the west, Lone Tree Way on the north, Shady Willow Lane on the east, and Sand Creek on the south. The area includes a mix of existing retail commercial uses, agricultural uses, several rural residences, and existing churches. The Highway 4 Bypass bisects the area in the north south direction.



POLICY DIRECTION

Due to its strategic location between the two Highway 4 Bypass interchanges at Lone Tree Way and Sand Creek Road, this area is intended to serve as a major employment area and provide land for large regional retail commercial businesses, professional office uses, manufacturing and light industrial uses, and complementary very high density residential uses. Heidorn Ranch Road and Lone Tree Way are two existing roadways that serve the area. Both of these roadways are within the City of Antioch's jurisdiction and will therefore require close coordination between Brentwood and Antioch on the design and construction of future improvements. Development of the area shall also reflect the current boundary agreement MOU between Brentwood and Antioch. Design of this SPA shall include a City entry feature in the northwest corner.

While job-generating uses are the primary focus of this SPA, complementary medium-, high-, or very high-density residential uses of up to 475 dwelling units shall be located in close proximity to future jobs west of the Highway 4 Bypass on one site to provide conveniently located housing choices for the anticipated work force. Consequently, 75-90 acres in the northwest portion of the SPA is designated as a major mixed use component. The northern approximately 40 acres is designated for a major regional retail center. The southerly 30 to 40 acres is designated for either all office, or retail, or a combination of office, retail and residential uses allowing up to 475 units of very high density housing. Subject to the maximum of 475 housing units being planned as a single, whole project; it may be located anywhere within the SPA, except along the Lone Tree Frontage. An additional residential component of this SPA shall be located within the approximately 35-acre medium density residential area and 8-acre very high density residential

area west of Shady Willow Way south and north of the existing EBMUD Mokelumne Aqueduct east of the Highway 4 Bypass. Residential areas shall include a mix of housing types, rental and ownership options, and affordability levels.

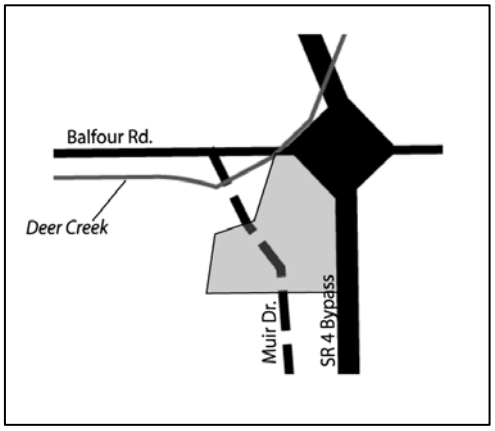
DESIGN OBJECTIVES

- Provide a coordinated system of streets, trails, courtyards, mini-parks which are safe, functional, and highly attractive.
- Ensure that SPA P's internal circulation conveniently accommodates the needs of transit users, pedestrians, and bicyclists as well as automobiles.
- Include a distinctive entry feature at the southeast corner of Lone Tree Way and Heidorn Ranch Road to distinguish Brentwood from Antioch and to welcome those entering Brentwood.
- Provide careful attention to development adjacent to Sand Creek in the southern portion of the SPA, and ensure generous open space buffers and recreation amenities.
- Provide attractive buffer areas along both sides of the Bypass segment that bisects the area.
- Include in the design of the area along the eastern edge of Heidorn Ranch Road a park-like setting within a 25 to 50-foot open space buffer area to physically separate Brentwood from Antioch, reflect the boundary agreement between the communities, and provide a desirable area for SPA workers, visitors, and residents to use.
- Design and orient buildings greater than two stories or 70 feet high in a manner that minimizes obstruction of scenic views of Mt. Diablo and the foothills to the west.

Special Planning Area Q

BACKGROUND

This special planning area, approximately 57 gross acres in size (prior to dedications), is bounded by Balfour Road to the north, the Suncal residential development to the west, the Timms, Spies and future park properties to the south, and the proposed State Route 4 Bypass to the east. Muir Drive bisects the planning area from the northwest to the southeast, creating an eastern parcel of approximately 32 net acres (the "East Site") and a western parcel of approximately 17 net acres (the "West Site"). Based on its proximity to the State Route 4 Bypass and Balfour Road, as well as its relative central location with respect to transportation infrastructure and the in-fill nature of future development there, this planning area is ideal for a mixed-use development, including medical, business and professional office, commercial, and mid- to high- to very high-density residential (including health-care related residential) uses.



POLICY DIRECTION

The intent of this SPA is to utilize "smart growth" planning principles and create a mixed use development consisting of office/professional, commercial, medium density and /or high density residential uses. The medical campus and/or office and commercial land uses shall take advantage of existing and projected traffic infrastructure, including the State Route 4 Bypass and Balfour Road frontages, with the intent of creating an employment center adjacent to a key regional transportation corridor. The higher density residential uses shall generally be located proximate to the office and commercial uses, with medium density residential uses generally located to the south and west of the Special Planning Area.

The suggested density and intensity of the mixed land uses is as follows:

East Site:

- Medical Office – up to 625,000 square feet of building area

West Site:

- Commercial /Office – up to 260,000 square feet, OR
- Medium- to High- to Very High-Density Residential – up to 25 units per acre, OR a combination of the above two uses.

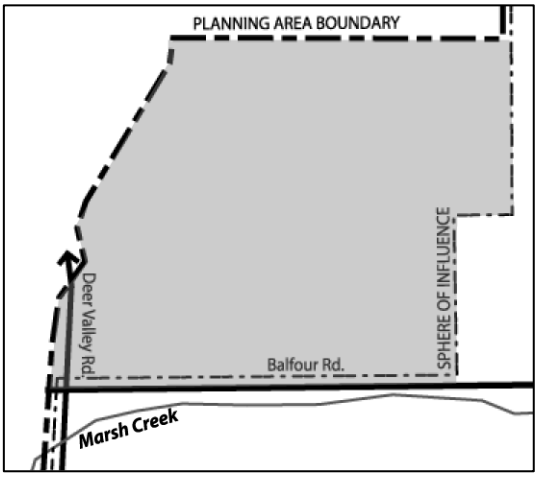
DESIGN OBJECTIVES:

- Develop a coordinated circulation system that provides access to the East site from both Balfour Road and Concord Avenue with no driveway openings directly onto the State Route 4. Bypass.
- Designate residential land uses to increase in density moving away from the planned or existing single-family residential neighborhood located to the west and towards the planned Medical/ Commercial/Office uses within the planning area, and the Highway.
- Design buildings greater than two stories in a manner that minimizes obstruction of scenic views of Mt. Diablo and the foothills to the west.

Special Planning Area R

BACKGROUND

SPA R, consisting of approximately 615 acres, is bounded by Deer Valley Road on the west, Antioch city limits on the north, Brentwood city limits and the Shadow Ridge development on the east, and Balfour Road on the south. This area is located in the western portion of the Planning Area and is currently outside the City limits and the City's Sphere of Influence.

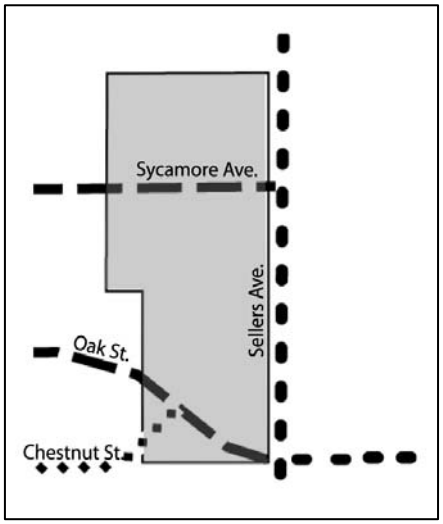


This area does not currently have land use designations, as that would be premature due to the need for future land use planning, and environmental analysis of this land.

Special Planning Area S

BACKGROUND

SPA S consists of approximately 93 acres, and is located generally east of future Garin Parkway, south of the Low Density Residential area which extends south of future Sand Creek Road, west of Sellers Avenue, and north of Chestnut Street. This area is located east of the City limits and is outside the City's Sphere of Influence.



The density range for this SPA shall be 0 to 2 dwelling units/acre with a midrange of 1 dwelling unit per acre. This area does not currently have land use designations, as that would be premature due to the need for future land use planning, and environmental analysis of this land.

Goals and Policies

The following goals, policies and implementation measures embody the direction of the City of Brentwood's future mix, density and intensity of land uses.

GOAL 1: FACILITIES AND SERVICES

A diverse, self-sufficient community that offers a broad spectrum of job opportunities, housing types, community facilities and commercial services.

Policy 1.1 City Development Control: Maintain responsible City control of development within the Planning Area.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism (Numbers refer to descriptions of mechanisms, which follow table)
1.1.1 Prezone: Work with property owners to pre-zone areas within the City's Sphere of Influence.	City of Brentwood Community Development Department	Ongoing	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9)
1.1.2 Annexation: Encourage early annexation of all lands within the City's Sphere of Influence, provided adequate services and facilities are available.	City of Brentwood Community Development Department	Ongoing	▪ Intergovernmental Coordination (17)
1.1.3 Boundary Agreements: Maintain existing boundary agreements with the City of Antioch, and develop an agreement with the City of Oakley.	City of Brentwood Community Development Department	Establish by Winter 2003 Ongoing	▪ Boundary Agreements (2) ▪ Intergovernmental Coordination (17)
1.1.4 Population Size: Designate land use in the Planning Area for a build-out population of approximately 75,000, not including the Urban Reserve areas, which may add population at some future date.	City of Brentwood Community Development Department	By Fall 2001 and review the General Plan every 5 years, and modify if necessary Ongoing	▪ Growth Management Element (14) ▪ Development Regulations (Zoning) (9)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.1 City Development Control (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.1.5 Jobs/Housing Balance: Strive for a jobs/housing balance ratio of 1.5 jobs for each household to encourage community self-sufficiency and reduce commute trips and associated air pollution.	City of Brentwood Community Development Department Economic Development Department	Review every two years and modify the General Plan if needed	▪ Development Regulations (Zoning) (9)
1.1.6 Contiguous Development: Require new development to be contiguous to existing development, whenever possible.	City of Brentwood Community Development Department	Ongoing	▪ Development Review (10)
1.1.7 Zoning: Maintain a zoning map that is consistent with the General Plan.	City of Brentwood Community Development Department	Revise the Zoning Map within one month of General Plan Adoption Modify as needed thereafter	▪ Development Regulations (Zoning) (9)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.2 Balanced Neighborhoods: Promote neighborhoods that provide a balanced mix of land uses and development types.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.2.1 Planned Developments/ Specific Plans: Utilize Special Planning Areas (SPAs), Planned Development (PD) Zoning or Specific Plans to implement and regulate development.	City of Brentwood Community Development Department	Ongoing	▪ General Plan Land Use Map (13) ▪ Specific Plans (23) ▪ Development Regulations (Zoning) (9)
1.2.2 Park/Open Space: Require adequate park, open space and recreational facilities within neighborhoods.	City of Brentwood Community Development Department Parks and Recreation Department	Adopt the Parks, Trails and Recreation Master Plan concurrently with the General Plan Ongoing	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9) ▪ Development Fee (8) ▪ Parks, Trails and Recreation Master Plan (19)
1.2.3 Neighborhood Uses: Encourage neighborhood development that includes convenience commercial uses and school uses but restrict the amount of retail strip development, particularly development that would compete with the Downtown.	City of Brentwood Community Development Department	Ongoing	▪ Development Regulations (Zoning) (9) ▪ Design Guidelines (6)
1.2.4 Child Care: Encourage the development of childcare facilities within commercial and residential areas to serve neighborhoods.	City of Brentwood Community Development Department	Ongoing	▪ Development Regulations (Zoning) (9)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.2 Balanced Neighborhoods (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.2.5 Pedestrian Links: Incorporate safe and direct pedestrian linkages in the design and development of residential areas to school sites, parks and community activity centers.	City of Brentwood Community Development Department, Parks and Recreation, Engineering, Brentwood Union School District (BUSD), Liberty Union High School District (LUHSD)	Adopt the Parks, Trails and Recreation Master Plan concurrently with the General Plan Ongoing	▪ Development Review (10) ▪ Parks, Trails and Recreation Master Plan (19) ▪ Intergovernmental Coordination (17)
1.2.6 Institutional Land Uses: Provide for an adequate amount of institutional land uses to meet the social, economic, cultural, spiritual, recreational and educational needs of Brentwood residents and visitors.	City of Brentwood Community Development Department, Parks and Recreation, Public Works, Police, BUSD, LUHSD, East Diablo Fire District	Ongoing	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9) ▪ Intergovernmental Coordination (17)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.3 Community Design: Ensure that new development is designed to promote convenient, comfortable, and safe pedestrian use.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.3.1 Transit Oriented Development: Encourage new development that is convenient to bus or future passenger rail transit lines (e.g. BART service) in order to reduce automobile dependence.	City of Brentwood, Tri Delta Transit, BART, Union Pacific RR	Ongoing	▪ Development Review (10) ▪ Intergovernmental Coordination (17)
1.3.2 Balanced Development: Strongly encourage residential development in the City in a balanced and efficient pattern that reduces sprawl, preserves open space and creates convenient connections to other land uses.	City of Brentwood Community Development Department	Ongoing	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9) ▪ Design Guidelines (6) ▪ Capital Improvements Program (4)
1.3.3 Design Standards: Adopt and apply design guidelines that require high quality design for nonresidential land uses.	City of Brentwood Community Development Department	Ongoing	▪ Design Guidelines (6) ▪ Development Review (10)
1.3.4 Gateways and Entrances: Improve the appearance of major entrances into Brentwood with landmark entry features, such as signs and gateways, which enhance the sense of community and provide a positive City image.	City of Brentwood Community Development Department	Ongoing	▪ Design Guidelines (6) ▪ Development Review (10) ▪ Development Regulations (Zoning) (9) ▪ Capital Improvements Program (4)
1.3.5 Buffers between Communities: Maintain and/or establish buffers and open space edges between Brentwood and the neighboring cities of Oakley and Antioch.	City of Brentwood Community Development Department	Establish by December 2002 and implement on an ongoing basis	▪ General Plan Land Use Map (13) ▪ Intergovernmental Coordination (17)

GOAL 2: QUALITY RESIDENTIAL

A high quality residential environment that positively contributes to the special, small town atmosphere of Brentwood.

Policy 2.1 Compatible Neighborhoods: Promote compatibility between and within new and existing neighborhoods.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
2.1.1 Design Standards: Apply design standards regulating setbacks, landscaping, screening and architectural style to new residential development and rehabilitation projects.	City of Brentwood Community Development Department	Ongoing	▪ Development Regulations (Zoning) (9) ▪ Design Guidelines (6)
2.1.2 Density Transition: In order to protect the integrity of existing land use patterns and minimize the impacts on existing uses and residents, it shall be City policy: a) to locate lower residential densities adjacent to open space, areas of agricultural use and existing lower density residential areas; b) to locate higher residential densities in proximity to employment activity centers; and c) to require buffer lots in new residential developments that abut or face existing large residential lots as follows: *1. lot sizes within new development shall be compatible with lot sizes in adjacent existing development*	City of Brentwood Community Development Department	Ongoing	▪ Development Regulations (Zoning) (9) ▪ Design Guidelines (6)

GOAL 2: QUALITY RESIDENTIAL (continued)

Policy 2.1 Compatible Neighborhoods (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
2.1.2 Density Transition (continued) 2. *proposed lots facing or abutting existing residential lots zoned Ranchette Estate (RE) or of one acre or more shall have a minimum area of 20,000 square feet* 3. *proposed lots facing or abutting existing residential lot sizes of one-half acre but less than one acre shall have a minimum area of 10,000 square feet* 4. *no more than two buffer lots shall abut an existing large lot* 5. *the Zoning Ordinance shall be amended to include standards for the design of new two-story dwelling units on lots that serve as buffer areas adjacent to existing large residential lots and* 6. *buffering shall include open space, trails, greenbelts, pasture land or any other compatible use.* d) at the discretion of the Planning Commission during the tentative subdivision map review process, the density transition policy may be modified, following the adoption of specified findings, under the following circumstances: 1. When the adjacent property		Ongoing	▪ Development Regulations (Zoning) (9) ▪ Design Guidelines (6)

has a land use and /or zoning designation that would enable the future subdivision of the adjacent property into lots of a size similar to those planned in the proposed subdivision, even though the property owner has no present intentions to subdivide their property. 2. When the adjacent property is or will be separated by at least 120 feet of right-of-way or a proposed arterial street that includes a 30 foot wide parkway. 3. When the adjacent property is separated by a natural or man-made barrier (i.e., a creek, streambed, river, drainage basin, canal or similar passageway). When there is a proposal to deviate from the density transition policy, the developer shall make a good faith effort to acquire a letter from all neighboring and/or affected parcel owners outlining their positions, either in favor of or in opposition to the modification in the density transition policy. Any Planning Commission approved exceptions to this policy shall necessitate review and approval of the entire Tentative Subdivision map by the City Council.			

GOAL 2: QUALITY RESIDENTIAL (continued)

Policy 2.1 Compatible Neighborhoods (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
2.1.3 Density Calculation: Calculate residential densities by gross acre, as outlined in the Land Use Plan Categories section of this Land Use Element.	City of Brentwood Community Development Department	Ongoing	▪ Development Regulations (Zoning) (9)
2.1.4 House Sizes: Analyze the issue of large house sizes, with respect to minimum setbacks and to lot coverage, and develop appropriate regulations or guidelines based on the analysis.	City of Brentwood Community Development Department	Conduct analysis within 18 months of General Plan Adoption Ongoing	▪ Development Regulations (Zoning) (9) ▪ Design Guidelines (6)
2.1.5 Residential Amenities: Create residential areas in Brentwood that include innovative designs which are linked with bikeways and pedestrian trails, commercial centers and transit stops.	City of Brentwood Community Development Department and Parks and Recreation Department Tri Delta Transit	Adopt the Parks, Trails and Recreation Master Plan concurrently with the General Plan Ongoing	▪ Design Guidelines (6) ▪ Specific Plans (23) ▪ General Plan Bikeways and Trails Map (12) ▪ Parks, Recreation and Trails Master Plan (19) ▪ Intergovernmental Coordination (17)

GOAL 2: QUALITY RESIDENTIAL (continued)

Policy 2.2 Residential Mix: Maintain Brentwood's predominant land use of single family residential, while providing for a mix of housing types and affordability levels throughout the community.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
2.2.1 Larger Lot Single Family: Utilize the General Plan and Zoning Ordinance to provide for large lot single-family residential development.	City of Brentwood Community Development Department	Ongoing	▪ Development Regulations (Zoning) (9)
2.2.2 Location of Higher Density: Locate medium and high density residential development near activity centers.	City of Brentwood Community Development Department	Ongoing	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9) ▪ Specific Plans (23)
2.2.3 Housing Variety: Provide for a variety of residential products through the Zoning Ordinance, including senior, low income, rural and estate housing to accommodate the housing needs of all segments of the City's population. (See Housing Element.)	City of Brentwood Community Development Department	Revise the Zoning Map within one month of General Plan adoption, and modify as needed thereafter	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9)
2.2.4 Density Requirements: Ensure that residential developments meet the minimum density requirement stipulated on the land use map in order to ensure that Brentwood has an ample number of housing units to meet all of its housing needs.	City of Brentwood Community Development Department	Ongoing	▪ Development Review (10) ▪ Development Regulations (Zoning) (9)

GOAL 3: ECONOMIC VITALITY

A diversified mix of strong retail centers, service commercial activities, manufacturing enterprises and high-paying employment opportunities that contribute to Brentwood's economic well-being. (See Economic Development Element.)

Policy 3.1 Downtown Focus: Maintain the Downtown as the community's dominant commercial, civic and cultural center.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
3.1.1 High Activity Uses: Retain and encourage an intensification of retail, office and entertainment uses in the Downtown. Direct the City's office, civic and cultural uses to locate Downtown and emphasize the integration of these high-activity uses.	City of Brentwood Community Development and Economic Development Departments	Ongoing	▪ Capital Improvement Program (4) ▪ Redevelopment Plan (21) ▪ Development Regulations (Zoning) (9) ▪ Development Review (10)
3.1.2 Specific Planning Area: Designate Downtown as a Specific Planning Area to strengthen the downtown as a destination point, provide special planning attention to the city core and ensure that development occurs according to design guidelines and land use standards.	City of Brentwood Community Development and Economic Development Departments	Ongoing	▪ Specific Plans (23) ▪ Development Regulations (Zoning) (9) ▪ Design Guidelines (6)
3.1.3 Urban Design Framework: Create an urban design framework to strengthen the physical form of Brentwood's Downtown.	City of Brentwood Community Development Department, Engineering Department	Ongoing	▪ Design Guidelines (6) ▪ Development Review (10)
3.1.4 Destination Point: Promote Downtown Brentwood as a destination point for City residents and visitors to the City.	City of Brentwood Economic Development Department	Ongoing	▪ Economic Development Strategy (11)

GOAL 3: ECONOMIC VITALITY (continued)

Policy 3.1 Downtown Focus (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
3.1.5 Streetscape, Landscaping and Design: Create streetscape, landscaping and design standards that will help enhance the character and create a sense of identity for the Downtown.	City of Brentwood Community Development Department	Prepare a Specific Plan by October 2003 and implement on an ongoing basis	▪ Development Regulations (Zoning) (9) ▪ Design Guidelines (6) ▪ Specific Plans (23)
3.1.6 Architectural and Historical Significance: Inventory, designate, and protect potential sites and structures of architectural, historic and cultural significance within the Downtown.	City of Brentwood Community Development Department	Create inventory by January 2003 Designate and protect potential sites on an ongoing basis thereafter	▪ Historic Preservation Program (16) ▪ Specific Plans (23) ▪ Development Regulations (Zoning) (9) ▪ Development Review (10)
3.1.7 Redevelopment Plan: Implement the Redevelopment Plan in order to achieve its revitalization objectives for the Downtown.	City of Brentwood Economic Development, Community Development, Engineering, and Finance Departments	Ongoing Amend plan as needed	▪ Redevelopment Plan (21) ▪ Downtown Specific Plan (23)

GOAL 3: ECONOMIC VITALITY (continued)

Policy 3.2 **Regional Commercial (Retail):** Establish inviting and attractive regional commercial centers that are exceptionally well designed.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
3.2.1 Locations: Concentrate regional commercial development along the State Route 4 Bypass at (1) Balfour Road, (2) Sand Creek Road and (3) in the areas between Sand Creek Road and Lone Tree Way.	City of Brentwood Community Development Department	Review the General Plan every 5 years and modify as needed Ongoing	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9)
3.2.2 Large Parcels Reserve: Reserve large parcels within the Regional Commercial areas for regional commercial uses.	City of Brentwood Community Development Department and Economic Development Staff	Review the General Plan every 5 years and modify as needed Ongoing	▪ General Plan Land Use Map (13)

Policy 3.3 **Existing Retail Centers:** Strongly encourage rehabilitation and redevelopment of existing shopping centers at those locations where a dominant retail use is still likely to be viable. Encourage conversion to non-retail uses at those locations with obsolete retail space, limited opportunity for future viable retail uses, or both.

Policy 3.4 **Superior Commercial Design:** Strongly encourage exceptionally high quality, innovative and unique new commercial development throughout the City that meets the existing and future needs of Brentwood residents and visitors.

GOAL 4: EMPLOYMENT OPPORTUNITIES

A variety of employment opportunities in Brentwood provided by adequate areas for industrial, commercial and office land use.

Policy 4.1 Minimize Impacts: Minimize and mitigate industrial development impacts on adjacent land.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
4.1.1 Compatibility: Prohibit uses that have significant adverse impacts on the surrounding neighborhood.	City of Brentwood Community Development Department	Review on an ongoing basis and revise Zoning Ord. if necessary	▪ Development Regulations (Zoning) (9) ▪ CEQA Review (3) ▪ Development Review (10)
4.1.2 Performance Standards: Establish performance standards for industry.	City of Brentwood Community Development Department	Establish written standards by June 2002 and apply standards on an ongoing basis	▪ Development Regulations (Zoning) (9) ▪ Development Review (10)
4.1.3 Agricultural Support: Ensure that adequate land is available for agricultural support uses.	City of Brentwood Community Development Department	Review the General Plan Land Use Map every two years and modify if needed Ongoing	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9)

GOAL 4: EMPLOYMENT OPPORTUNITIES (continued)

Policy 4.2 Small Scale Office/Industry: Allow for small-scale office and industrial uses within the Planning Area.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
4.2.1 General Plan and Zoning: Provide General Plan classifications and zoning that allow the development and operation of smaller office complexes and industrial uses, and designate appropriate sites.	City of Brentwood Community Development Department	Monitor on an ongoing basis and revise the General Plan and/or the Zoning Map as necessary	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9)

GOAL 4: EMPLOYMENT OPPORTUNITIES (continued)

Policy 4.3 **Office Campuses, Business Parks, Industrial Parks:** Encourage the location of high quality, professional office campuses, business parks, and industrial parks along with related mixed-use development, where appropriate within the City.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
4.3.1 Office Location: Concentrate major office uses along the State Route 4 Bypass near the Lone Tree Way, Balfour Road, Walnut Boulevard, and Marsh Creek Road interchanges.	City of Brentwood Community Development and Economic Development Departments	Ongoing	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9)
4.3.2 Industry Location: Concentrate most industry along major transportation routes such as State Route 4, the State Route 4 Bypass and along portions of the Union Pacific Railroad corridor.	City of Brentwood Community Development and Economic Development Departments	Ongoing	▪ General Plan Land Use Map (13) ▪ Development Regulations (Zoning) (9)
4.3.3 Design Standards: Ensure that the development of business parks includes orderly land planning, high quality architectural and landscape design, integrated communication and technology infrastructure, building flexibility, and diverse amenities and environmental controls.	City of Brentwood Community Development and Economic Development Departments	Review the Zoning Ord. on an ongoing basis and revise as needed	▪ Development Regulations (Zoning) (9) ▪ Development Review (10) ▪ Design Guidelines (6)
4.3.4 Regional Employment Centers: Create employment centers in Brentwood with high concentrations of jobs that will draw employees from neighboring communities throughout the East Bay region.	City of Brentwood Economic Development Department	Ongoing	▪ General Plan Land Use Map (13) ▪ Economic Development Strategy (11)

Policy 4.4 **Medium Industrial Uses:** Set aside sufficient land in the northeast area of Brentwood for intensive industrial uses to retain and attract a diverse mix of industrial enterprises and expand available employment opportunities.

GOAL 5: NATURAL ENVIRONMENT

A high quality natural environment in Brentwood.

Policy 5.1 **Habitat Areas:** Protect selected significant habitat areas for their ecological, educational, scenic and recreational values.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
5.1.1 Existing Areas: Preserve, enhance and restore selected existing natural habitat areas.	City of Brentwood Community Development, Parks and Recreation, Engineering Departments, County Flood Control, East Bay Regional Parks District	Utilize opportunities on an ongoing basis Complete Habitat Conservation Plan by December 2005 and implement the plan on an ongoing basis	▪ Development Review (10) ▪ Development Regulations (Zoning) (9) ▪ CEQA Review (3) ▪ Habitat Conservation Plan (15) ▪ Intergovernmental Coordination (17) ▪ Creek Restoration (5)
5.1.2 Natural Areas: Create new wildlife habitat areas in appropriate locations, which serve multiple purposes.	City of Brentwood, US Fish and Wildlife Service, California Department of Fish and Game	Ongoing Complete Habitat Conservation Plan within 4 years of General Plan Adoption	▪ Development Review (10) ▪ Development Regulations (Zoning) (9) ▪ CEQA Review (3) ▪ Habitat Conservation Plan (15) ▪ Creek Restoration (5)

GOAL 5: NATURAL ENVIRONMENT (continued)

Policy 5.2 Other Environmental Features: Protect those environmental features that make Brentwood an attractive and desirable place to live, work and visit.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
5.2.1 Scenic Resources: Preserve and protect scenic resources and elements in and around Brentwood, including natural habitat and scenery, such as views of Mount Diablo.	City of Brentwood and City of Antioch	Ongoing	▪ Development Review (10) ▪ Development Regulations (Zoning) (9) ▪ Design Guidelines (6) ▪ CEQA Review (3) ▪ Intergovernmental Coordination (17)
5.2.2 Natural Creeks: Preserve and restore natural creeks in Brentwood through a system of greenbelts that connect destination points and can be used for recreation and non-motorized circulation.	City of Brentwood, County Conservation District, East Bay Regional Parks District, ECCID	Ongoing	▪ Development Review (10) ▪ Development Regulations (Zoning) (9) ▪ CEQA Review (3) ▪ Creek Restoration (5) ▪ Intergovernmental Coordination (17)
5.2.3 Agricultural Lands: Protect agricultural land from urban development except where the General Plan Land Use Map has designated the land for urban uses.	City of Brentwood Community Development Department	Ongoing Establish local land trust within 12 months of General Plan Adoption	▪ Development Review (10) ▪ Development Regulations (Zoning) (9) ▪ Right-To-Farm Ordinance (22) ▪ CEQA Review (3) ▪ Agricultural Enterprise Program (1) ▪ Intergovernmental Coordination (17)
5.2.4 Ridgelines: Protect hillsides and ridgelines from urban development to maintain scenic view corridors and preserve an unspoiled natural setting in Brentwood.	City of Brentwood, City of Antioch, and Contra Costa County	Ongoing	▪ Development Review (10) ▪ Development Regulations (Zoning) (9) ▪ CEQA Review (3) ▪ Intergovernmental Coordination (17)

Summary of Implementation Mechanisms

These implementation measures relate to the last column of the previous table.

1. **Agricultural Enterprise Program**. The City has adopted an Agricultural Enterprise Program to help protect productive agricultural land and enhance the viability of the local agricultural industry. Program components include the establishment of a Brentwood Agricultural Land Trust, purchase of conservation easements, the establishment of transferable agricultural credits and operational support.

2. **Boundary Agreements.** These agreements identify specific development rules along a boundary shared by two or more municipal jurisdictions. The agreements relate to issues of mutual concern affecting the location and design of future development along the boundary line. Examples of issues addressed include protection of views and the configuration of community buffer areas.

3. **California Environmental Quality Act (CEQA) Review.** This is the state mandated environmental review process for proposed development. This review process entails an evaluation of how a proposed project will impact the environment. Depending on the extent and magnitude of anticipated impacts, different kinds of environmental studies are prepared to analyze the impact of projects and inform the public and decision-makers about the significance of development proposal's impact on the environment. As part of the CEQA review, measures are developed to prevent or minimize adverse impacts resulting from proposed projects. Examples of analyzed topics addressed through the CEQA review process include transportation, public services, and natural resources.

4. **Capital Improvements Program**. The Capital Improvement Program (CIP) is a compilation of the capital improvements planned for construction over the next five years. It includes cost estimates, the phasing of specific improvement and associated costs and methods with which specific improvement will be financed. The City conducts an annual review of the CIP and allocates money for transportation, infrastructure, and public facility improvements based upon available funding and existing priorities. The CIP also provides the basis for planning for funding of civic and community facilities.

5. **Creek Restoration.** Creek restoration involves participating with other agencies and organizations in efforts to enhance and restore creeks and waterways. These efforts include providing information, pursuing funding opportunities, supporting studies or assessments of existing creek conditions, watershed planning, securing buffers areas along creeks, bank stabilization to prevent erosion, removal of invasive vegetation and replanting native vegetation, water quality improvements, wildlife habitat improvements, and public recreation improvements.

6. **Design Guidelines.** The City's adopted non-residential design guidelines are a tool for ensuring that new development is compatible with the surrounding area and that it functions well for the community. The guidelines convey community design expectations, help provide visual continuity, and ensure high design quality. The guidelines are specific to Brentwood.

7. **Development and Redevelopment Incentives**. Providing development and redevelopment incentives to developers and property owners can influence good community design and encourage capital investment. Development and redevelopment incentives can be in the form of density and development intensity bonuses, or flexible development standards (i.e., reductions in parking requirements, height restrictions, setbacks, etc.) The City may grant incentives where they promote adherence to city objectives by providing desirable features, such as exceptional design, creative design of off-street parking, enhancements to public amenities, environmental benefits such as creek restoration, and other benefits to the community.

8. **Development Fees**. The City has adopted a development fee program to fund public facilities and infrastructure necessary to meet service standards and protect public health and safety.

9. **Development Regulations.** The development regulations, primarily the zoning regulations and subdivision ordinance, provide the standards for development, prescribe allowable uses, contain specific incentive provisisons, and include other standards and procedures related to requirements for approval of development projects.

10. **Development Review.** This is the process which the City uses to assess conformance with development regulations, conduct CEQA review, and route development proposals through City departments and affected public agencies for comments. The review process identifies the impacts of new development on the demand for

services, public facilities, and infrastructure and includes the development of project-specific mitigation measures and other mechanisms to help finance needed improvement. Through this process the City assesses the public safety features included in the design of proposed development projects. All projects, including public-sponsored projects, are reviewed for consistency with the General Plan and other development regulations as early as possible in order to minimize wasted effort on projects deemed not to be in conformance.

11. **Economic Development Strategy.** The City of Brentwood's Economic Development Strategy is a plan to attract and retain high quality industry and job generating uses in the City.

12. **General Plan Bikeways and Trails Map.** The General Plan Bikeways and Trails Map indicates the existing and future locations of bikeways and trails in the City of Brentwood. The map illustrates plans for a complete linked trails system in Brentwood, with linkages to parks and schools. This system will help to create and maintain a walkable environment that is conducive to alternative modes of transportation.

13. **General Plan Land Use Map**. The General Plan Land Use Map indicates the locations of future development and growth as well as the density and intensity of this growth. This is critical information in terms of planning for circulation systems within the City, since it is necessary to link future circulation needs with Brentwood's projected future growth patterns.

14. **Growth Management Element**. The Growth Management Element designates methods of ensuring that public facilities and services, including transportation infrastructure, keep pace with future development within the City of Brentwood.

15. **Habitat Conservation Plan.** A Habitat Conservation Plan helps to ensure that development activities do not disturb valuable natural resources and designated habitat conservation areas. These plans specify methods for protecting habitat areas and set forth mechanisms to allow development to continue without permanently degrading the conditions needed for wildlife and protected species to survive and prosper over time.

16. **Historic Preservation Program**. An Historic Preservation Program works to preserve historically significant structures in the City of Brentwood and also facilitates restoration and rehabilitation of structures and buildings to a former conditions.

Historic Preservation helps to retain Brentwood's unique community character.

17. **Intergovernmental Coordination.** The City coordinates with adjacent jurisdictions, including adjacent cities, Contra Costa County, Caltrans, Tri Delta Transit, and other applicable local, state, and federal agencies and organizations to ensure that development occurs in an orderly, legal fashion and that public services and utilities keep pace with future growth and development in Brentwood.

18. **Master Infrastructure Plan.** The Master Infrastructure Plan identifies existing needs and future facility requirements to accommodate growth and coordinate construction of necessary facility improvements.

19. **Parks, Trails and Recreation Master Plan.** The Parks, Trails and Recreation Master Plan sets a framework for future parks, trails and recreation facilities in the City of Brentwood based on the existing facilities and projected future needs. The Master Plan also helps to create integrated parks, trails, and recreation systems throughout the City.

20. **Performance Standards.** Performance standards set forth how new development projects should operate once completed to ensure that they do not negatively affect surrounding existing uses in terms of noise, traffic, lighting, and other potential adverse impacts.

21. **Redevelopment Plan**. The City has adopted a redevelopment plan to eliminate blight, upgrade public facilities and utilities, and assist low- and moderate-income households. The redevelopment plan enables the City to generate additional revenue to address existing capital facility and infrastructure needs.

22. **Right to Farm Ordinance.** The City's adopted right to farm ordinance preserves and encourages agricultural land use and operations in the City of Brentwood and works to reduce the occurrence of conflicts between agricultural and nonagricultural land uses and to protect public health. One purpose of this ordinance is to reduce the loss of agricultural resources by limiting the circumstances under which agricultural operations may be deemed a nuisance.

23. **Specific Plans**. Certain geographic areas need to be planned comprehensively, but in more detail than can be accomplished through the general plan. A specific plan provides an implementation tool that integrates land use, design, transportation, and utilities to produce a comprehensive strategy for development of a defined area.

HOUSING ELEMENT

Updated November 2012

Section One
INTRODUCTION

The State Department of Housing and Community Development (HCD) emphasizes the role that local governments play in the supply and affordability of housing. Accordingly, each jurisdiction in California is required to adopt a comprehensive, long-term general plan for its physical development, which includes a plan for housing development. This plan is the Housing Element, and is one of the seven mandated elements of the General Plan.

Housing element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The City's Housing Element establishes these housing policies for the City of Brentwood. It sets forth an action plan to ensure a balanced mix of housing to meet the needs of all Brentwood residents.

The State of California requires each city and county to analyze local housing needs, and provide a realistic set of programs to meet those needs. The State housing policy that sets forth this requirement includes the following:

a. "…The availability of housing is of vital State-wide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farm workers, is a priority of the highest order." (Section 65580, State of California Government Code.)

b. "… The early attainment of this goal requires cooperative participation of government and private sector in an effort to expand housing opportunities and to accommodate the housing needs of Californians of all economic levels." (Ibid.)

c. "... Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community." (Ibid.)

d. "… in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the General Plan and to cooperate with other local governments and the State in addressing regional housing." (Ibid.)

Thus, the City of Brentwood is required to:

- Identify and analyze current and projected housing needs of all economic segments of the community;

- Evaluate current and potential constraints to meeting those needs caused by marketplace and government operations;

- Assess the availability of land suitable for residential use and opportunities for energy conservation in residential development; and

- Set forth objectives, policies, and programs to meet identified housing needs and to remove governmental and non-governmental constraints on the production of housing.

Housing has been and will continue to be one of the basic needs that must be accommodated within the City of Brentwood. The purpose of the Housing Element is to ensure that adequate provisions are made for meeting the housing needs of all economic segments of the community. The Brentwood Housing Element has been prepared in accordance with the requirements of State law (Article 10.6 of the Government Code, Sections 65580 through 65589.5).

FORMAT OF THE HOUSING ELEMENT

The Brentwood Housing Element is organized into four sections.

Section One describes the purpose and process of the Housing Element, and summarizes the format of this document. It also describes the public participation process used to update the Element, and describes the Element's consistency with the balance of the General Plan.

Section Two presents housing goals, policies, and action programs to address the housing needs of existing and future residents of the City. While goal and policy statements are general in nature, the housing programs are specific actions necessary to achieve the goals and policy statements. The City's quantified objectives for construction, rehabilitation, and preservation follow the discussion of housing actions.

Section Three includes a discussion of the appropriateness and effectiveness of the previously adopted Housing Element (adopted in 2005), and the City's progress in implementing the goals and policies of the previous Element.

Section Four provides a detailed analysis of housing needs, resources, and constraints in the City of Brentwood. Included in this analysis are an inventory of population, households, and housing characteristics and an analysis of housing constraints -- those factors which serve as barriers to the construction of affordable housing. These include both governmental and market constraints to the production of housing. Also included in this section is a discussion of the availability of land for future residential growth.

The Housing Element includes two appendices, as follows:

- Appendix A: Worksheet used by the State Department of Housing and Community Development (HCD) in its review of Housing Elements; and

- Appendix B: 2007-2014 Regional Housing Needs Assessment (RHNA) developed by the Association of Bay Area Governments (ABAG).

HOUSING ELEMENT UPDATE PROCESS

On April 19, 2005, the City received approval from HCD of its draft 2005 Housing Element update. This revised draft was recommended for approval by the Planning Commission and adopted by the City Council on May 10, 2005.

This Housing Element update reflects extensive public input about land use, housing, infrastructure, and quality of life considerations gained during the 2001 General Plan Update, as well as public input initiated for both the 2005 Housing Element update cycle and this Housing Element update cycle as described below. Highlights of the public involvement process included: (a) a citywide Housing Survey; (b) public hearings held by the Planning Commission and City Council; (c) use of City webpage to convey information to the public and solicit public input; and (d) outreach and meetings with service providers, business representatives, community representatives, and other stakeholder groups.

Citywide Housing Survey

As part of this update, the City obtained public input by initiating a survey of current public opinion on housing needs and programs, including affordability, maintenance and housing choices, as well as both current and potential housing programs.

The survey was sent out to over 19,000 households and achieved a 7% response rate. Based on survey responses, staff estimates that 24% of Brentwood residents currently qualify as low or very low income households. The survey results have been tabulated and are reflected below:

Concerns and Programs	No Opinion	Not Important	Somewhat Important	Very Important
Ensuring that the housing market provides a variety of housing types, including single family, townhouses, duplexes, and apartments to meet the varied needs of all residents	6.99%	31.79%	36.94%	24.28%
Providing housing affordable for special needs groups (i.e., low income, seniors, disabled, homeless)	5.74%	34.83%	34.90%	24.52%
Providing housing affordable for Brentwood's work force (i.e., retail clerks, office personnel, wait staff, etc.)	4.05%	18.70%	41.24%	36.01%
Integrating housing throughout the community to create mixed-income	6.58%	60.75%	23.43%	9.24%

neighborhoods				
Code enforcement to ensure residences are maintained to Brentwood's standards	1.61%	4.03%	21.55%	72.80%
Establishing informational programs to help at-risk homeowners keep their homes	4.57%	14.73%	34.32%	46.39%
Establishing programs to help maintain and secure neighborhoods that have suffered due to the economy	3.32%	7.96%	31.10%	57.63%
Rehabilitation of existing housing and neighborhoods	4.33%	8.58%	35.95%	51.14%
Providing mixed-use projects that include housing and commercial in the same building, which encourage walkable neighborhoods and reduce dependence on automobiles	6.81%	30.67%	38.00%	24.52%
Providing home ownership and first time home buyers assistance (i.e., down payment assistance programs, below market-rate home purchases, and foreclosure seminars)	6.44%	34.70%	34.41%	24.45%
Providing energy conservation measures in new housing construction	2.58%	8.98%	29.07%	59.38%

Study Sessions and Public Workshops

The City Council held a workshop on February 5, 2011, and invited all stakeholders and the general public. The purpose of the workshop was to review the existing goals, policies and action programs in the Housing Element, as modified by staff for the Housing Element update, and to provide direction in regard to any policy changes desired. In addition, the workshop provided an opportunity to highlight the housing survey results. The workshop identified only minor changes to the policies and action programs as being necessary. These included the addition of policies and action programs for code enforcement and energy conservation measures, which were identified as concerns of the community and were not currently addressed in the document.

Public hearings at both the Planning Commission meeting of March 15, 2011, and the City Council meetings of May 10, 2011, and February 28, 2012, prior to completing the update of the Housing Element also afforded the opportunity for public input.

City Website

To facilitate the timely dissemination of information on the Housing Element Update, the City posted information on its City website at: www.brentwoodca.gov/planning/index.cfm.

Service Provider Interviews and Other Stakeholder Outreach

Staff contacted and held discussions with various service providers, business representatives, community representatives, and other stakeholder groups, to solicit their feedback on a variety of housing-related issues, including the current and projected economics of the local housing market, the specific needs for affordable housing in Brentwood, and other issues.

Continued citizen participation will assist the City's housing program, and is encouraged on a regular basis in addition to when the Housing Element is being formally reviewed, updated, and/or evaluated. City staff reports annually on the progress made during the previous year to achieve the goals of the Housing Element. This report is presented at a Planning Commission public hearing to provide the Commission and community with information regarding the attainment of annual goals, and also to make any necessary recommendations regarding further actions needed to achieve the goals.

GENERAL PLAN CONSISTENCY

The Housing Element's goals, policies, and action programs are linked to those of the Land Use, Economic Development, Growth Management and Circulation Elements so that all the elements of the plan are integrated and supportive of one another.

As part of this Housing Element update, a review of the Land Use, Circulation, Economic Development, and Growth Management Element policies was conducted to insure internal consistency. The result of this review is that no changes are necessary to any General Plan policies to maintain its internal consistency. As the General Plan is modified over time, the City will monitor any adjustments made to the various elements, and will amend the General Plan as necessary to ensure that this internal consistency is maintained.

Section Two
GOALS AND POLICIES

The intent of the Housing Element is to ensure that the housing needs of all economic segments of the community can adequately be met. The housing goals and policies that the City of Brentwood will follow, as well as the actions that the City will undertake to meet its housing needs, are discussed in this section. A summary of actions, including designation of a funding source, responsible agency, and time frame for implementation are also discussed.

In evaluating the City's prior 2005 Housing Element, the City reviewed its progress and made adjustments to respond to recent public input, changing conditions, and new State legislation. Accordingly, the City has included in this Element updated actions which it believes can successfully be implemented and best reflect the areas where the dedication of the City's limited resources will have the most benefit.

The housing goals of the City of Brentwood are presented below together with policies and action programs for each goal. A summary of actions, including designation of funding source, responsible agency and time frame for the current implementation period ending 2014, is also discussed following the housing goals and policies.

GOAL 1 - HOUSING: Provide a diversity of housing opportunities to enhance the City's living environment and to satisfy the shelter needs of all Brentwood residents.

POLICY 1.1 - Provide adequate residential sites for the production of new for-sale and rental residential units, emergency shelters and transitional and supportive housing sites for existing and future residents.

Action Programs:

1.1.1 - Annual Evaluation: Conduct an annual evaluation of the City's inventory of available sites, and take appropriate action to ensure an ongoing supply of available sites at appropriate densities to meet projected housing needs. This annual evaluation shall include an assessment of the effect of the City's mid-range density land use policy to ensure that it does not become a barrier or impact the cost to the development of additional housing opportunities and hinder the efficient use of the City's available vacant residential land supply. The annual evaluation will at a minimum evaluate factors such as build densities, processing time, and impacts on approval and development costs. If the evaluation identifies the mid-range policy as a constraint, the City

will take action within one year to mitigate its impacts on development. In addition, should the Residential Growth Management Program be reinstated, the City shall include an evaluation of any impacts or constraints on the development of housing.

1.1.2 – Second Unit/Accessory Units: Continue to encourage the use of second units in single-family residential areas in meeting the City's low- and moderate- income housing objectives. The second unit should neither adversely affect nor alter the character of the surrounding single-family neighborhood.

1.1.3 – Very High Density Workforce Housing Sites: Conduct an annual evaluation of the City's inventory of available very high density residential sites that allow up to 30 dwelling units per acre by right. The City shall modify zoning as needed to insure that an appropriate supply of properly zoned very high density residential sites are located within the City and provide accompanying development standards to provide greater certainty for contemplated development proposals. There is no midrange density in the Very High Density Residential Land Use designation.

1.1.4 – Emergency Shelters and Transitional and Supportive Housing Sites: As required by Government Code Section 65583, the City shall amend the Zoning Ordinance within one year of adoption to allow for the development of at least one year-round emergency shelter to fulfill the City's need as a permitted use without a conditional use permit within Planned Development 38, Planned Development 48, Planned Development 53, or in the northern section of the Brentwood Boulevard Specific Plan, north of Lone Tree Way, or within another appropriate zone within the City. Development standards shall encourage and facilitate the development of or conversion to emergency shelters. The City shall reevaluate the emergency shelter housing needs on an annual basis and increase that capacity if warranted. Additionally, the City shall facilitate the approval of transitional and supportive housing sites within the community by amending the zoning ordinance within one year of adoption to add a definition for Transitional and Supportive Housing as defined in Section 50675.2(h) of the Health and Safety Code and allow such housing within all zones that allow residential uses subject to the same requirements as residential development within those zones.

POLICY 1.2 - Ensure the supply of safe, decent and sound housing for all residents.

Action Programs:

1.2.1 - Monitor At-Risk Projects: One year prior to each Housing Element update, determine the status of financial incentives for assisted housing projects to determine whether income restrictions on such projects are "at risk" of being lifted, thereby terminating the "affordability" of the project. Where assisted housing projects are "at risk," develop strategies including potential expenditure of City and redevelopment housing funds to preserve their ongoing affordability.

1.2.2 - Community Education Regarding the Availability of Rehabilitation Programs: Educate lower-income households, owners and managers of rental properties, non-English-speaking

households, and other special needs groups about available rehabilitation programs and available affordable housing opportunities by using neighborhood and community organizations, the City website, and various print, broadcast and online media.

1.2.3 Housing Condition Survey: Maintain a current housing condition survey of all housing units within the City. This survey should include the number of units in need of rehabilitation or replacement.

1.2.4 Residential Design Guidelines: Continue implementation of the City's approved Residential Design Guidelines and encourage a variety of housing types to continue to provide safe, sound, and attractive housing for all residents. The intent of these guidelines is to express the housing design features the City would like to encourage in order to improve certainty and to minimize the processing time for design review applications.

1.2.5 Code Enforcement: Provide both proactive and reactive code enforcement to ensure adherence to and address land use regulations and State and local laws, health and safety concerns, property maintenance, and nuisance conditions.

POLICY 1.3 - Provide incentives for water and energy conservation measures in new housing.

Action Programs:

1.3.1 - Water Conservation Program: Continue implementation of the City's Water Conservation Program. The program promotes the use of water conservation devices in existing structures, including use of low-flow toilets and shower heads, and water-conserving landscaping.

1.3.2 – Landscaping Water Efficiency: Implement the City's adopted model water efficiency landscape ordinance in accordance with Assembly Bill 1881, the Water Conservation in Landscaping Act, to conserve water and reduce consumption by 20% by the year 2020.

1.3.3 - Energy Efficient Design: Adopt standards for state of the art energy-efficient design for all new construction to reduce housing utility expenses, minimize adverse environmental impacts, and provide for sustainability.

POLICY 1.4 - Ensure that available multi-family rental units for Brentwood's population include an adequate variety of choices of tenure (product types), price, unit sizes, amenities, and location of housing in the community and maintain an adequate supply of rental housing available to low- and moderate-income persons. Minimize displacement of tenants, particularly seniors, disabled, and low- and moderate-income residents, in rental apartments and encourage ownership of lower-cost residential units by prior renters through the regulation of condominium conversions.

Action Programs:

1.4.1 – Condominium Conversion Ordinance: Continue implementation of the City's adopted condominium conversion ordinance to regulate conversions of multi-family units and to mitigate tenant displacement and minimize displacement of seniors, disabled, and low- and moderate-income residents. Require moving assistance and other means to minimize hardship of persons displaced by condominium conversions

1.4.2 – Monitoring of Rental Unit Opportunities: Continue monitoring of condominium conversions to insure that a proposed conversion would not result in a disproportionate balance of available rental housing with a variety of choices in tenure, price, unit sizes, amenities, and location in the community.

GOAL 2 - AFFORDABILITY: Provide housing that is affordable to all socio-economic segments of Brentwood's population.

POLICY 2.1 – Provide housing affordable and appropriate for a variety of Brentwood households at all economic levels throughout the City.

Action Programs:

2.1.1 – Compliance with Affordable Housing Ordinance: All new residential projects, with the exception of multi-family apartment units, shall provide affordable housing units in accordance with the City's adopted affordable housing ordinance, ranging from 2% to 10% and currently at 2%, for sale at prices affordable to very low, low, and/or moderate income households. In lieu of constructing the required number of very low-and low income units on site, the developer may, at the City's discretion, do one or more of the following to satisfy the City's policy pursuant to the affordable housing ordinance:

- Construct the units off site.
- Make an in-lieu cash contribution in the amount necessary to develop the required number of affordable units.
- Dedicate sufficient land to construct the required number of affordable units on site.
- Partner with non-profit builders to develop the required number of affordable units.
- Convert existing market rate units to affordable units.

2.1.2 – Monitor the Effectiveness of the City's affordable housing ordinance and the City's production of affordable housing: Review and monitor the ongoing effectiveness of the City's affordable housing ordinance to ensure developers provide a certain percentage of new homes to

qualifying households at an affordable cost for the longest feasible time. The ordinance shall also continue to include a list of automatically available development incentives to encourage the construction of the inclusionary units as well as provide the details for available alternatives to satisfy inclusionary housing obligations.

2.1.3 Additional Development Incentives for Affordable Housing: Use voluntary incentives to encourage the production of affordable housing, and provide incentives for the production of affordable housing where appropriate. Examples of such additional incentives include, but are not limited to the following:

- Density. Allow density to exceed allowable mid-range density.

- Fast track processing. By expediting the development review process, carrying costs for lands being developed with affordable housing can be minimized.

- Fee Deferrals. Consider the provision of financial assistance for projects ensuring the long term affordability of housing for very low and low income households through the use of additional fee deferrals of development processing and development impact fees until issuance of final inspection or 12 months from the date of deferral, whichever occurs first, or other similar incentives, so as to ensure the project's economic feasibility.

- Flexible Development Standards. Modification of City's standards or approval of design modification that increase the flexibility of the construction of affordable units may be considered for the necessary financial or other feasibility of the affordable housing development. Such modifications may include reduced lot sizes, home sizes, setback requirements, interior amenities, open space, and landscaping requirements.

- Flexible Zoning. Modification of development standards to allow the ability to construct duplexes and triplexes on corner lots within single-family areas. City zoning and subdivision requirements can be modified to permit the construction of duplexes and triplexes on corner lots within single-family areas. By accomplishing this, affordable housing can be integrated into single-family neighborhoods.

- Direct Financial Assistance. The City may authorize provision of direct financial assistance in the form of a loan or grant from the City housing funds for development of ownership and/or rental units affordable to lower income households in accordance with the City's affordable housing ordinance.

- Additional Concessions and Incentives. The City may consider, on a case-by-case basis, the provision of additional concessions or incentives consistent with State law and Brentwood's Housing Element for affordable units that exceed the requirements of the City's affordable housing ordinance.

2.1.4 First-Time Homebuyer Assistance Program: The City shall continue providing first-time homebuyer assistance services to lower-income Brentwood residents to facilitate

homeownership. This may include educational materials, referral information to existing programs, and/or down payment assistance depending upon available City financial resources.

POLICY 2.2 - Support the use of available local, County, State, and Federal housing assistance programs.

Action Programs:

2.2.1 - Affordable Housing Assistance: Explore the variety of potential financial assistance programs from both the public and private sectors to provide more affordable housing units. All available local, State, Federal, and private affordable housing programs for new housing and for the conservation and/or rehabilitation of existing housing will be pursued. City housing funds and other potential funding sources shall be leveraged to the greatest extent possible to create and preserve housing affordable to Brentwood's workforce by encouraging developers to layer available public housing funds.

POLICY 2.3 - Assist and cooperate with non-profit, private, and public entities to maximize opportunities to develop and preserve affordable housing.

Action Programs:

2.3.1 - Partnership Program: When non-profit, private, and other public entities indicate interest in the development of affordable housing, the City will initiate a first meeting and subsequent follow-up contact yearly to examine opportunities for cooperative efforts to expand the City's supply of affordable housing.

2.3.2 - Support Housing Sponsors: Support non-profit and for-profit corporations in their efforts to make housing more affordable to lower and moderate-income households. This effort will include on-going support of grant applications, identifying available sites for housing development, City involvement in the development of such sites, and consideration of City financial support and contact of housing sponsors on an annual basis.

2.3.3 – First Time Homebuyer Program: The City shall continue to provide first-time homebuyer assistance services and funds to lower-income Brentwood residents to facilitate homeownership. This may include educational materials, referral information to existing programs, and/or down-payment assistance depending upon available City financial resources.

2.3.4 – Conversion of At-Risk Units and Market Rate Units: The City shall consider opportunities to preserve ongoing affordability by providing financial resources and technical assistance so that existing affordable units are not at risk of converting to market rate after their restricted affordability term expires. An inventory of existing affordable units shall be updated annually to identify upcoming expiration dates. In addition, opportunities to convert existing market rate units to affordable units shall be investigated, by providing rehabilitation

improvement assistance to owner-occupied single units and to owners of apartment complexes or by purchasing affordability covenants.

2.3.5 – Land Acquisition: The City shall consider opportunities to acquire appropriately located and residentially-zoned land for the purpose of partnering with profit and non-profit developers to construct new affordable housing.

POLICY 2.4 - Review and modify all standards and application processes to ensure that none act to constrain the production of affordable units.

Action Programs:

2.4.1 - Streamline Application Process: Continue efforts to streamline and improve the development review process, as well as eliminate any unnecessary delays and restrictions in the processing of development applications.

2.4.2 - Density Bonus Ordinance: Monitor statutory requirements for municipal density bonus requirements and make necessary changes in the Municipal Code to reflect State law within one year of adoption.

2.4.3 - Density Bonus: Grant density bonuses for the provision of affordable housing units as required by State law.

2.4.4 - Priority Building Inspections for Affordable Housing Projects: The City will give priority to low and very low income housing projects for building inspections carried out during various stages of the construction process.

2.4.5 - Improve Certainty of Residential Development Standards: The City has adopted development standards for all residential zoning designations. However, in order to maintain flexibility for the developer in providing affordable units, applicants may elect to create their own development standards through the rezoning and planned development amendment processes. The development standards for vacant residential land shall provide the guidance and direction to foster context sensitive development that enhances the community and provides greater certainty to encourage future development.

GOAL 3 - EQUITABLE DISTRIBUTION OF AFFORDABLE HOUSING: Achieve and maintain an equitable distribution of housing for all economic groups throughout the community.

POLICY 3.1 - Facilitate the integration of new lower income households into the fabric of the community, avoiding, where feasible, identifying housing developments or portions of a development as being restricted to Very Low, Low, or Moderate income households.

Action Programs:

3.1.1 – Affordable Housing Design and Distribution: All affordable units within a mixed-income subdivision shall be harmonious and comparable to the market-rate units in exterior design, quality of materials and architectural elements, and overall construction quality. Affordable units may have different interior amenities and/or slightly different dimension than market rate units in a residential development. Affordable units in a mixed-income development shall be dispersed throughout the residential development so as to prevent the concentration of affordable units.

3.1.2 -- Community Education: Undertake a program to educate the community about annual incomes for typical occupations and the equivalent "buying power" of these incomes in today's housing market. As part of this program, ensure that the community is aware of the income ranges of Very Low, Low, and Moderate incomes, and of the typical occupations that fall into these categories.

3.1.3 - Development Incentives: Maintain a package of incentives to facilitate development of housing intended for Very Low, Low, and Moderate income households in a manner which does not distinguish such "affordable" housing from "market rate" housing in the same area (see Action Programs 2.3.1 through 2.3.7).

POLICY 3.2 - Facilitate infill and new residential projects within all areas of the City as a means of making each neighborhood more attractive for all types of housing units thereby encouraging future private economic investment in the community.

Action Programs:

3.2.1 - Marketing Materials: Prepare marketing materials to be provided to the building industry, outlining opportunities for the development of housing projects.

3.2.2 - Meet with Potential Developers: As infill sites become available on the open market, actively seek out potential developers as a means of generating interest on their part to undertake residential projects. Additional outreach efforts to developers shall occur on an annual basis.

3.2.3 - Housing for Extremely Low, Very Low and Low Income Residents: Use and encourage developers to use City, CDBG, Federal, and State housing development programs and funds to undertake development of housing projects for Extremely Low, Very Low and Low income households.

3.2.4 – Improve Participation In Existing Local Housing Assistance Programs: Provide access to available housing assistance programs for Brentwood residents through improved marketing and outreach efforts including holding housing information forums, scheduling appointments with County housing program specialists in Brentwood, providing multilingual brochures, and posting housing program information on the City's website.

POLICY 3.3 – Maintain an inventory of lands that equitably distributes low, medium, high and very high density residential development throughout the community.

Action Programs:

3.3.1 – Monitor the availability of low, medium, high, and very high density sites to ensure sufficient land is available throughout the City to meet affordable housing needs.

GOAL 4 – HOUSING OPPORTUNITIES: Provide equal housing opportunities for all residents of Brentwood.

POLICY 4.1 – Encourage and support the enforcement of laws and regulations prohibiting discrimination in lending practices and in the sale or rental of housing.

Action Programs:

4.1.1 – Cooperative Association with Non-Profit: Continue to refer cases and questions to Bay Area Legal Aid, Housing Rights Inc., Shelter, Inc., and Pacific Community Services for assistance.

4.1.2 – Disseminate Fair Housing Information: The City shall disseminate fair housing information widely in the community in multiple languages. This effort shall include providing information to local apartment managers and realtors involved in residential rental real estate transactions, providing information at the Brentwood public library, at City Hall, at the

Brentwood Community Center and Senior Center, at the Police Department, and at social service offices in Brentwood serving special needs groups including lower income households.

4.1.3 – Foreclosure Prevention and Loan Modification Information: The City shall continue to provide foreclosure prevention and loan modification information on its website, sponsor workshops for the community, and refer owners to non-profit counseling and service providers for legal, credit, foreclosure and loan modification counseling.

POLICY 4.2 – Assure the provision of housing opportunities for those residents of the City who have special housing needs, including farm workers, the elderly, disabled, large families, and the homeless.

Action Programs:

4.2.1 – Housing Opportunities for Special Needs Groups: Provide housing opportunities to meet the special housing needs of farm workers, elderly, disabled, large families, and the homeless.

4.2.2 – Coordination with agencies serving the homeless: The City shall cooperate with public and private agencies to develop housing (including transitional housing), family counseling, and employment programs for the homeless.

4.2.3 – Reasonable Accommodation: Amend the Zoning Ordinance within one year to include a written reasonable accommodation policy for persons with disabilities seeking fair access to housing in the application of the City's land use, zoning laws, development policies and procedures pursuant to the Federal Fair Housing Amendments Act of 1988.

Table 1 presents a summary of the Housing Element action programs discussed above, and identifies funding sources, responsible agencies, and time frames for each action listed above.

TABLE 1
SUMMARY OF HOUSING ELEMENT ACTION PROGRAMS
2007 - 2014

Action	Program Intent	Funding Source	Responsible Agency	Time Frame and Outcomes
1.1 Provision of Adequate Housing Sites				
1.1.1 Evaluation of Available Sites	Maintain an inventory of available sites at appropriate densities. Assess the effect of the	General Fund	Community Development Department, Planning	Ongoing annual evaluation to analyze built densities, processing times,

	City's mid-range density land use policy to ensure it does not become a barrier to the development of additional housing opportunities or hinder the efficient utilization of available vacant residential land.		Commission, and City Council	impacts on approval and development costs. If the evaluation identifies that the mid-range policy is a constraint, then the City will take action within one ~~a~~ year to mitigate its impacts on development. In addition, should the Residential Growth Management Program be reinstated, the City shall include an evaluation of any impacts or constraints on the development of housing.
1.1.2 Second Units/ Accessory Units	Continue to encourage the use of second units in SF residential areas.	General Fund	Community Development Department	Ongoing. City anticipates processing one to three new second units annually.
1.1.3 Very High Density Workforce Housing Sites	Maintain an inventory of available very high density residential sites allowing up to 30 dwelling units/acre by right sufficient to accommodate the City's Regional Housing Needs Allocation. The Very High Residential land use designation shall not have a midrange density.	General Fund	Community Development Department	Ongoing annual evaluation of built very high density residential projects as well as available very high density residential sites. If the evaluation indicates a deficiency of available housing and sites, the City will take action within a year to rezone appropriate sites to accommodate development.
1.1.4 Emergency Shelters, Transitional and Supportive Housing Sites	Amend the zoning ordinance to allow emergency shelters to be permitted by right without a conditional use permit on appropriate sites and allow transitional and supportive housing opportunities in all	General Fund	Community Development Department	The goal of City staff will be to amend Planned Development 38, Planned Development 48, or Planned Development 53 of the Zoning Ordinance or the northern section of the Brentwood

	residential zones by right without a conditional use permit and not subject to any distance separation requirement.			Boulevard Specific Plan, north of Lone Tree Way, or another appropriate zone within the City to allow at least one year round emergency shelter to fulfill the City's need as a permitted use without a conditional use permit within one year of adoption and also to include a definition for transitional and supportive housing and allow such housing in all zones that allow residential uses subject to the same requirements as residential development in those zones.
1.2 Ensure the supply and maintenance of safe, decent, and sound housing for all residents.				
1.2.1 Monitor At-Risk Projects	Identify at-risk projects one year prior to each required Housing Element update, and minimize the loss of existing affordable housing.	State Funds, CDBG, City Housing Fund, and other potential funding sources	Community Development Department	Ongoing. City anticipates extending affordable housing controls for nine units prior to the expiration in 2011.
1.2.2 Community Education of on Rehabilitation Programs	Inform the public of available rehabilitation programs, enhancing the public's ability to use the programs.	County, City Housing Funds, and other potential funding sources	Community Development Department, County	Ongoing. City will disseminate 100 assistance brochures throughout the community in English and Spanish annually
1.2.3 Housing Condition Survey	Maintain current information on housing conditions within the City.	General Fund	Community Development Department	Ongoing with a comprehensive update one year prior to each required Housing Element update
1.2.4 Residential Design Guidelines	Encourage developers to incorporate design criteria from the adopted	General Fund	Community Development Department	Ongoing. The City will monitor the effect of the Residential

	residential design guidelines to help the City continue to provide safe, sound, and attractive housing for residents. This will improve certainty and minimize processing times for design review applications.			Design Guidelines on new development and revise the Guidelines as necessary to promote housing development, particularly for lower income developments.
1.2.5 Code Enforcement	Provide both proactive and reactive code enforcement to ensure adherence to and address land use regulations and state and local laws, health and safety concerns, property maintenance, and nuisance conditions.	General Fund	Community Development Department	Ongoing.
1.3 Provide incentives for water and energy conservation measures in all housing.				
1.3.1 Water Conservation Program	Continue a water conservation program, reducing residential utility costs.	CDBG, Water Enterprise	Public Works Department	Ongoing. The City will continue to provide leak detection assistance and water consumption reduction advice to all residents.
1.3.2 Landscaping Water Efficiency	Implement the City's adopted model water efficiency landscape ordinance in accordance with Assembly Bill 1881, the Water Conservation in Landscaping Act, to conserve water and reduce consumption by 20% by the year 2020.	General Fund	Community Development Department	The City will continue to enforce the adopted model water efficient landscape ordinance.
1.3.3 Energy-efficiency Design	Adopt standards for state of the art energy-efficient design for all new construction to reduce housing utility expenses, minimize adverse environmental impacts, and provide for sustainability.	General Fund	Community Development Department	The City will adopt an ordinance to establish energy-efficiency design incentives.

1.4 Ensure adequate variety of existing multi-family rental units by regulating condominium conversions.				
1.4.1 Condominium Conversion Ordinance	Monitor the conversion of multi-family units to condos by adherence to the condominium conversion ordinance to minimize tenant displacement.	General Fund	Community Development Department, Planning Commission, and City Council	Ongoing. The City will continue to implement the Condominium Conversion Ordinance in order to mitigate impacts of converting rental properties into for sale properties.
1.4.2 Monitor Rental Unit Opportunities	Monitor rental housing availability to evaluate choices in tenure, price, unit size, amenities, and location within the community	General Fund	Community Development Department	Ongoing in conjunction with review of condominium conversion requests.
2.1 Support the use of available County, State, and Federal housing assistance programs.				
2.1.1 Compliance with Affordable Housing Ordinance	Insure that new residential development complies with the City's adopted Affordable Housing Ordinance.	General Fund, City Housing Funds, and other potential funding sources	Community Development Department	Ongoing.
2.1.2 Monitor the Effectiveness of the Affordable Housing Ordinance	Determine the effectiveness of the Affordable Housing Ordinance to meet identified needs for lower income housing.	City Housing Funds	Community Development Department	Ongoing. Annually track development of affordable housing units and make Ordinance adjustments as needed.
2.1.3 Additional Development Incentives	Promote voluntary development of new affordable housing by providing increased incentives for its development in new areas.	General Fund, City Housing Funds, and other potential funding sources	Community Development Department	Ongoing. Encourage new affordable housing development by allowing increased density, fast track processing, fee deferrals, flexible design standards and zoning and financial incentives.
2.1.4 First Time Homebuyer Assistance Program	Continue providing first –time homebuyer assistance services to lower-income Brentwood	City Housing Funds	Community Development Department	City shall encourage home ownership by providing down payment assistance

	residents to facilitate homeownership.			and loans for below-market and market-rate homes to lower income households.
2.2 Support the use of available local, County, State, and Federal housing assistance programs.				
2.2.1 Affordable Housing Assistance	Explore the variety of housing funds, resources and assistance programs that can be made available to construct and preserve affordable housing.	Private resources, HOME Funds, CDBG Funds, Federal and State funds, City Housing Funds, and other potential funding sources	Community Development Department	Ongoing coordination with other public agencies and resources to layer financing mechanisms.
2.3 Assist and cooperate with non-profit, private, and public entities to maximize opportunities to develop affordable housing.				
2.3.1 Partnership Program	Work with non-profit and private entities to facilitate cooperative efforts for the development of affordable housing.	Private resources, HOME Funds, CDBG Funds, Federal and State Funds, City Housing Funds, and other potential funding sources	Community Development Department	Ongoing. When interest is expressed, City will continue to meet with residential builders annually to explore creative methods to maximize production of new affordable housing opportunities within Brentwood.
2.3.2 Support Housing Sponsors	By supporting non-profit and for-profit corporations in their efforts, increase the provision of affordable housing.	Private resources, HOME Funds, CDBG Funds, Federal and State Funds, City Housing Funds, and other potential funding sources	Community Development Department	Ongoing. The City will explore opportunities for direct assistance for the development of new affordable housing and contact housing sponsors on an annual basis.
2.3.3 First Time Homebuyer Program	Continue providing first-time homebuyer assistance services and funds to lower-income residents.	City Housing Funds	Community Development Department	City shall encourage home ownership by providing down-payment assistance and loans for below market and market

				rate homes for lower-income households.
2.3.4 Conversion of At-Risk Units and Market Rate Units	Preserve opportunities for ongoing affordability and annual inventory of existing affordable units.	City Housing Funds and other potential funding sources	Community Development Department	Ongoing. The City shall explore opportunities to preserve ongoing affordability of units at risk of converting to market rate, and rehabilitating and/or purchasing affordability covenants on existing market rate units.
2.3.5 Land Acquisition	Consider opportunities to acquire land for affordable housing	City Housing Funds and other potential funding sources	Community Development Department	Ongoing. The City shall explore opportunities to purchase land for partnership with affordable housing developers to create workforce housing.
2.4 Review and modify standards and application processes to ensure none act to constrain the production of affordable units.				
2.4.1 Streamline Application Process	Eliminate unnecessary costs arising from the length of time that is required to process residential development applications.	General Fund	Community Development Department	Ongoing. Annually review the permitting process to establish new ways to reduce unnecessary delays and provide efficiency improvements
2.4.2 Density Bonus Ordinance	Ensure that the City complies with statutory requirements for providing density bonuses for affordable housing projects.	General Fund	Community Development Department, City Council	Ongoing. Identify changes necessary to be consistent with State law and make necessary changes within one year of adoption.
2.4.3 Density Bonus	Facilitate the provision of affordable housing, as well as its integration into new residential neighborhoods by granting density bonuses to market rate housing projects which provide	General Fund, Applicant	Community Development Department, Planning Commission, City Council	Ongoing. City will continue to provide density bonuses in exchange for providing dispersed affordable housing opportunities for market rate

	affordable housing.			residential developments
2.4.4 Prioritize Building Inspections for Affordable Housing Projects	Facilitate timely inspections on very low and low income housing projects to help reduce construction costs.	General Fund	Community Development Department	Ongoing. Provide assistance as needed.
2.4.5 Improve Certainty of Residential Development Standards	Facilitate the adoption of project specific planned developments as required to process affordable housing projects.	General Fund, Applicant	Community Development Department	Ongoing. Development standards may be revised as requested by developers.
3.1 Facilitate the integration of new lower income households into the community.				
3.1.1 Affordable Housing Design and Distribution	Design exteriors and distribute affordable units to be comparable to market-rate units.	General Fund	Community Development Department	Ongoing. Residential subdivisions with affordable units shall be conditioned to provide comparable exterior design and distribution among market rate units.
3.1.2 Community Education	Promote an understanding among residents of who lower income residents are, and how they contribute to the community.	General Fund, City Housing Fund	Community Development Department	Ongoing. Provide information at housing workshops, community events, and on the City's web site
3.1.3 Development Incentives	Facilitate affordable housing that is indistinguishable from market rate housing.	General Fund	Community Development Department, Planning Commission, City Council	Ongoing. Provide incentives for development that have comparable exterior quality to adjacent market rate dwellings
3.2 Facilitate infill and new residential projects within all areas of the City as a means of making each neighborhood more attractive for all types of housing units thereby encouraging future private economic investment in the community.				
3.2.1 Marketing Materials	Prepare marketing materials to be provided to the building industry, outlining opportunities for the development of housing projects.	General Fund, City Housing Fund, and other potential funding sources	Community Development Department	Ongoing. The City will endeavor to provide updated information on available sites for all housing types.

3.2.2 Meet with Potential Developers	Create interest on the part of developers to invest in infill sites located within the City.	General Fund, City Housing Fund, and other potential funding sources	Community Development Department	Ongoing. As infill sites become available, create interest in available infill sites by setting up information meetings with developers. Additional outreach efforts to developers shall occur on an annual basis.
3.2.3 Extremely Low, Very Low and Low Income Housing	Provide housing for extremely low, very low and low income households in the City.	CDBG, HOME, City Housing Fund, Federal and State Funds, and other potential funding sources	Community Development Department	Ongoing. Enter into Affordable Housing Agreements with developers when new market rate housing units are approved, utilize available funding sources to undertake and subsidize development, and facilitate development of secondary housing units.
3.2.4 Improve Participation in Local Housing Assistance Programs	Create interest on the part of residents in current housing assistance programs.	City Housing Fund and other potential funding sources	Community Development Department	Ongoing. Continue outreach to first time homebuyers, at risk homeowners, and renters.
3.3.1 Monitor availability of land for all residential housing needs.	Monitor the distribution of land for low, medium, high and very high density residential development throughout the community to ensure availability to meet affordable housing needs.	General Fund	Community Development Department, Planning Commission, City Council	Ongoing. Monitor availability of land for all residential housing needs through the Housing Element update and implementation of the Land Use Element
4.1 Encourage and support the enforcement of laws and regulation prohibiting discrimination in lending practices and in the sale or rental of housing.				
4.1.1 Cooperate with Non Profit Organizations	Continue referring cases and questions to Pacific Community Services to address and resolve discrimination issues.	City Housing Fund	Community Development Department	Ongoing

4.1.2 Disseminate Fair Housing Information	Disseminate fair housing information in multiple languages more widely in the community.	City Housing Fund	Community Development Department	Ongoing
4.1.3 Foreclosure Prevention and Loan Modification Information	Provide foreclosure prevention and loan modification information, sponsor workshops and provide referrals.	City Housing Fund	Community Development Department	Ongoing. Participate in efforts to disseminate information regarding foreclosure and loan modification counseling and referrals.
4.2 Assure the provision of housing opportunities to those residents with special housing needs.				
4.2.1 Housing Opportunities for Special Needs Groups	Provide housing opportunities for residents with special housing needs including farm workers, elderly, disabled, large families, and the homeless.	Private Resources, Federal and State Funds, CDBG, HOME, City Housing Fund, and other potential funding sources	Community Development Department	Ongoing. Monitor progress on quantified objectives annually.
4.2.2 Coordination with Agencies serving the Homeless	Develop housing self-sufficiency for currently homeless people by working with appropriate agencies to develop housing and employment programs for the homeless.	Homeless Agencies, CDBG	Community Development Department and Contra Costa County	Ongoing. Participate in regional efforts to combat homelessness and facilitate development of new very low income housing opportunities.
4.2.3 Reasonable Accommodation	Amend the Zoning Ordinance to include a written reasonable accommodation policy for persons with disabilities.	General Fund	Community Development Department	Initiate zoning amendment within one year to comply with Federal Fair Housing Amendments Act of 1988.

Section Three
EVALUATION OF THE 2005 HOUSING ELEMENT

The prior version of the Housing Element was adopted in 2005. The State Housing Element Guidelines require that communities evaluate their previous Housing Element according to the following criteria:

- Effectiveness of the Housing Element,
- Progress in the implementation of the Housing Element, and
- Appropriateness of the Housing Element Goals, Policies, and Objectives.

Since 2001, the City has been concerned that affordable housing not be considered exclusively for planned multi-family housing sites. In 2003, the City adopted an affordable housing ordinance (ordinance) to ensure that new residential developments also help produce new affordable housing opportunities within the City. In addition, the ordinance calls for units to be dispersed within market rate housing areas and visually blend in with residential neighborhoods so they are not easily distinguishable from the market rate housing.

Since 2003, the City has successfully negotiated affordable housing agreements with market rate builders to include affordable housing units on-site and/or help produce new affordable housing opportunities elsewhere within the City. While housing incentives are needed to produce housing that is affordable to very low and low income households, projects such as the California Orchard mixed income single-family subdivision and the Villa Amador Apartments[1] demonstrate that housing which is affordable can be produced even as land became more expensive.

Although housing that is affordable to low and even very low income households has been developed at low and mid-range residential densities in the past, density will become an ever more important factor in the affordability of housing as the community matures. Over time, Brentwood land values will increase relative to the County's median income, as will new market-rate home prices, and it will become increasingly more difficult to produce affordable housing at low and medium densities. Consequently, the City's ordinance will continue to ensure that new residential development regardless of density helps provide additional affordable units interspersed with market-rate units throughout the City.

Previously, the concentration of multiple-family development adjacent to the downtown area was believed to be reasonable because high density development would:

- help support downtown area businesses;

[1] Villa Amador Apartments is a 96-unit family apartment project located at the northeast corner of Sand Creek Road and Shady Willow Lane.

- be appropriate along Brentwood Boulevard and could serve as a buffer between the highway and single-family areas;

- provide a better fit with certain land uses in the area along the Brentwood Boulevard corridor than would single-family development due to owner interests; and

- be an appropriate use of land near the center of the city in close proximity to pedestrian-oriented shopping and public transportation routes.

Although additional development of medium and high density residential dwelling units could increase the concentration of lower income households in the eastern portion of the city, there are other factors that argue for retaining medium and high density housing opportunities east of the Union Pacific railroad line, including:

- A portion of the area along Sycamore Avenue, east of Brentwood Boulevard has already been developed with multiple family housing and high density single family detached units.

- The high density land use designation along Central Boulevard west of Brentwood Boulevard has already been approved for high density housing.

- The higher density area along Balfour Road east of Brentwood Boulevard provides a buffer between the neighborhood commercial areas on the west and single-family residential areas to the east.

In addition, the downtown area and Brentwood Boulevard corridor may experience an increased need for medium and high density housing, due to the recent rerouting of California State Highway 4 from its former location (Brentwood Boulevard) to the State Route 4 Bypass. While the Bypass is critical to alleviating the community's traffic congestion problems, it will also likely encourage additional westward expansion of new residential development, which could, in turn, increase land prices. Escalating land costs will place an increasing reliance on medium and high residential densities to meet the City's obligation to provide sufficient opportunities for the development of housing to meet the needs of very low, low, and moderate income households, as required by law.

In addition, the State Route 4 Bypass pulls large amounts of traffic away from the downtown area. While this is desirable from a circulation perspective, such diversion of traffic could have substantial economic repercussions on the downtown area. Although it is not expected that downtown will suffer the fate of many commercial areas which were bypassed by a freeway, some loss of business to the downtown area may result from the diversion of regional traffic to the bypass. As a result, local market support in the form of an increasing population near the downtown has become an important economic development consideration. In many communities, increasing the amount of high density development within and near downtown is a key element in their economic development programs.

Because of Brentwood's land prices and the County's high median income, affordable housing developers have found that they can build affordable housing in Brentwood and qualify prospective residents for their developments with Federal, State, and City and the former Redevelopment Agency assistance.

Residential developers have found Brentwood to be a good place to construct homes. Due to many factors, including relatively low land costs, efficient application review and processing, competitive development fees, and the availability of large expanses of developable land, Brentwood was able to satisfy nearly 25 percent of its previous regional fair share allocation of housing needs for lower income households and far exceeded the needs for moderate and above moderate income households, as shown on Table 2.

TABLE 2
BRENTWOOD HOUSING NEEDS PROGRESS
1999-2007

Income Group	Total Need 1999-2007	Units Built 1999-2007*	Units Approved and/or Under Construction**	Remaining Need as of June 30, 2007
Very Low	906	109	176	621
Low	476	45	10	421
Moderate	958	1,910	1	0
Above Moderate	1,733	7,179	4,980	0
TOTAL	4,073	9,323	5,086	1,042

Source: State Department of Finance, E-5 Reports and Brentwood Community Development Department.
*Units built as of June 30, 2007. **As of May 5, 2007

As a result of the City's ordinance, the former Redevelopment Agency's implementation of its authority under Community Redevelopment Law, and other non-profit and for-profit developers and public agencies' efforts, the table above includes, but is not limited to, units with deed-restricted affordability controls during the 1999-2007 RHNA cycle.

- Very low income restricted units at Habitat for Humanity on First Street, Arteaga Commons on First Street, Christian Church Homes Sycamore Place 1 and 2, First Street Triplex, Brentwood Senior Commons, Arbor Ridge Apartments, Arbor Village, Wildflower, Arroyo Seco, Sterling Pinnacle, and Granville Estates, with Villa Amador Apartments under construction.

- Low income restricted units at California Orchard, Sage Glen, First Street Triplex, Arbor Village, Rose Garden, Granville Estates, Brighton Station, and Sterling Pinnacle, with others under construction at Brighton Station.

- Moderate income restricted units at Coppergate Townhomes, Arbor Village, Sycamore Square, and Arroyo Seco, with one other at Steeple Chase.

State law requires that Brentwood's Housing Element contain an inventory of lands that are available for the development of housing for all economic segments of the community. Table 20 provides the required land inventory information and describes 18 residential zoning districts which include approximately 307 acres that are available for the production of approximately 2,747 additional housing units. Table 20 identifies the zones and the anticipated dwelling unit potential of these undeveloped areas. It includes residential designations of varying allowable densities for each zone throughout the City, which at mid-range densities far exceeds the 2007-2014 ABAG regional housing needs determination. Plentiful properly zoned land, capital improvement finance plans for infrastructure improvements, the City's affordable housing ordinance, and other housing incentives for affordable units will enable the City to continue to be a housing friendly community for all income levels.

EFFECTIVENESS OF THE 2005 HOUSING ELEMENT

This section evaluates the effectiveness of the Goals, Policies and Actions Programs of the 2005 Housing Element, which addressed the RHNA numbers from the 1999-2007 housing cycle. Many factors affected the City's ability to meet the goals established in 2005, including: the creation of new programs, the effects of the economy, the availability of State and Federal funding, and staffing levels.

Since the adoption of the 2005 Housing Element, several programs and many housing projects have been completed. The City has been very successful in producing new housing in the past and has been one of the fastest growing cities in the State experiencing over a 100% population increase over the last ten years. Due to the ongoing economic downturn, however, housing starts have slowed considerably, with the City issuing only 87 single-family housing permits in 2009 and 188 in 2010. Even with this recent decline in housing starts, as of October 1, 2010, the City has seen approximately 36% of its total regional housing need allocation built for the present Housing Element cycle (2007-2014). The affordability distribution of the housing units built and approved is provided in Table 3 below.

TABLE 3
BRENTWOOD HOUSING NEEDS
2007 –2014

Income Group	Total Need	Units Built 2007-2010*	Units Approved and/or Under Construction**	Remaining Need*
Extremely Low	358	0	0	358
Very Low	359	178	12	169
Low	435	5	35	395
Moderate	480	106	9	365

Above Moderate	1,073	692	4,154	0
TOTAL	2,705	981	4,210	1,287

Source: State Department of Finance, E-5 Reports, ABAG and Brentwood Community Development Department.
*As of October 1, 2010. **Units Approved and/or Under Construction as of August 1, 2010.

As of August 1, 2010, the City has approved 27 new residential developments with 151 dwelling units under construction, and an additional 4,059 approved dwelling units which are awaiting construction, for a total of 4,210 units.

Built very low income units in Table 3 include two single family dwellings which are the result of the City's inclusionary housing policy, which is enforced through the affordable housing ordinance, a 96-unit apartment complex, Villa Amador Apartments, and an 80-unit apartment complex known as Brentwood Senior Commons. Another 12 under construction and/or approved units in this income category are also a result of the inclusionary housing policy.

The total of 40 units built and approved and/or under construction in the low income category were also a result of the inclusionary requirement of the City's affordable housing ordinance. Moderate income unit counts also included a total of 12 units which were a result of the affordable housing ordinance and another additional 103 units built and sold within moderate income levels.

In this reporting period a total of 66 below market rate units are a result of the City's affordable housing ordinance. As of October 1, 2010, the City has accounted for 26% of its very low income housing need, 9% of its low income housing need, 24% of its moderate income housing need, and 100% of its above moderate income housing need. With the downturn in the economy, the City, like most other cities in the region, has not had great success with attracting new residential development, and developers have only recently begun to pull a small number of single-family residential permits within the City. The City is forecasting that as the economy rebounds, interest in developing new housing, particularly for very low and low income households, will recover.

REDEVELOPMENT AGENCY AFFORDABLE HOUSING CONTRIBUTIONS

In 1982, the City established its Redevelopment Agency and created the Downtown project area. The Agency's second project area, North Brentwood, was created in 1991. The two project areas were merged in 2000. The redevelopment program was historically used to facilitate the development of affordable units in these two project areas of Brentwood and within the City limits, as well as to generally improve housing and neighborhood conditions for lower income households. The Agency used its tax increment funds for the development of affordable housing as well as installation of public improvements including, but not limited to, new streets, curbs, gutters, sidewalks, utility undergrounding, traffic signalization, street lights, landscaping, and sewer, water and storm drainage system improvements that benefit lower income areas.

Since receiving its first tax increment allocation in 1983-84, the Agency consistently used these funds in a timely manner to implement the goals and objectives of the Redevelopment Plan, preserve dwelling units of existing low and moderate income households, and to facilitate the development of additional affordable housing dwelling units. The following is a summary of the Agency's efforts:

- Infrastructure improvements of $435,000 were authorized by the Redevelopment Agency. These infrastructure improvements included water and sewer line improvements and utility connections in the Lone Tree Way and Brentwood Boulevard area that assisted 19 lower-income households. The agency also provided $25,000 for the Davis Camp area to repair a failed substandard private septic system servicing 17 very low and low income households resulting in correcting an emergency condition.

- The Agency contributed $1,395,000 to Christian Church Homes for the development of 80 very low income senior apartments, known as Sycamore Place 1 and 2.

- The Agency utilized $750,000 to subsidize the development of 72 new moderate-income, single-family homes within the Redevelopment Project Area.

- The Agency approved matching funds in the amount of $29,200 to supplement CDBG funds to provide 30 new and replacement street lights in the Village Drive neighborhood to eliminate conditions that jeopardized the health and safety of the residents.

- The Agency purchased land in the North Brentwood Project Area and reduced the value of the property to create nine single-family units available to residents and workers of Brentwood.

- The Agency conditioned Sycamore Square, a single-family housing development in the North Brentwood Project Area, to produce eight affordable housing units. To comply with this condition, the developer rehabilitated an existing triplex in the Downtown Redevelopment Project Area for two very low and one low income families and deed restricted five moderate-income units on-site.

- The Agency contributed $200,000 to create ten affordable Very Low, Low, and Moderate income single-family units in the Arbor Village subdivision, contributed $87,000 to create two affordable Low income units at Arteaga Commons, and $297,000 to create 18 affordable Moderate-income units at Coppergate townhomes.

- The Agency purchased two parcels of land in the amount of $872,000 in the North Brentwood Project Area for future assemblage with adjacent parcels to create an affordable housing project. The Agency paid $167,870 for the relocation of tenants from one parcel and approximately $127,465 for the demolition and clearance of blighted units.

- The Agency has granted over $130,000 to 30 Low income households within the City for emergency health and safety grants.

- The Agency contributed $100,750 in 2000 to help build two Very Low income Habitat for Humanity units in the Downtown project area, and another $14,072 in 2008 for rehabilitation costs for one of the units.

- The Agency provided technical assistance to create 36 Very Low affordable units at Arbor Ridge Apartments.

- In 2006, the Agency and City contributed $1,000,000 to develop 80 Very Low income senior apartments with Eden Housing at Brentwood Senior Commons and $400,000 for an elevator project.

- In 2007, the Agency and City contributed $2,000,000 to develop 96 Very Low income family apartments with Mercy Housing at Villa Amador.

- In 2011, the Agency and City authorized $3,950,000 to Meta Housing to develop 54 Low income apartment units.

- Other ongoing affordable housing projects that are requesting financial assistance include Mercy Housing's rehabilitation of 28 Very Low income family apartments at Green Valley for $1,300,000.

The City, now without Redevelopment Agency assistance, will continue the identification of assistance and participation in the expansion and improvement of the supply of Very Low, Low and Moderate income housing.

PROGRESS IN THE IMPLEMENTATION OF THE 2005 HOUSING ELEMENT

The following provides a review of each action program defined in the 2005 Housing Element. The review summarizes the existing level of progress on each program. If a program has been unsuccessful, a summary of the reasons has been provided. It should be noted that several of the action programs will require effort over an extended time-frame to demonstrate significant progress.

1.1.1 Conduct annual inventory of available sites to determine if sufficient land exists to meet housing needs for all economic segments.

The City conducted a thorough inventory of available residential land as part of its 2001 revision of the Land Use Element of the General Plan. During this evaluation the City designated sufficient residential land to meet future housing needs and provide a mix of housing types for all economic segments of the community. As part of this current Housing Element Update process, an additional survey of vacant residential land was conducted in 2010 and is included in this document.

The City has also initiated several annexations since 1998 involving approximately 800 acres of residential land which has helped to ensure that the City will have sufficient land to meet future housing needs beyond 2010.

1.1.2 Continue to encourage the use of second units in single-family residential areas in meeting the city's Low- and Moderate-income housing objectives.

The City has encouraged the development of second units within existing residential areas based on prevailing or amended zoning regulations and supported the development of additional housing on underutilized infill parcels. These efforts included the approval and final development of a secondary housing unit in 2007. The City has a secondary housing unit ordinance, which was adopted in 2004, that facilitates the placement of second units in single family residential neighborhoods.

1.1.3 and 1.1.4 Amend the City's General Plan and Zoning Ordinance to provide an additional 20 acres of Very High Density Residential uses.

As identified in the 2005 Housing Element, the City did not have sufficient acreage designated for very high density residential use to meet housing needs for Very Low income units. To rectify this situation, in August of 2005, the City Council approved a General Plan Amendment and a subsequent Rezone establishing an additional 20 acres for very high density residential use up to 30 dwelling units per acre.

1.2.1. Identify at-risk projects one year prior to each required Housing Element update, and minimize loss of existing affordable housing.

The City has inventoried all assisted housing developments within Brentwood with affordability controls. One at risk project with expiring affordability controls was identified and involves 9 Low income apartments. The affordability controls for these units were due to expire in 2011. The Redevelopment Agency negotiated an extension of these affordability controls beginning 2011 for a new 55-year period.

1.2.2 Assist potential applicants in accessing rehabilitation loans and self-help housing projects.

The City has continued to provide marketing assistance and referrals to the Contra Costa County homeowner rehabilitation assistance programs and the Housing Authority of Contra Costa County rental rehabilitation program.

In 2009, the Redevelopment Agency approved the Agency's Home Rehabilitation and Preservation Program to supplement the Contra Costa County's Neighborhood Preservation Program. The Agency's program was designed to provide additional funds, not to exceed $20,000 per loan, to supplement the County's $40,000 maximum loan for home rehabilitation for lower-income owner occupants. Oftentimes, due to the assistance limit of $40,000, older

housing stock is in need of additional repairs that cannot be covered under the County Program. Typical homeowners of an older house, who in many cases are seniors on limited incomes, are unable to come up with all the funds to fully rehabilitate their homes. The County program is often forced to choose which repairs must be eliminated from the full scope. The Agency's program alleviates this burden by supplementing lower-income, owner-occupied Brentwood projects by up to an additional $20,000 to repair the home and correct deferred maintenance conditions, code violations, general improvements and disabled inaccessibility. Modern improvements and repairs, when complete, improve the quality of life of the homeowners as well as benefit the neighborhood in general. This program will continue under the City's guidance if funding is available.

The Brentwood Redevelopment Agency has in the past provided Very Low and Low income owner occupant residents within the City of Brentwood with grant funds to address home repairs to correct dangerous health and safety conditions, code violations and disabled inaccessibility which, without the repair or replacement, would result in imminent unsafe or hazardous conditions for the occupants. This program has assisted over 30 households since its inception in 2006 for such things as plumbing, doors, windows, electrical, roof, and HVAC repairs as well as accessibility improvements for seniors and disabled persons. This is a popular program and receives a generous budget each year.

Although the City has been successful with self-help projects in the past, such as the 65-unit Arroyo Seco development that was completed in 2001, there has not been any interest from developers for similar projects since.

1.2.3 Community education about available rehabilitation programs.

City staff distributes bilingual program marketing literature for the Contra Costa County owner-occupied and rental unit rehabilitation programs, its weatherization program, the Home Rehabilitation and Preservation Program, Apartment Rehabilitation Program, and the Health & Safety Grant Program to Brentwood residents and property owners. City staff regularly disseminates information about these programs to the public by target mailings, organizing public workshops and publishing press releases where the programs are described in detail. This information is also available on the City's website. Beginning in 2002, County rehabilitation personnel have held regular office hours within Brentwood in order to make appointments or "drop-in" visits more convenient for Brentwood residents who cannot easily travel to the County seat in Martinez.

1.2.4 Maintain current information on housing conditions within the City through a periodic housing condition survey.

City staff currently responds routinely to zoning and building code violations. In 2000 the City applied for HCD Code Enforcement Incentive Program funds. Unfortunately the City's application was unsuccessful. This hindered the City's ability to obtain the necessary staff resources to conduct a Housing Condition Survey in 2000. However, the City did conduct a windshield survey in 2001 of residential areas developed prior to 1990 to determine existing

rehabilitation needs. The survey identified 17 units that were in need of replacement. The City has been successful, through its Redevelopment Agency, in acquiring and demolishing 14 of these units and relocating the tenants. The other 3 units are no longer occupied. This survey has not been updated; however, the City intends to complete another windshield survey within the current Housing Element cycle, if possible, to ascertain if any additional housing is in need of rehabilitation.

1.2.5 Provide financial assistance to owners of rental property to rehabilitate substandard units.

Financial assistance to owners of rental property to rehabilitate substandard units is available through the Brentwood Apartment Rehabilitation Program, as well as the Housing Authority of Contra Costa County. The County program reports that since 2005 it has not provided any funds to rehabilitate units within Brentwood. The Apartment Rehabilitation Program was approved in September 2010. Due to the historical build out of the City of Brentwood, the majority of older apartment units were located within the prior Merged Redevelopment Project Area. A significant percentage of apartment complexes in the former Project Area are owned by private individuals. Some of the apartment complexes are up to 55 years old. In many of these complexes, a number of renters already pay affordable rents and would income-qualify as Very Low and Low income households. The Apartment Rehabilitation Program is designed to preserve and rehabilitate existing rental housing stock, increase property values, improve neighborhood stability, and provide affordable housing opportunities for Brentwood's workforce. Through this program the City provides a 55-year forgivable loan to upgrade and repair rented units, thereby improving the living conditions and standards of tenants throughout the Brentwood community in exchange for a covenant to provide rent restricted apartment units for targeted income groups. Loans are available for owners of rental housing consisting of four units or more, at least fifteen years old, and located in Brentwood. Since this is a relatively new program, no units have yet been rehabilitated; however, $375,000 is budgeted annually for this program.

1.2.6 Prepare and adopt Residential Design Guidelines.

As of September 2006, the City has successfully prepared and adopted Residential Design Guidelines which express the housing design features the City would like to encourage. The adoption of these Residential Design Guidelines has improved the certainty for developers of designing a product that will be acceptable to the City and compatible with existing neighborhoods. The Residential Design Guidelines also work to minimize the processing time for Design Review applications as developers who design their products in accordance with the Guidelines typically receive approvals fairly quickly versus spending time re-designing their site plans and architecture to reflect Brentwood's standards.

1.3.1 Continue a water conservation program, reducing residential utility costs.

The City requires the submission of landscape plans in conjunction with all residential developments. Plans are reviewed to ensure use of drought-tolerant plant materials and to reduce the use of turf in all front yards. The City also reviews proposed irrigation details, inspects

installation, and checks the timing of automatic sprinklers to ensure that front yard irrigation is conducted efficiently.

In addition, the City currently offers free SMART irrigation controllers and one year paging system subscriptions in conjunction with a pilot study program for water conservation for residential homeowners.

1.4.1 and 1.4.2 Preparation and adoption of a condominium conversion ordinance and monitoring of rental conversions.

In May of 2008, the City successfully adopted and implemented its condominium conversion ordinance in order to provide standards for conversion of rental properties to for sale condominium units. The ordinance establishes criteria for the conversion of existing multiple-family rental housing to condominiums by promoting affordable home ownership, requiring a high degree of appearance quality and safety, maintaining a supply of rental housing for Very Low, Low and Moderate income persons and minimizing displacement of tenants. The ordinance also requires an analysis of the effect of a conversion on available rental stock. To date, the City has not received any applications for condominium conversions.

2.1.1 Explore and catalog available housing assistance programs.

The City provides information to members of the public about local housing assistance programs and has fliers available with contact information and program summaries. Program information is regularly verified and updated as necessary, to ensure accurate and timely information is provided to the public.

2.2.1 Work with non-profit and private entities to facilitate cooperative efforts for development of affordable housing.

The City has continued to work effectively with both non-profit and private builders to develop affordable housing. The City and Redevelopment Agency partnered with Eden Housing on the development of 80 Extremely Low and Very Low income senior apartments known as Brentwood Senior Commons. The City and Redevelopment Agency also worked with Mercy Housing on the development of 96 Very Low income family and farm worker apartment units known as Villa Amador. In these two projects alone, the City and Redevelopment Agency contributed $3 million since 2005. The Redevelopment Agency financially contributed over $800,000 to the development of Sycamore Place II, providing 40 one-bedroom, Very Low income units for seniors in 2005. Eighteen moderate, for-sale units at the 120-unit Coppergate townhome community were assisted by the Redevelopment Agency in 2005 by providing $300,000 of assistance to offset the roadway improvement costs. Within the Arbor Village subdivision, 10 ownership units were restricted to affordable levels by the Agency's assistance of $200,000 in 2006. The City also provided technical assistance to the Affordable Housing Development Corporation for 36 Very Low income affordable units at the Arbor Ridge Apartments development. The Agency contributed $15,000 to the rehabilitation and resale of a Habitat for Humanity ownership unit on First Street in 2008, and $87,000 to the development of

two four-plexes known as Arteaga Commons on First Street with one Very Low and one Low income unit.

2.2.2 Increase the provision of affordable housing by supporting the efforts of non-profit corporations.

The City's recent efforts are mentioned above in the discussion of action program 2.2.1. The City provides support by conducting free pre-application meetings with builders, helping to identify properly zoned sites to minimize necessary entitlements, donating land, fast-tracking development applications, and providing redevelopment affordable housing set-aside funds and City Housing Funds to defray required development costs.

2.3.1 Streamline application process to eliminate unnecessary costs arising from the length of residential development application review.

The City utilizes several methods to streamline the application intake and processing system. The City has a short three-page universal application that lists required planning and engineering fees for available entitlements. Applications are accompanied by City standard conditions of approval to provide applicants with the majority of potential conditions of approval in advance of action on a development project. Application materials and the City Municipal Code are available 24 hours a day on the City website. The City provides free pre-application meetings with staff to provide early input, guidance, and an explanation of requirements before engineering and/or architectural plan preparation has occurred.

The City also conducts internal staff development review committee meetings to identify any issues of concern amongst City staff and affected outside agencies. The applicant is alerted prior to finalizing environmental review to allow for modifications to the project. The City also conducts free informational workshops on large or unique developments where the applicant and staff can obtain feedback directly from decision makers prior to completion of environmental review, preparation of staff reports, and final action on a project. These workshops afford an additional opportunity to refine a project and identify key concerns or issues early in the project review process. The workshops also tend to decrease the need for continuing items multiple times because key issues are identified early on in the application process.

2.3.2 and 2.3.3 Provision of affordable housing by granting density bonuses.

The City has granted density bonuses for residential projects that include significant amenities for neighborhoods or the community as a whole. Residential developments that include long-term affordable units or senior housing units in accordance with State law and the City's density bonus ordinance are entitled to density bonuses or other financial incentives of equivalent value. Although the City has granted density bonuses in the past, no requests have been received for density bonuses during this Housing Element cycle.

2.3.4 Priority building inspections for affordable housing developments.

The City provides timely building inspections for residential development projects. Inspections take place as construction work progresses. In order to prevent delays and ensure construction of affordable housing units occurs expeditiously, building inspectors are assigned specific development projects and conduct daily inspections upon request. This ensures timely inspections and provides continuity during the construction phase of an affordable housing development.

2.3.5 Adopt residential development standards for all residential zones within the City.

Since the 2005 Housing Element adoption, the City has successfully completed an update of all residential zoning designations by establishing specific development standards consistent with the Land Use Element. Applicants may still elect to create their own development standards through the planned development amendment process, which allows them the opportunity to tailor development standards to their specific residential product. The certainty of adopted development standards and the flexibility in allowing amendments will aid and encourage future residential development.

3.1.1 Community education about low income occupations and how low income residents contribute to the community.

The City provides regular updates on new income limits established for Contra Costa County and what levels are considered Very Low, Low, Moderate, and Above Moderate based on the median incomes for different household sizes. The community also receives information from the media, school districts and different government agencies about existing salaries and the need to provide housing opportunities for lower paid workers to promote high quality services, good schools, and economic development. Historically market-rate housing within Brentwood has been relatively affordable in comparison to other portions of Contra Costa County and employment centers within the San Francisco Bay Area. Many Brentwood homeowners are often surprised to learn how high the low income limits are within Contra Costa County. More and more residents recognize that lower paid workers, young adults and families starting out, and seniors on fixed incomes need housing priced at levels they can afford. Efforts to provide information on the City's success with providing down payment assistance loans to low income residents as well as advertisements seeking credit-worthy, low income families for City housing opportunities are ongoing.

3.1.2 Development incentives to facilitate affordable housing that is indistinguishable from market rate housing.

In 2003, the City required affordable dwellings to be interspersed within market-rate subdivisions through the implementation of its affordable housing ordinance. The exterior appearance of affordable units is required to be harmonious and compatible with surrounding market rate units.

For example, architectural elevation styles and color choices are provided to ensure that affordable units blend in within a subdivision. Density bonuses, contribution of City

redevelopment funds, and other customized incentives are available to help provide new affordable housing opportunities within mixed income neighborhoods.

3.2.1, 3.2.2, and 3.2.3 Promote development of market rate single family homes in the eastern portion of the City by undertaking improvement projects, providing marketing materials, and outreach efforts with potential developers.

The City has been very successful in attracting private investment within the eastern portion of the City which had previously experienced an overconcentration of low income households according to the 1996 City Low Income Over-Concentration Study. Between January 1998 and January 2002, 514 new single family homes were completed or under construction in this area. Since 2002, the City has approved an additional 898 new single-family homes in this area which have either been constructed or are currently under construction. In addition, three new parks have been developed, and another three park locations have been approved and will be constructed as development ensues. Infrastructure improvements including new street lighting, sidewalk and roadway extensions, and new water and sewer line improvements have been installed.

Other improvements include the addition of a new neighborhood elementary school which is expected to be open for the 2011-12 school year, the relocation of the existing concrete batch plant and other industrial users to industrial settings, and working with business owners at the northern entry to the City along Brentwood Boulevard to implement signage and building façade improvements, as well as the screening of outdoor storage areas. The City's Redevelopment Agency was also successful in implementing this goal by purchasing and demolishing the Davis Camp area. These actions have all contributed to improving the neighborhood appearance on the east side of the City.

With the development of these new market-rate units, a new elementary school, and relocation of existing industrial users to industrial areas, the disparity between the quality and types of developments on the east and west portions of the City no longer exists; therefore, there is no longer a need to promote market-rate residential development on the eastern side of the City.

3.2.4 Provide improved housing for existing Very Low and Low income households in the City.

Efforts to aid existing lower-income households include: The Redevelopment Agency granted over $130,000 to 30 owner-occupied households for emergency health and safety grants since 2006. Another $14,072 was spent in 2008 for rehabilitation costs for a Habitat for Humanity unit on First Street. In addition, the City recently adopted two new programs: the Home Preservation and Rehabilitation Loan Program for owner-occupied units and the Apartment Rehabilitation Program for rental complexes of four or more units with combined annual budgets of $425,000. The City has approved close to $1,000,000 in down payment assistance loans for 29 lower-income households to become first-time home owners.

The City, using the City Housing Fund created by collection of fees in-lieu of constructing affordable units required by the City's affordable housing ordinance, and the Redevelopment

Agency, using its Low/Moderate Housing Funds, have contributed to the new construction of 256 Very Low income family and senior rental units at Sycamore Place 2, Brentwood Senior Commons and Villa Amador Apartments between 2005 and 2007.

The Redevelopment Agency, in partnership with non-profit and for-profit developers, created 33 deed-restricted, owner-occupied units and 3 deed-restricted rental units between 2005 and 2007, including 5 in Sycamore Square, 18 in Coppergate, 10 in Arbor Village and 3 with the First Street triplex.

Between 2005 and 2010, the City's affordable housing ordinance directly resulted in the creation of 20 below market rate, owner-occupied units, including 1 in Sage Glen, 1 in Wildflower, 6 in Rose Garden, 4 in Granville Estates, 2 in Sterling Pinnacle and 6 in Brighton Station, and 16 City-owned rental units for lower-income residents.

3.2.5 Provide information on available housing assistance programs for Brentwood residents.

The City continues to provide information on local assistance programs for Brentwood residents through marketing and outreach efforts. Information is available both on the City's website and at the public counter on affordable housing, senior housing, first time homebuyer programs, health and safety repair grants, and rehabilitation programs.

3.3.1 and 3.3.2 Monitor the concentration of income groups within the City.

The City has made a concerted effort to encourage the development of additional market-rate units within low income areas of the community in order to diversify housing choices for all income groups throughout the City. The City attempts to conduct new housing price surveys annually to monitor affordability levels throughout the City. An update of the Low Income Over-concentration Study is not anticipated to be completed due to the highly successful growth of single-family residential developments in the area. It is anticipated that the availability of block group level household income information from the 2010 Census will enable the City to perform an update and more accurately monitor progress on the dispersal of housing for all income levels throughout the City. The City also anticipates that the mandatory provision of units affordable to lower income households in all new owner-occupied developments of five or more units mandated by the adopted affordable housing ordinance will help ensure that long-term affordable housing choices are also available throughout the City.

3.4.1, 3.4.2 and 3.4.3 Encourage the development of affordable housing using voluntary incentives in areas not experiencing an over-concentration of lower income households and monitor effectiveness.

In 2007, the City attracted a 96-unit multi-family project, Villa Amador Apartments, in the western portion of the City. This development has been constructed and is providing 94 restricted units for Extremely Low and Very Low income residents in 1-, 2-, 3-, and 4-bedroom units and includes units reserved for farm worker households and disabled residents.

The City had previously concluded that voluntary incentives alone are insufficient to produce Very Low and Low income units in the western portion of the City. Consequently, an affordable housing ordinance was approved in 2003 to ensure that affordable housing opportunities continue to be provided. The City will continue to provide incentives for developments that exceed minimum affordable housing production requirements but seeks to ensure affordable housing choices will be available throughout the community. Continued implementation of the affordable housing ordinance will result in the provision of more Very Low and Low income units in the western portion, as well as the eastern portion, of the City in the future. However, as stated previously, due to development of above-moderate housing in the eastern portion of the City, an overconcentration of affordable housing in this area is no longer an issue.

In January of 2006, the City was successful in implementing a First Time Homebuyer Program. The program provides down payment assistance of up to $50,000 to facilitate home ownership for residents purchasing their first home, to purchase market rate units, provides gap assistance for closing costs and/or down payments up to $35,000 for below market homes, and allows a matching 2:1 contribution up to $10,000 for Very Low income households in an individual development account. Since 2006, 29 down payment assistance loans, for a total of $997,000, have been approved to assist lower-income households with the purchase of affordable homes in Brentwood.

Important factors in Brentwood's ongoing progress in developing affordable housing, and its ability to continue to foster such development in the future, is the City's success in establishing the Capital Improvements Financing Program and affordable housing ordinance. These programs help address the City's affordable housing needs and remove some key infrastructure constraints to its development.

3.5.1 Modify the General Plan Land Use Element to provide for low, medium, high, and very high density residential development throughout the City.

The City completed a General Plan Update in 2001. The update included a revision to the Land Use Element after extensive public input from the community. Subsequently, the City updated its Housing Element in 2005 and revised the General Plan and zoning to include very high density residential areas totaling 20 acres. The General Plan land use map includes low, medium, high and very high density sites throughout the City to promote diverse housing choices. Higher density sites are strategically located in close proximity to existing and planned employment centers to promote smart growth and reduce automobile dependence. With this current Housing Element, the City intends to add zoning regulations within existing zones for homeless shelters and transitional housing.

4.1.1 and 4.1.2 Maintain cooperative association with non-profit fair housing groups to encourage and support the enforcement of laws and regulations prohibiting housing discrimination.

The City participates with Contra Costa County and all cities within the County except for Antioch, Concord, Pittsburg, Richmond and Walnut Creek, in the allocation of Community

Development Block Grant Funds to non-profit fair housing assistance groups to provide fair housing legal assistance and tenant–landlord dispute resolution services for residents within Brentwood. Several organizations including Pacific Community Services, Bay Area Legal Aid, Housing Rights Inc., and Shelter Inc. provide fair housing assistance services. Whenever the City is contacted about allegations of housing discrimination or is informed about a landlord–tenant dispute, the City refers callers to the toll-free numbers of the fair housing assistance groups to investigate the complaint. The City receives approximately 10-12 calls per year for referral to other organizations, and publishes referral contact information on the City's website. None of these calls has resulted in documented cases of housing discrimination or fair housing violations. The City takes all allegations very seriously and works closely with non-profit fair housing groups to ensure prompt assistance is provided when requests for assistance are received.

In addition, City staff periodically receives updated information about fair housing issues from the various non-profit housing groups. This information is dispersed to members of the public in order to prevent housing discrimination within the community.

4.2.1 Provide housing opportunities to meet the special housing needs of farm workers, the elderly, disabled, large families, and the homeless.

The City has historically helped to develop a wide variety of housing for various special needs groups. More recently, the City has been most successful in the development of housing for active and elderly seniors. Approximately 2,034 single family senior housing units have been constructed since 2005 within the City in the Summerset development. This age-restricted senior development includes a mix of affordability levels. As of October 2010, approximately 643 additional senior housing units are approved and under construction within the Trilogy development. In addition, two assisted living facilities have been constructed, Cortona Park and Eskaton Lodge, which have 120 and 130 units respectively.

In 2006, the City and Agency partnered with Eden Housing to develop Brentwood Senior Commons, an 80-unit apartment complex for low income seniors. Located on Oak Street near the City's downtown, the development includes 8 units of rental housing for Extremely Low income seniors and 71 units for Very Low income seniors. As an independent living development, each unit is complete with washer/dryer and a semi-private outdoor space. In addition to the on-site community room, residents enjoy easy access to the downtown shops, restaurants, post office, library and community center. In 2010, the City assisted this development further by providing a loan for the installation of a new elevator to provide easier access for the residents of this community to the second floor.

In 2005, the Agency partnered with Christian Church Homes to develop Sycamore Place II, a 40-unit, Very Low income apartment complex for seniors. All units are single-story, one-bedroom homes. The complex offers an active community center with an outdoor patio and community garden.

In 2007, the City and Redevelopment Agency worked with Mercy Housing on the 96-unit Villa Amador Apartments multi-family development at the northeast corner of Sand Creek Road and

Shady Willow Lane. This development provides Extremely and Very Low income units for farm workers, large families, and the disabled.

No new applications were submitted to Brentwood for the development of homeless shelters or transitional housing for the homeless, however, one group home for women and children was opened in January of 2005. The City presently works with the Contra Costa Consortium to assist the homeless access emergency services and find available shelter space and transitional housing.

4.2.2. and 4.2.3 Amend the zoning code to identify the zoning districts within which shelters and transitional housing can be developed and coordinate with agencies serving the homeless to develop housing and employment programs.

As mentioned above the City currently works to address the needs of the homeless population through its participation in the Contra Costa Housing Consortium and support for the Brentwood Community Chest which provides emergency food to the needy, including the homeless. The transient nature of the homeless population and the extensive interrelated social service needs of this population require pooled resources and regional cooperation for adequate service delivery. Small group homes serving the transitional housing needs of homeless individuals or families are allowed by right in all residential zones. One group home for up to 18 women and children has been approved and constructed. The facility opened in January of 2005. The City anticipates amending its General Plan and zoning ordinance to accommodate shelters and transitional housing in late 2011 or early 2012.

APPROPRIATENESS OF 2005 HOUSING ELEMENT GOALS, POLICIES, AND ACTION PROGRAMS

The City's recent efforts in updating the Housing Element have resulted in goals, policies, and action programs which closely reflect evolving community housing needs. In addition, the goals, policies, and action programs of the 2005 Housing Element and the 2001 General Plan Update, involving the Land Use, Circulation, and Growth Management Elements, have enabled the City to make substantial progress toward the satisfaction of current housing needs.

Since 2003, the City's Ordinance has increased the affordable housing supply throughout the City during a period of rapid escalation of market-rate housing within the community. The ordinance was adopted after it was established that there was a need for a more proactive effort to produce housing at levels affordable to Very Low and Low income households over and above an exclusively voluntary approach. Mandatory affordable housing requirements have enabled the City to disperse affordable housing units throughout the City and continue to ensure that Brentwood provides high quality housing options for all economic segments of the community.

Section Four
BACKGROUND ON HOUSING: NEEDS, RESOURCES AND CONSTRAINTS

POPULATION AND EMPLOYMENT TRENDS, HOUSING NEEDS

1. Population Trends

Incorporated in 1948 with a population under 1,700, Brentwood's growth rate was generally slow and steady until the 1970s. Throughout the 1970s and 1980s growth fluctuated, reflecting the prevailing economic conditions. Both the national recession and high interest rates in the early 1980s caused a slackening in the population growth rate. During the mid- to late-1980s, the City's annual growth rate ranged from 4% to 13% per year (DOF, Summary Reports E-5 1985-1990).

Brentwood experienced rapid population growth during the 1990s increasing its population by approximately 208% from 7,563 to 23,302 between 1990 and 2000, according to the 1990 and 2000 U.S. Census. In contrast, Contra Costa County's total population increased by approximately 18% during the 1990s from 803,732 to 948,816 according to the 1990 and 2000 U.S. Census. As of January 2010, Brentwood's population was estimated by the State Department of Finance to be 52,492. This represents over a100% increase from the City's 2000 U.S. Census population of 23,302.

The Association of Bay Area Governments (ABAG) in its latest set of regional projections (Projections and Priorities 2009) that reflected direct input from City of Brentwood staff has projected that the rate of population growth in Brentwood is anticipated to greatly exceed that of Contra Costa County as a whole during the period 2000-2035 (see Table 4). Whereas the County's population is projected to increase by 374,084 or 39% between 2000 and 2035, population within Brentwood's sphere of influence is anticipated to increase by 54,198 or almost 233% over the same time frame.

According to ABAG's projections, the number of households is expected to continue to increase in Brentwood more than in Contra Costa County as a whole. The number of households is expected to grow from 7,497 in 2000 to 24,950 in 2035. The 2035 households figure represents a reduction from the previous Projections 2007 figure of 30,320. According to the California Department of Finance E-5 report dated January 1, 2010, household sizes in Brentwood are at 3.069 persons per household, while the Contra Costa County average household size is 2.734 persons per household, which reflects Brentwood's more suburban family-oriented atmosphere. ABAG's projections take into account information collected periodically from local governments throughout the Bay Area regarding residential developments that are approved or under construction as well as the availability of vacant land zoned for future residential development.

Thus, local General Plans and development policies and regulations are normally found to be consistent with ABAG's forecasts when local agencies are provided with an opportunity to share current development trends and discuss recent General Plan changes. Periodically, ABAG expects to update its forecasts to incorporate and reflect changes in local government policies and land availability data, as well as more current information on regional, state and national population and employment trends.

2. Age Distribution

Based on 2000 census data, the age distribution remained fairly constant in Brentwood from 1980 to 2000. The population 18 and under remained fixed at approximately 32% of the population. The proportion of the population age 65 and over decreased from 1980 to 1990, but increased between 1990 and 2000 with the large number of active seniors moving into the Summerset senior development, and represents just under 10% of the total population of 23,302 in 2000. Age distribution trends in Brentwood are significant because they affect the housing market. A declining number of young children can result in a change in the types of housing units sought.

TABLE 4
DEMOGRAPHIC FORECASTS: 2000-2035

	Brentwood					Contra Costa County				
	2015	**2020**	**2025**	**2030**	**2035**	**2015**	**2020**	**2025**	**2030**	**2035**
Total Population	64,200	67,500	70,900	74,200	77,500	1,130,700	1,177,400	1,225,500	1,273,700	1,322,900
Household Population	66,100	69,500	73,000	76,400	79,700	1,118,900	1,165,300	1,213,300	1,261,500	1,310,700
Households	20,610	21,630	22,710	23,820	24,950	407,250	424,340	442,330	461,330	480,480
Persons/ Household	3.09	3.10	3.10	3.10	3.09	2.75	2.75	2.74	2.73	2.73

Source: *Projections and Priorities 2009 Building Momentum;* Association of Bay Area Governments Projections 2009

Childless adults tend to have a higher combined income and prefer certain amenities, increasing the demand for condominiums or smaller homes. An elderly population creates a demand for units with common recreation facilities and easy access to commercial, medical, and transportation facilities. Inflationary pressures within the housing market can create disadvantages for the elderly on fixed incomes.

It is typical that rapidly growing suburban communities, such as Brentwood, which are designed for and attract young families experience a particular demographic cycle. In their rapid growth phase, these suburban communities attract a large number of young families. The school age

population grows rapidly, and community facilities such as parks, recreational facilities, and libraries are designed for young adults and their children. The typical form of housing is the large single family detached home on a 6,000 to 8,000 square foot lot. As reflected in Table 4, projections for household sizes are anticipated to remain fairly constant between 3.09 and 3.10 through 2035.

As the community matures, its school age children grow up and begin forming their own households. Often, the typical suburban community, which emphasizes single family housing, does not have a sufficient supply of housing that is affordable to these emerging households. Thus, a generation of new adults is sometimes forced to move away from its community in order to seek starter (often rental) housing.

In addition, such suburban communities find that the types of housing that were well suited to young families are not particularly well suited to seniors and empty nesters (non-senior adults whose children have grown and started their own households). Thus, seniors and empty nesters often look to sell their homes, and move into housing that is smaller and better suited to their needs. Sometimes suitable housing for such older adults is not available in the community they made their homes in, and they are forced to move to other areas. Typically, a new generation of young families moves into the community. School age population increases, and the community once again has many young families in residence (Table 5).

As noted above, not only does a community's demographic makeup change over time, so do its housing needs. If it is important to the community to retain its youth and elderly populations, it is important that a variety of housing types and styles of residential development be provided, including rental and starter housing, as well as housing for young growing families, empty nesters, and the elderly.

TABLE 5
DISTRIBUTION OF POPULATION BY AGE GROUP: 1980, 1990, AND 2000

	CITY OF BRENTWOOD		
AGE GROUP	**1980**	**1990**	**2000**
Under 18	32%	32 %	32 %
18-64	56 %	59%	58 %
65 and over	12 %	9 %	10 %

Sources: 1980, 1990, and 2000 U.S. Census.

To accommodate a growing senior population, the City has approved development of the Summerset community. A total of 2,034 dwelling units for seniors (age 55+) have been built since 1998. In addition, the City has approved, and construction has begun on, approximately 1,000 additional active senior dwellings in the Vineyards development in 2004 and expects many more of these units to be developed in the near future. To supplement these figures, three senior apartment developments totaling approximately 240 units have been approved and built since 2003, including Cortona Park, Brentwood Senior Commons and Sycamore Place 2. The City has been successful in the development of both senior apartment units and assisted living facilities. The City expects a strong future demand for various types of senior housing as the active senior population ages in place. This will result in the need for a continuum of housing options from independent living units to nursing home facilities.

3. Ethnic Distribution

Table 6 provides the 1980 - 2000 Census breakdown of the racial and ethnic distribution of the City of Brentwood by percentage of the population.

Ethnic diversity has fluctuated between 1980 and 2000. The City became less diverse with a higher proportion of white residents relative to other racial groups from 1980 to 1990. This trend changed during the 1990s when racial minority groups as a whole grew relative to the white population and the City became more ethnically diverse. One exception to the above trend has been the proportional decrease in the Hispanic population. According to the U.S. Census, since 1980 the Hispanic proportion of the City population has decreased from nearly 40 percent in 1980 to approximately 28 percent in 2000.

TABLE 6
ETHNIC DISTRIBUTION
OF POPULATION

ETHNICITY	1980	1990	2000
White	75.7	81.7	73.8
Black	0.1	0.7	2.5
American Indian	1.0	0.7	0.6
Asian and Pacific Islander	1.6	1.7	3.2
Other	21.6	15.1	19.9
Total	100.0	99.9	100.0
Persons of Spanish Origin	39.5	32	28.2
All Others (non-Spanish origin)	60.5	68	71.8
Total	100.0	100.0	100.0

Source: 1980, 1990, 2000 U.S. Census

HOUSEHOLD CHARACTERISTICS

1. Average Size

The 1990 Census reported that there were 2,477 households in the City of Brentwood, with an average household size of 2.99 for owner-occupied dwelling units and 3.14 for renter-occupied dwelling units. The 2000 Census reported that there were 7,497 households in the City of Brentwood, with an average household size of 3.04 and 3.38 for owner-occupied and renter-occupied dwelling units, respectively. According to the 2000 Census, the overall average household size for Brentwood was 3.10. This household size has remained relatively constant over the past 10 years with the California Department of Finance E-5 January 2010 estimate indicating an average household size of 3.069 persons.

2. Income

According to ABAG Projections and Priorities 2009, Brentwood's mean household income was projected to be $94,800 in 2010 or 93% of the 2010 household income for Contra Costa County as a whole. This document also predicted that the City's household income was expected to increase by 9.3% between 2010 and 2020 to $102,300. During the same period, the mean household income for Contra Costa County was expected to rise by approximately 9% to $113,500 (see Table 7).

TABLE 7
MEAN HOUSEHOLD INCOME*
CITY OF BRENTWOOD
AND CONTRA COSTA COUNTY

	2010	2020	Percent Change
Brentwood	94,800	102,300	9.3%
Contra Costa County	102,000	113,500	9.0%

* In Constant 2005 Dollars.

Source: ABAG, Projections and Priorities 2009

According to the U.S. Department of Housing and Urban Development, the Contra Costa County median income for 2010 is $90,300. The City of Brentwood median household income is currently estimated at approximately $87,000. Most likely this discrepancy between current estimates and ABAG projections reflects the negative market conditions in the area and the high unemployment rate.

3. Overcrowding

Overcrowding occurs when housing costs are so high relative to income that families have to reside in small units or double up to devote income to other basic needs such as food and medical care. Overcrowding also may result in increased traffic within a neighborhood, deterioration of homes, and a shortage of on-site parking. Maintaining a reasonable level of occupancy and alleviating overcrowding is an important contributor to quality of life.

The prevalence of overcrowding varies significantly by income, type, and size of household. Generally, Very Low and Low income households and large households are disproportionately affected by overcrowding.

The Census Bureau defines overcrowded conditions as dwelling units housing more than one person per room. In 1990, Brentwood had 271 units with 1.01 or more persons per room, which was approximately double the number of overcrowded units since 1980 and roughly 10.9% of the total number of occupied units (Table 8). The vast majority of overcrowded households were renter-occupied. According to the 1990 Census more than a fifth of the rental units in the City were overcrowded. In comparison, about 4.8% of the total occupied units in Contra Costa County were overcrowded. The City of Brentwood has added approximately 908 additional multi-family rental units to the City's housing stock since 1990, 528 of these since 2005, to relieve overcrowded conditions. In addition, 250 assisted living units have been added to the City's housing stock. The City also relocated 14 households within the Davis Camp area, which were overcrowded, to more appropriate units.

TABLE 8
OVERCROWDED HOUSING CONDITIONS

	1980	**1990**	**2000**
City of Brentwood	9.3%	10.9%	9.1%
Owners	--	5.9%	--
Renters	--	21.6%	--
Contra Costa County	3.0%	4.8%	7.4%
Owners	--	2.9%	--
Renters	--	8.7%	--

Source: 1980, 1990 and 2000 U.S. Census

HOUSING CHARACTERISTICS

1. Housing Stock

From 2000 to 2010, Brentwood experienced an approximately 227% increase in the number of housing units. This increase does not take into account the 196% increase in the number of housing units experienced between 1990 and 2000. Table 9 shows household and housing unit changes in Brentwood between 1980 and 2010.

TABLE 9 HOUSEHOLD AND HOUSING UNIT CHANGES: 1980-2010				
	1980	**1990**	**2000**	**2010**
Housing Units	1,570	2,628	7,788	17,715*
Vacancy Rate	4.0%	5.8%	3.7%	3.67%*
Households	1,532	2,475	7,497	Unknown
Average persons per household	2.88	2.99 (owner-occupied) 3.14 (renter-occupied)	3.04 (owner-occupied) 3.38 (renter-occupied)	3.069*
Source: 1970, 1980, and 1990 U.S. Census; *California Department of Finance E-5 January 2010				

Single family homes are the predominant housing type in Brentwood. According to U.S. Census information, in 1990, single-family units (attached and detached) comprised 77% of the housing stock, duplex to four-plex dwellings comprised approximately 5%, apartments of five or more units comprised 8%, and mobile homes made up approximately 9% of the housing available. In 2000, 87% of the housing stock was single family units, 4% were two to four unit dwellings, 5% were multifamily units of 5 or more dwellings, and mobile homes fell to 4% of the housing stock. According to Department of Finance calculations, current conditions in Brentwood define the housing stock as 91% single family homes, 2% two to four-unit dwellings, 5% apartment units, and 2% mobile home units.

TABLE 10 HOUSING STOCK			
Unit Type	**1990**	**2000**	**2010**
1-unit detached	1,826 (69.0%)	6,396 (82.0%)	15,595 (88.0%)
1-unit attached	202 (8.0%)	354 (5.0%)	527 (3.0%)
2 to 4 units	140 (5.0%)	266 (4.0%)	359 (2.0%)
5 plus units	217 (8.0%)	404 (5.0%)	883 (5.0%)
Mobile home, trailer, other	243 (9.0%)	347 (4.0%)	351 (2.0%)
Source: 1990 and 2000 U.S. Census and State Department of Finance , E-5 Report , January 1, 2010			

2. Tenure

Historically, Brentwood has had a relatively mobile population. The short length of residence can be in part attributed to the influx of population as a result of new construction and some annexation. The 1990 Census estimated the number of residents who have lived in Brentwood for less than 5 years at 3,662 or 48% of the population, which indicated a large influx of people

during the 1980s. This trend remained consistent with the 2000 Census with almost 42% having lived in the same home since 1995. Relatively rapid growth in new home construction in the last ten years is expected to result in a continuation of relatively short length of occupancy figures in the City. However, housing market conditions can have a negative effect on mobility within the community. High interest rates and the shortage of loan money have the effect of restricting new development, thereby reducing and inhibiting a population's ability to move. With the decline in the economy over the past several years, many residents have lost their homes to foreclosure and have been forced to move due to job loss or relocation to find employment.

The increased proportion of single-family units within Brentwood in 2000 was accompanied by a 12.6% rise in homeownership between 1990 and 2000. The City of Brentwood's homeownership also grew relative to Contra Costa County as a whole. In 1990 Brentwood's rate of homeownership was less than 1% higher than the County. In 2000, the ownership rate grew to more than 11% higher than the County as shown in Table 11. This increase most likely reflected the relatively low housing costs, which increased home ownership possibilities, in the east portion of the County compared to other areas. It is anticipated that this percentage will show a decline from 2000 to 2010 due to the number of foreclosures in the area, complicated by investors picking up these properties for rental units.

TABLE 11
HOUSING TENURE

	City of Brentwood		Contra Costa County	
	1990	**2000**	**1990**	**2000**
Owner Occupied	1,685 (68.1%)	6,053 (80.7%)	202,894(67.6%)	238,449 (69.3%)
Renter Occupied	790 (31.9%)	1,444 (19.3%)	97,394 (32.4%)	105,680 (30.7%)

Source: 1990 and 2000 U.S. Census

3. Vacancy Rate

The rate of vacancy is a measure of the availability of housing in a community. This rate also provides an indication of how well the housing supply is meeting the housing demand. A low vacancy rate is indicative of a tight housing market and suggests that people may have difficulty finding housing in their price range. Conversely, a high vacancy rate suggests that there is an oversupply of housing, or there is a large supply of undesirable units. A vacancy rate of 5% generally indicates an adequate supply of housing in a community. Vacancy rates were nearly 6.0% in 1990 and dropped to 3.7% in 2000 and remained constant at that rate through January 2010, indicating a tightening housing market (see Table 9).

4. Purchase Prices

Historically, median housing purchase costs in Brentwood have not been as high as the overall median housing cost for the Bay Area or Contra Costa County. However, according to Dataquick Sales Data in 2000, the median home sales price for Brentwood was $274,000. Dataquick reported that the median sales price in 2000 for the Contra Costa County Consortium jurisdictions was $260,000. The County Housing Consortium, at that time, included the County unincorporated areas and all cities except the City of Richmond. Since this time, property values have declined with market conditions.

The City recently queried zillow.com for existing home resales and new home sales information for a 12-month period ending October 25, 2010, and compared these figures with the previously reported 2000-2001 sales figures. The results are provided below:

TABLE 12
HOME RESALES

UNIT SIZE	2000-2001 HOME RESALES PRICE RANGE	2009-2010 HOME RESALES PRICE RANGE
2-Bedroom	$130,000 - $390,000	$118,000 - $585,000
3-Bedroom	$180,000 - $470,000	$169,000 - $568,000
4-Bedroom	$295,000 - $799,000	$165,000 - $500,000
5-Bedroom	$410,000 - $750,000	$266,000 - $536,000

TABLE 13
NEW HOME SALES

UNIT SIZE	2000-2001 NEW HOME SALES PRICE RANGE	2009-2010 NEW HOME SALES PRICE RANGE
2-Bedroom	$191,000 - $403,000	No Data Available
3-Bedroom	$251,000 - $324,000	$320,000 - $324,000
4-Bedroom	$270,000 - $461,000	$500,000 - $520,000
5-Bedroom	$339,000 - $471,000	No Data Available
6-Bedroom	$456,000 - $555,000	No Data Available

As demonstrated above, the existing home resales, which were escalating through the years 2000 to 2007, have recently declined to close to 2000-2001 levels, which parallels the market conditions over this time period. New home sales data also is relatively consistent with this trend, showing only a slight increase in sales prices for larger 4-bedroom units.

Sales data covering the period from January 2007 to September 2010 (from Dataquick and local real estate sources) also demonstrates a decline in median sales prices reflecting market conditions for single-family homes in Brentwood, which is summarized below:

TABLE 14 MEDIAN SALES PRICE FOR SINGLE FAMILY RESIDENCES		
Single Family Residence 2007 Median Sales Price	Single Family Residence 2010 Median Sales Price	Percent Change
$502,458	$286,389	57% decline

According to the above statistics, the median sales price for a Brentwood single family home has decreased by 57% between 2007 and 2010, nearly negating the 60% increase experienced between 2000 and 2004 as reported in the City's 2005 Housing Element.

5. Rental Rates

Monthly market rate rental price ranges (Table 15 and 16) in Brentwood as of October 2004 and October 2010 are provided below.

TABLE 15
BRENTWOOD MONTHLY
RENTAL PRICES
October 2004

Unit Size	Price Range & Average	
	Multi-Family	Single Family
1 Bedroom	$675–950 Avg. $836	---
2 Bedroom	$775 – 1,130 Avg. $969	$1,295 – 1,900 Avg. $1,587
3 Bedroom	$800 -1,400 Avg. $1,103	$1,295 – 1,900 Avg. $1,687
4 Bedroom	$1,030 -1,340 Avg. $1,185	$1,300 – 2,250 Avg. $1,185
5 Bedroom	---	$1,895 – 2,800 Avg. $2,225

Source: Brentwood Community Development Department Survey, October 2004.

The City conducted a follow-up market rate rental housing price survey in 2010. The results are summarized below in Table 16 and reflect relatively consistent rental rates compared to 2004 levels with the exception of 5 bedroom units. This is most likely due to one executive home outlier at the $3,600 per month level. If the average were calculated at the more realistic range of $2,250 to $2,750, the average would be $2,500, which is more consistent with the 2004 level for this type of housing.

TABLE 16 BRENTWOOD MONTHLY RENTAL PRICES October 2010		
Unit Size	**Price Range & Average**	
	Multi-Family	**Single Family**
Studio	$700-902 Avg. $801	---
1 Bedroom	$769-1,447 Avg. $1,108	---
2 Bedroom	$900-1,826 Avg. $1,363	$750-1,550 Avg. $1,150
3 Bedroom	$881-2,317 Avg. $1,599	$800-2,000 Avg. $1,400
4 Bedroom	$1,140-2,231 Avg. $1,686	$1,850-2,700 Avg. $2,275
5 Bedroom	---	$2,250-3,600 Avg. $2,950
Source: Brentwood Community Development Department Survey, October 2010.		

6. Housing Condition

Housing age is an important indicator of housing condition within a community. Like any other tangible asset, housing is subject to gradual deterioration over time. Deteriorating housing can depress neighboring property values, discourage reinvestment, and eventually impact the quality of life in a neighborhood.

Due to recent construction of the majority of Brentwood's housing stock, the overall condition of the vast majority of housing in Brentwood is in excellent or good condition. However, rehabilitation and replacement of structures is necessary in the City's former Redevelopment Project Area and other older areas of the City.

A windshield housing condition survey was conducted in October 2001 of older neighborhoods developed prior to 1990 in order to identify housing in need of rehabilitation. The survey concluded that 17 units were in need of replacement. In order to address this issue, in 2007 the Redevelopment Agency entered into a purchase agreement for the units located at 200 Sunset Court and 7030 Brentwood Boulevard, a residential area known as Davis Camp, which represented 14 of the 17 units identified in the survey. These parcels were the most blighted properties in the Merged Redevelopment Project Area with deteriorated and defective buildings, an inadequate water supply from a well system, and excessive building code violations causing physical and economic blight conditions. Between October 2007 and August 2008, all of the

residents in these units were relocated to safe, decent, and sanitary housing. The demolition of these units was completed in September of 2009. The additional 3 units identified in the survey as in need of replacement are identified as the Hi-way Rooms located at 8460 Brentwood Boulevard. These 3 units are currently vacant.

EXISTING HOUSING NEEDS

1. Housing Affordability and Income Groupings

The U.S. Department of Housing and Urban Development (HUD) conducts annual household income surveys nationwide to determine the maximum affordable housing payments of different households and their eligibility for Federal housing assistance. Table 18 shows the annual income for Very Low and Low income households by household size and the maximum affordable housing payment based on the State and Federal standards of 30% of household income. Cost assumptions for utilities, taxes, and property insurance are also provided.

Extremely Low income households earn 30% or less of the county median household income, while Very Low income households earn 31% to 50% of the county median household income. Given the relatively high costs of single-family homes and condominiums, Extremely Low and Very Low income households are usually limited to the rental housing market. Low income households earn 51% to 80% of the County's median household income. Low income households are often limited to the rental market as well. Households with Moderate income earn between 81% and 120% of the County's median household income. Households with above Moderate income earn above 120% of the County's median household income.

State law requires that housing needs be determined in such a way as to ensure that the shelter requirements of all income groups be identified, not just those households with incomes high enough to compete effectively in the private marketplace.

In Brentwood, as is common throughout the State, moderate income is typically understood to mean those with less than average incomes. Roughly translated, moderate income is typically perceived as including the working poor-- those working people who are just above the poverty line. Low income is typically perceived as those who are below the poverty level. From these perceptions spring a wide variety of negative stereotypes. Low income residents are typically perceived as being unemployed, on welfare, and prone to crime. In short, they are often perceived as being an undesirable element in the community, rather than being working people.

However, as mentioned previously, in State housing law, Extremely Low, Very Low, Low, Moderate, and Above Moderate income are based on the County's median income: Moderate income means average income for the County, and Low income is simply below average. Because Contra Costa County has a relatively high median household income ($90,300 as of 2010), a family of four with a household income of less than $108,350 is considered to be of moderate income, while a family of four with a household income of less than $64,400 is considered to be low income in Contra Costa County. Table 18 identifies 2010 income limits for

four-person Extremely Low, Very Low, Low, Moderate, and Above Moderate-income households in the County.

A typical new single-family subdivision in Brentwood is still affordable to Moderate income households, while typical Brentwood rental developments are affordable to Very Low and Low income households.

State law requires quantification and analysis of existing and projected housing needs of Extremely Low income households. Extremely Low income is defined as households with income less than 30 percent of area median income. This results in an annual income of less than $27,090 for a four-person household in Brentwood. Approximately 2,700 households in Brentwood would qualify as Extremely Low income. Households with Extremely Low income have a variety of housing situations and needs, including overpayment and overcrowding. The needs of Extremely Low income households can be addressed through County rental assistance programs and new housing within the City such as secondary units and affordable multi-family apartment projects. Policies 1.1, 2.1, 2.2, 2.3, 2.4, and 3.2 provide action programs that facilitate the production of affordable units including secondary housing units and multi-family, which would be affordable to Extremely Low income households. Community awareness as to the meaning of Extremely Low, Very Low, Low and Moderate income, as defined by the State legislature, is needed.

TABLE 17
BRENTWOOD HOUSING AFFORDABILITY
2010

Income Category	**Income Levels**		**Housing Costs**		**Maximum Affordable Price**	
	Annual Income	Affordable Payment	Utilities	Taxes & Insurance	Ownership	Rental
Extremely Low Income (≤30%MHI)						
1- Person	$19,000	$299	$127	$49	$25,000	$475
Sm. Family	$24,400	$349	$177	$84	$33,000	$610
Lg. Family	$29,300	$397	$225	$111	$40,000	$733
Very Low Income (31-50%MHI)						
1- Person	$31,650	$431	$127	$233	$64,707	$790
Sm. Family	$40,650	$560	$177	$279	$84,172	$1,016
Lg. Family	$48,800	$676	$225	$318	$101,583	$1,219
Low Income (51-80% MHI)						
1-Person	$44,200	$703	$127	$276	$105,591	$1,105
Sm. Family	$56,900	$911	$177	$335	$136,930	$1,423
Lg. Family	$68,250	$1,096	$225	$385	$164,712	$1,706

Moderate and Above Moderate Income (>80% MHI)						
1- Person	$69,500	$1,498	$127	$403	$225,086	$2,027
Sm. Family	$89,400	$1,932	$177	$499	$290,394	$2,608
Lg. Family	$107,300	$2,324	$225	$581	$349,290	$3,130

Notes:
1. Small Family = 3 persons; Large Family = 5 or more persons
2. Monthly affordable rent based upon payments of no more than 30% of household income
3. Property Taxes and Insurance based on average for the region.
4. Affordable home price is based on down payment of 5%, a 30-year fixed mortgage rate 7% annual interest, and a monthly payment of 30% of gross household income.

Source: City of Brentwood Community Development Department, HUD 2010 Income Limits from HCD for Contra Costa County

TABLE 18
YEARLY (2010) HOUSEHOLD INCOME LIMITS IN CONTRA COSTA COUNTY
(4-Person Household Size)

Income Group	Maximum Income
Extremely Low	Under $27,100
Very Low	$45,150
Low	$64,400
Moderate	$108,350
Above Moderate	Over $108,350

Source: California Department of Housing and Community Development May 2010.

2. Overpayment for Housing

"Overpayment" is defined as a household paying more than 30% of its gross income for its housing. Since lower income households experience comparatively greater hardships due to overpayment, their housing costs are of particular concern. For purposes of this analysis, four-person households with annual incomes of $64,400 or less are considered to be lower income (80% or less of the 2010 Contra Costa County median income of $90,300 identified by the California Department of Housing and Community Development).

The following table (Table 19) shows overpayment data by income category for households in Brentwood as reported by HUD from the 2000 Census. Not surprisingly, this table shows that lower-income renter and owner households have a greater incidence of overpayment than those with moderate or above moderate incomes. The highest rates of overpayment were noted for the Extremely Low income renters and owners. It should be noted, however, that while homeowners may choose to “stretch” to buy the most expensive home they can qualify for on the expectation

of future increases in property value, renters do not enjoy similar advantages. The needs of Extremely Low income households can be addressed through programs such as federal rental assistance and new housing such as secondary units and affordable multi-family developments.

TABLE 19
OVERPAYMENT OF HOUSING, 2000

Income Category	Renters	Owners
Extremely Low	281	304
Households overpaying	60.9%	72.0%
Very Low	334	463
Households overpaying	47.6%	53.8%
Low	208	674
Households overpaying	19.2%	47.5%
Moderate or above	613	4,638
Households overpaying	9.6%	22.4%

Source: HUD CHAS data for Brentwood based on 2000 Census

3. Special Needs Groups

a. Disabled

The 2000 Census reported that there are 3,232 residents in the City of Brentwood that either have a mobility or self-care limitation. Of those 2,454 were younger than 65 years old. Housing for those with disabilities needs to address access issues and affordability, as these are the primary challenges for those persons with disabilities. This may include housing features that are specially designed to assist mobility. In addition, it is important that these units be near both public transit and community facilities for ease of access.

Developmental disabilities are birth defects that are associated with the function of a body part or system. They are sometimes referred to as functional birth defects. Developmental disabilities include nervous system disabilities, such as Down syndrome and Autism, sensory-related disabilities, such as Fragile X syndrome, metabolic disorders, such as PKU and hypothyroidism, and degenerative disorders, such as Rett syndrome. The Regional Center of the East Bay indicates that there are a total of 293 persons with developmental disabilities served by their organization within Brentwood's zip code (94513). Of those 293 persons, 166 are children and 127 are ages 19 and above.

The Regional Center of the East Bay provides and coordinates services and support with adaptive equipment and supplies, staffing services, behavioral intervention programs, child care, counseling services and psychotherapy, day programs, diapers, early intervention and prevention services, independent living services, infant programs, mobility training, nursing services, parental and genetic services, parenting training, residential service for adults and children, respite services, specialized medical and dental care, supported living services, therapy services and transportation for developmentally disabled persons and their families.

Many persons with disabilities are dependent on Supplemental Security Income (SSI). The current maximum SSI benefit for an individual is $698 per month, or $8,376 annually, which is well below the income level for an Extremely Low income household. With the one-bedroom monthly rental rate in Brentwood ranging between $675 and $950, persons dependent on SSI could find themselves paying 100 percent of their income for rent.

b. Elderly

Elderly housing is typically made up of apartments with one and two bedrooms, designed for people 62 years of age and older. Elderly housing projects are often constructed at higher densities than other types of housing and include some accessible units. The primary considerations in evaluating sites for elderly housing are proximity to shopping, social services, public transportation, and health care; compatibility with adjacent land uses; and cost. Secondary considerations involve proximity to recreation and churches, special amenities such as trees and views, and the absence of detrimental conditions such as traffic, noise, and industrial land use. Using these criteria, the most likely sites for elderly housing in Brentwood would be in and around the downtown area. Table 20 shows the breakdown of the number of elderly units in one person and two or more person households in 2000.

According to the 2000 Census, 1,210 of the owner occupied dwelling units are owned by people 65 years or older and 851 of the owner occupied dwelling units are owned by those 55 to 64 years and older, or approximately 34.1%.

TABLE 20
ELDERLY POPULATION TRENDS IN THE CITY OF BRENTWOOD AND CONTRA COSTA COUNTY

	City of Brentwood		Contra Costa County	
Households	1-person	2 or more Persons	1-person	2 or more Persons
1 or more persons 65 and over	489 (6.5%)	1,577 (21.0%)	19,593 (8.3%)	32,733 (13.7%)

Source: 2000 U.S. Census.

c. Large Households

The 1980 Census reported that 402 housing units contained five or more occupants, approximately 16% of total occupied units in Brentwood. Overcrowding is the typical indicator

of housing problems for large families. This does not appear to be a serious problem in Brentwood, although 689 of all occupied units were reported in the 2000 Census as suffering from overcrowding. According to the Committee Regional Campesina, an advocacy group for migrant farm workers, there is a need for housing units which can accommodate larger families. The City has noticed a trend by housing developers to offer floor plan options that allow the conversion of common areas to additional bedrooms. The City remains flexible in allowing these types of designs in for-sale housing products. This trend for additional bedrooms has also translated to the rental market with the City's latest apartment developments, Arbor Ridge and Villa Amador, providing 4-bedroom units at approximately 13% of their total number of units.

d. Single-Parent Households

According to U.S. Census statistics, in 2000 there were 571 male householders and 799 female householders. Of these totals, 466 were single female households with children, representing 6% of the total number of households in Brentwood.

Special needs of single parent families include housing that is affordable, safe, and accessible to public transportation, commercial centers, community facilities and child care facilities. This need is particularly applicable to single mothers, since they on the average have more children in their care than single fathers do, and also tend to have lower average incomes and lower rates of vehicle and home ownership than their male counterparts.

e. Farm workers

Agricultural employment continues to be a significant economic activity in Contra Costa County. A decline in agricultural employment is expected, however, as the area develops with urban uses. A precise estimate of the number of agricultural workers in Brentwood is currently unavailable. However, ABAG's Projections and Profiles 2009 estimated that there would be approximately 430 agriculture and natural resources jobs in the Brentwood Sphere of Influence in 2010. Depending on the season, the number of seasonal or migrant workers varies. Problems associated with farm worker housing typically include severe overcrowding and unsanitary or otherwise substandard living conditions. Fortunately, the Villa Amador apartment project, which is an affordable project, requires 23 of its units to be occupied by farm workers.

The City does not currently have any agriculturally zoned land within the City limits; however, agricultural uses are permitted within many of the City's residential zoning designations, which would require the development of housing per Section 17021.6 of the Health and Safety Code. As a matter of routine, the City's municipal code does allow group home facilities for six or fewer persons in all single family residential areas without a conditional use permit. Nothing in the City's municipal code precludes employee housing for agricultural uses. Therefore, the City is consistent with the Health and Safety Code in relation to employee housing.

f. Homeless

The City is supportive of the Contra Costa County's Ten Year Plan to End Homelessness which implements a "housing first" approach to ending homelessness within the County. The County's approach is supplemented by providing integrated services in order to facilitate long-term stability. Although an exact number of homeless people in the City of Brentwood is not available, the 2007 Homeless Count results provided by Contra Costa County indicate a total of 1,749 homeless persons in Contra Costa County, approximately 10 of which were in Brentwood. This percentage equates to less than 1% of the total homeless population in the County. The 2000 Census identified 30 homeless individuals in Brentwood's jurisdiction.

The Brentwood Police Department has had virtually no reports of homeless people in the city in the last several years, which reflects their report of a gradual decline within the past decade of homeless persons in the Brentwood jurisdiction. If they are encountered, the policy of the Police Department is to refer people in need to the Contra Costa Homeless Program. In addition, the Police Department will provide homeless persons with vouchers for food and/or gas if needed on a case-by-case basis. If there is a real threat to safety, such as extreme temperatures, the Police Department will assist the person in finding appropriate shelter.

Currently, the City has only one facility which provides shelter for homeless or otherwise displaced persons on a regular basis. This recently constructed facility, Shepherd's Gate, provides services for up to 18 women and children within the community.

Reports from the County Homeless Hotline, which serves the entire county area, indicate that between the time period of July 1, 2010, to November 4, 2010, they have received 45 calls from persons identifying Brentwood as their place of residence, out of 5,544 calls county-wide. Of the 45 calls received, 3 were referred to shelters. In comparison, during this same time period, the Hotline had received 369 calls from neighboring Antioch, 326 calls from Pittsburg, and 29 calls from Oakley. Of these, 73, 38, and 5, respectively, were referred to shelters. The potential need for emergency shelter in Brentwood is limited due to Brentwood's relatively small population in comparison with the populations of Antioch and Pittsburg.

SHELTER, Inc. can provide one-time deposit or rent assistance to families in need and provides interim and transitional housing and services for homeless families with dependent children, as well as permanent housing. They also provide referrals to homeless families looking for permanent housing and/or employment.

The Anka Behavioral Health Center (FERST Multi-Service Center) in Antioch provides shelter and medical referral assistance for homeless persons who have mental health and substance abuse problems, as well as meals, showers, clothing and transitional assistance. A staff person at the Center estimates it currently provides services for an average of six clients per month who claim residency in Brentwood.

The Antioch Salvation Army provides referrals to shelters in the area, and also assists with food and PG&E bills. Staff at this location indicated they receive very few calls from Brentwood.

Several churches in the community offer limited programs of assisting people with food and other sundries including Grace Bible Fellowship, Immaculate Heart of Mary, Rejoyce Christian Center, Lighthouse Baptist and the Brentwood Community United Methodist. Golden Hills Community Church of Brentwood operates a Community Outreach Center in downtown Antioch that offers hot meals Monday through Friday. In addition, they also sponsor Thanksgiving Day meals in Brentwood. In addition to the local community churches listed above, several organizations in Antioch provide food pantries and meals for the homeless.

Overall, there are a limited number of cases of homelessness or a need for emergency and transitional housing within the City. Due to the difficulty in quantifying the number of homeless persons or those in need of emergency shelter, and because most estimates are quite low, there is a strong indication that any estimate would be highly variable. The need for homeless shelters and transitional housing exists in the east County area as a whole. Given the very low estimates of need in the City and the availability of emergency and transitional housing in the immediate area, there does not appear to be a high priority need for shelters or transitional housing within the City. However, as required by SB2, the City has established an action program to amend the zoning ordinance to reflect zoning by right in appropriate areas for facilities of this type within the next year.

In this regard, the City has identified several planned development zoning districts that could feasibly accommodate a homeless shelter. These districts include, as an example, Planned Development 38, Planned Development 48, Planned Development 53, and the northern portion of the Brentwood Boulevard Specific Plan, north of Lone Tree Way within the Mixed-Use Commercial-Office-Industrial designation. All of these areas have enough vacant land to accommodate construction of a homeless facility that would support the current need.

Planned Development 38 currently includes over 35 acres of vacant land, Planned Development 48 contains 15 acres of vacant land, Planned Development 53 has well over 100 acres of vacant land, and the area north of Lone Tree Way within the Brentwood Boulevard Specific Plan includes approximately 40 acres of vacant land.

These areas are easily accessible to existing bus transit routes. In addition, these four areas are located along major arterials, including Lone Tree Way and, in the case of the Brentwood Boulevard Specific Plan, Brentwood Boulevard, which provide ample opportunities for employment and for accessing commercial and service uses via transit.

PROJECTED HOUSING NEEDS

1. Regional Fair Share Housing Allocation

The Association of Bay Area Governments (ABAG) has determined the existing and projected housing need for the Bay Area region. The housing need projections are based on the regionwide population, employment, and household forecasts.

ABAG defines "existing housing need" as the housing need for the Bay Area and its counties and cities from the period 2007 to 2014. The total Regional Housing Need Assessment (RHNA) for Contra Costa County was 27,072 housing units, of which 2,705 were assigned to Brentwood.

As shown in Table 3, the City has exceeded the total need for housing units for the current Housing Element cycle. However, there is an estimated balance of 1,524 units needed to satisfy the remaining unmet need for lower and moderate income housing.

2. Units Eligible for Conversion to Market Rate

Within the City of Brentwood, nine affordable housing units were at risk of conversion to market rate prices prior to 2014 (October 17, 2011). In 2005, the Redevelopment Agency negotiated with the management of these units located within the Town Centre Commons apartment development to extend affordability controls for another 55 years commencing in 2011. Prior to 2007, no affordable housing units were at risk of conversion to market rate prices.

RESOURCES

1. Inventory of Available Sites

In 2001 the City completed an update to the General Plan in which it designated lands that were determined to be suitable for residential development. Public services to these residentially planned lands are either currently available or are planned to be extended to these sites through the City's Capital Improvement Financing Program.

In 2001, a total of 8,572 acres were designated for residential development that would support 26,606 units using the mid-range densities set forth in the General Plan Land Use Element. As shown in Table 21, a total of approximately 2,747 dwelling units could be constructed within the vacant residential zones within the City that presently have not been approved for development. This includes a maximum capacity for 1,986 dwelling units on potential very high density zoned residential properties, 62 potential units on land zoned for high density residential, and 196 potential units on land zoned for medium density residential. Very high density sites are calculated at the maximum density allowed as the City’s mid-range policies are not applicable, while all other zones are calculated at mid-range density. These figures do not take into account an additional 28 acres of land which is currently underdeveloped that could accommodate higher densities, or approximately an additional 232 units. The City’s Affordable Housing Ordinance provides for a 9.22% density bonus above mid-range by right and allows even higher densities

when more than 10% of the proposed units will be affordable to lower income households. The sites identified in Table 21 are suitable for development due to the close proximity of infrastructure improvements.

The City has evaluated densities for approved residential developments since March 1999. The subdivisions that were approved between 1999 through 2006 were fairly evenly divided with approximately half being approved below the mid-range and half above the mid-range densities allowed under the General Plan, resulting in approximately 821 units approved above the mid-range density within subdivisions and 607 units approved below mid-range density for this time period. Since 2007, the City has approved another 5 subdivisions resulting in 17 units approved below the mid-range density of the General Plan and 199 units approved above the mid-range density.

The City has seen development of only one multi-family housing project since the last Housing Element cycle. This development includes 96 units that were developed below the mid-range; however, the development is for Extremely Low and Very Low income residents and includes a child day care center.

It should be noted that Brentwood's zoning ordinance allows a variety of housing types. For example, second units, mobile homes, and manufactured homes, and boarding rooms for six or fewer individuals are allowed in all residential zones by right to meet a variety of affordable housing needs including the needs of permanent and seasonal farm workers as well as other lower income households.

The City will continue to monitor residential development activity, and annually evaluate the inventory of available sites to determine how effective General Plan density ranges and the City's affordable housing ordinance are in supporting an equitable distribution of affordable units throughout the community.

TABLE 21
VACANT LAND INVENTORY WITHIN THE CITY LIMITS
As of October 1, 2010

APN	Zone	Allowable Density	GP Residential Designation	Acres	Realistic Unit Capacity	Existing Use	Infrastructure Capacity	On-site Constraints
018080019	RE	0-1.0	Ranchette Estate	0.1280	1	Vacant	Yes	Requires ROW dedication
018080020	RE	0-1.0	Ranchette Estate	0.3880	1	Vacant	Yes	Requires ROW dedication
018080023	RE	0-1.0	Ranchette Estate	0.3100	1	Vacant	Yes	None
018080005	RE	0-1.0	Ranchette Estate	0.1400	1	Vacant	Yes	Requires ROW dedication
018080025	RE	0-1.0	Ranchette	1.1100	1	Vacant	Yes	None

			Estate					
018080022	RE	0-1.0	Ranchette Estate	1.7200	1	Vacant	Yes	None
018080017	RE	0-1.0	Ranchette Estate	4.6000	2	Vacant	Yes	None
018080018	RE	0-1.0	Ranchette Estate	4.0900	2	Vacant	Yes	None
018080010	RE	0-1.0	Ranchette Estate	1.1700	1	Vacant	Yes	None
018080012	RE	0-1.0	Ranchette Estate	1.0200	1	Vacant	Yes	None
016090016	RE	0-1.0	Ranchette Estate	3.3200	2	Vacant	Yes	None
016040005	RE	0-1.0	Ranchette Estate	16.8200	8	Vacant	Yes	None
018100041	R-1-E	1.1-3	Very Low	8.6500	17	Vacant	Yes	None
018110004	R-1-E	1.1-3	Very Low	9.7700	19	Vacant	Yes	Requires ROW dedication
018110008	R-1-E	1.1-3	Very Low	9.4700	18	Vacant	Yes	Requires ROW dedication
016040007	R-1-E	1.1-3	Very Low	5.6400	11	Vacant	Yes	None
012030025	R-1	1.1-5	Low	3.0300	9	Vacant	Yes	None
012030011	R-1	1.1-5	Low	1.4700	4	Vacant	Yes	None
018020011	R-1	1.1-5	Low	0.2100	1	Vacant	Yes	None
018020010	R-1	1.1-5	Low	0.4200	1	Vacant	Yes	None
018150024	R-1-10	1.1-5	Low	0.3800	1	Vacant	Yes	None
018100042	R-1-10	1.1-5	Low	8.7570	26	Vacant	Yes	None
018090012	R-1-10	1.1-5	Low	5.0000	15	Vacant	Yes	None
016030011	R-2	5.1-11	Medium	2.5000	20	Vacant	Yes	None
012070032	R-2	5.1-11	Medium	0.5826	4	Vacant	Yes	None
013170006	R-3	11.1-20	High	0.1148	1	Vacant	Yes	None
012100048	R-3	11.1-20	High	0.2100	3	Vacant	Yes	None
010171020	PD-16	5.1-11	Medium	15.6000	124	Vacant	Yes	None
010171019	PD-16	5.1-11	Medium	1.5000	12	Vacant	Yes	None
010010039	PD-20	1.1-5	Low	4.2600	12	Vacant	Yes	None
010010041	PD-20	1.1-5	Low	1.4600	4	Vacant	Yes	None
016010019	PD-23	5.1-11	Medium	1.0300	8	Vacant	Yes	None
016010020	PD-23	5.1-11	Medium	0.9340	7	Vacant	Yes	None
016010014	PD-23	5.1-11	Medium	0.3280	2	Vacant	Yes	None

017010014	PD-26	1.1-5	Low	2.2800	6	Vacant	Yes	None
019050038	PD-35	1.1-5	Low	0.9820	2	Vacant	Yes	None
019050112	PD-35	1.1-5	Low	5.0140	15	Vacant	Yes	None
019050026	PD-35	1.1-5	Low	3.2600	9	Vacant	Yes	None
019050113	PD-35	1.1-5	Low	1.3900	4	Vacant	Yes	None
019020045	PD-35	1.1-5	Low	1.5890	4	Vacant	Yes	None
019020046	PD-35	1.1-5	Low	5.0200	15	Vacant	Yes	None
019092032	PD-35	1.1-5	Low	10.7600	32	Vacant	Yes	Mitigated
019092013	PD-35	1.1-5	Low	11.4800	34	Vacant	Yes	Creek Buffer
019092034	PD-35	1.1-5	Low	9.3500	28	Vacant	Yes	Creek Buffer
019082007	PD-36	1.1-5	Low	42.0000	126	Vacant	Yes	Mitigated
019010003	PD-38	20.1-30	Very High	5.0000	150	Vacant	Yes	None
010840012	PD-49	20.1-25	Very High	6.0000	150	Vacant	Yes	None
010840010	PD-49	20.1-25	Very High	3.3900	84	Vacant	Yes	None
010840011	PD-49	20.1-25	Very High	6.8100	170	Vacant	Yes	None
010840012	PD-49	5.1-11	Medium	2.0000	16	Vacant	Yes	None
007230039	PD-49	5.1-11	Medium	0.1380	1	Vacant	Yes	None
010840016	PD-49	5.1-11	Medium	0.0900	1	Vacant	Yes	None
019020055	PD-51	20.1-30	Very High	4.0200	120	Vacant	Yes	475 unit max in SPA P Mitigated
019020073	PD-51	20.1-30	Very High	19.0400	571	Vacant	Yes	475 unit max in SPA P Mitigated
019031002	PD-53	20.1-30	Very High	3.0000	90	Vacant	Yes	None
019031005	PD-53	20.1-30	Very High	5.0000	150	Vacant	Yes	None
016170025	PD-55	20.1-25	Very High	13.6000	340	Vacant	Yes	Mitigated
019110051	PD-57	11.1-20	High	3.7200	57	Vacant	Yes	None
018230034	PD-	1.1-5	Low	20.1300	60.39	Vacant	Yes	None

	71							

Above figures assume all residential densities at mid-range with the exception of VHDR, which is calculated at the top end of the range due to the possibility of density bonuses.
Source: City of Brentwood Community Development Department

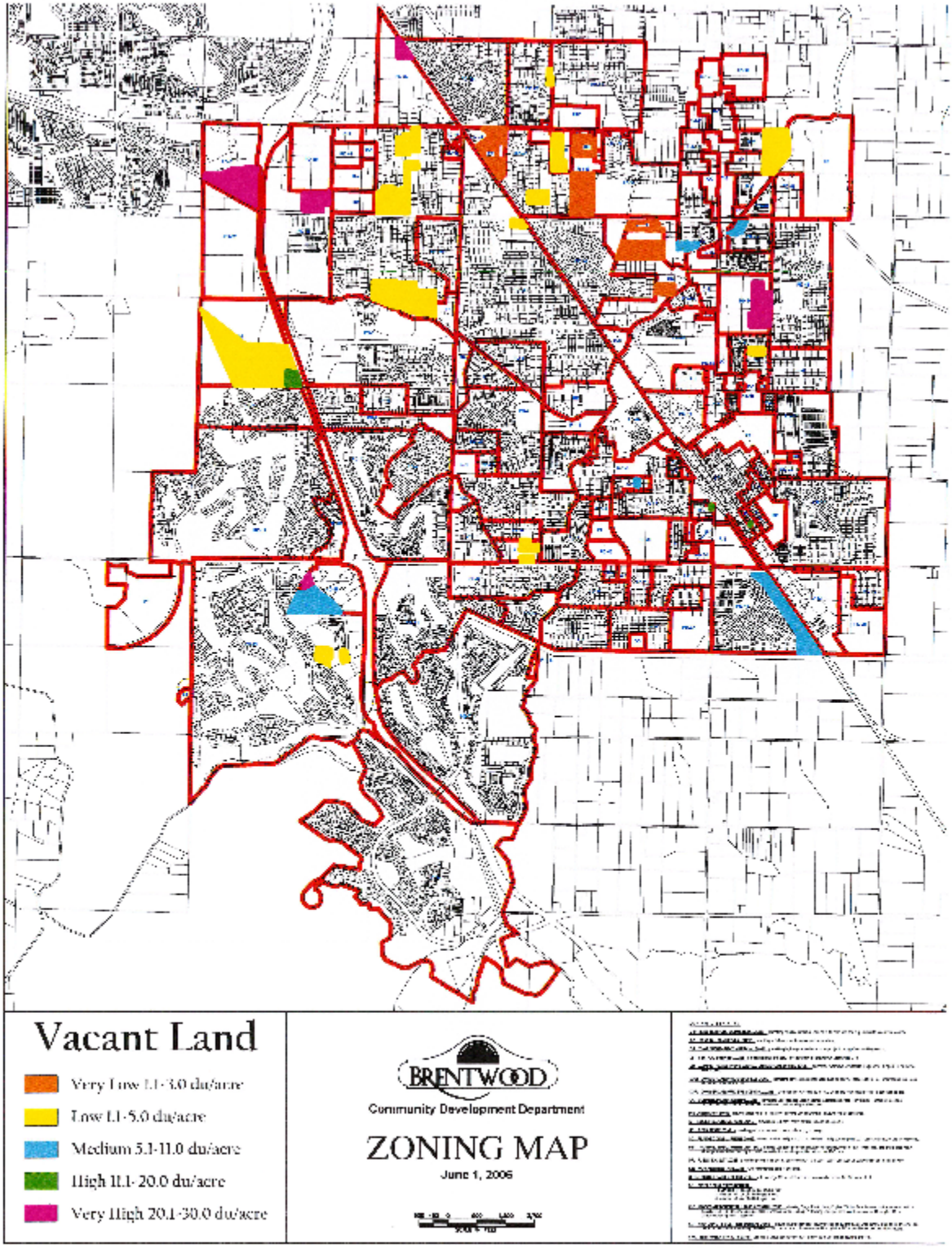
Table 21 above lists all the vacant land within the City limits, while Table 22 below demonstrates that the City has adequate land zoned appropriately to meet its remaining regional housing need.

TABLE 22
POTENTIAL UNITS BY LAND USE DESIGNATION

Land Use Density	Units/Acre	Parcels	Acres	Potential Units
Very Low	0-3	16	68.3460	87
Low	1.1-5	21	138.2380	348
Medium	5.1-11	10	24.7026	195
High	11.1-20	3	4.0448	61
Very High	20.1-30	9	71.3000	1,825
Total		**59**	**301.1914**	**2,516**

Above figures assume all residential densities at mid-range with the exception of VHDR, which is calculated at the top end of the range due to the possibility of density bonuses.
Source: City of Brentwood Community Development Department

Vacant Land Inventory Map



The City has zoned approximately 301 acres to allow the development of a variety of housing types to meet its future housing needs beyond committed residential acres that presently have approved developments that remain unbuilt as of October 1, 2010.

The City has included an action program to assess the effect of the City's mid-range density land use policy to ensure it does not become a barrier to the development of additional housing opportunities or hinder the efficient utilization of available vacant residential land. The action program will annually evaluate as-built densities, processing times, impacts on approval and development costs. If the evaluation identifies the mid-range policy is a constraint, then the City will take action within a year to mitigate its impacts on development.

The vacant land areas designated in Table 21 have all been calculated at the mid-range density, with the exception of the very high density residential sites which are calculated at the maximum range. The very high and high density ranges would support 1,886 additional Extremely Low, Very Low and Low income dwelling units if all very high and high density sites are developed. The medium, high and very high density residential areas would all support multi-family developments to meet the needs of Extremely Low, Very Low and Low income residents, which easily exceed the City's housing need for these unit types. An example of the City's ability to support higher densities on these land use designations would be the City's recently approved Meta Housing development, which includes 54 low income apartment units on 3.18 acres, which equates to a density of just under 17 dwelling units per acre of multi-family development. The Meta Housing parcel is designated for high density residential development in the City's General Plan. The City anticipates that other multi-family developments would be of equal or higher densities.

Due to the reduction in market rate housing prices, moderate rate housing needs can be accommodated without any special consideration as market rate pricing has decreased enough to accommodate moderate income level needs. The City has successfully developed a number of affordable units at not only high densities, but also at medium and low densities. In the past, the relatively low cost of land in Brentwood and the County's high median income resulted in market-rate new single-family development in Brentwood that was offered at prices affordable to moderate income households, and as mentioned above, this is still the case. Market-rate rental housing opportunities are still affordable to low income households. In addition, the City's Affordable Housing Ordinance provides a tool to provide affordable housing in the zones planned for low and medium density development.

Consequently, the City has an ample supply of vacant land zoned to accommodate its remaining allocation of lower income housing during the current planning period.

2. Public Facilities and Services for Residential Development

The City provides water service within the city limits and operates its own supply, treatment, and distribution system. The City's primary water source is groundwater from seven wells. These

seven wells supply approximately 6.2 million gallons per day (MGD). Through an agreement with the East Contra Costa Irrigation District, the City has secured entitlements for 14,800 acre-feet (13.2 MGD) of surface water per year for uses within the city. These two water supplies provide 19.45 MGD to the City. The City's water demand at build-out was analyzed in the 2001 General Plan Update Environmental Impact Report. This document analyzed the water demand by land use category. The total water demand in MGD at build-out would be 19.14 MGD. Based on this assessment, the City has sufficient planned water supplies to satisfy the demands due to implementation of the General Plan. The City monitors its water supply and infrastructure daily. If the need for new facilities in the future is identified, projects would be added to the City's Capital Improvement Program.

In 2004, the City completed construction of one of its Capital Improvement Program projects for an expansion of its wastewater treatment plant. The second phase of this expansion is anticipated to be completed within the next five years. In addition, the City will be completing a solid systems expansion at its wastewater facility in the next few years. The City's wastewater generation was analyzed in the 2001 General Plan Update Environmental Impact Report. This document indicates that total wastewater flow at build-out would be 9.61 MGD. The current capacity of wastewater treatment facilities is 5 MGD. In 2010, the average flow to the wastewater treatment plant was 3.16 MGD. In the future, when the demand approaches the capacity, the City, through its Capital Improvement Program, will expand the wastewater treatment plant in 2.5 MGD increments to its 10 MGD build out capacity. Therefore, the City has adequate water treatment facilities to accommodate its current and expected build-out of the General Plan and will, therefore, be able to meet the City's regional housing needs.

The City's Engineering Procedures Manual sets forth the exact protocol for submittal and approval of improvement plans. Since capacity exists for all current and planned development in the City, affordable housing developments would not incur any unnecessary delays in processing or connection to City services.

The City has also worked closely with the Brentwood Union School District and Liberty Union High School District to expand and upgrade the school facilities throughout the City, which has resulted in the opening of Heritage High School in 2005 and the anticipated opening of a new elementary school along Sand Creek Road in the eastern portion of the City in 2012. The City has initiated improvements to major arterial roadways, such as Lone Tree Way, Sand Creek Road, Heidorn Ranch Road, Shady Willow Lane, O'Hara Avenue and Fairview Avenue. These improvements help accommodate future residential development throughout the City.

3. Opportunities for Energy Conservation

There are many opportunities for conserving energy in new and existing homes. Housing with energy conservation features should result in reduced monthly occupancy costs as consumption of fuel and energy is decreased. Similarly, retrofitting existing structures with energy conserving features can result in a reduction in utility costs. Examples of energy conservation opportunities include weatherization programs and home energy audits; installation or retrofitting of more efficient appliances, and mechanical or solar energy systems; and building design and orientation

which incorporates energy conservation considerations. In recent years, the City has seen an increase in the number of solar energy systems being installed on single-family residential properties, and has recently approved a solar energy system for the Villa Amador Apartments, which has been installed.

DEVELOPMENT CONSTRAINTS

1. Government Constraints

Land Use Controls:

The City of Brentwood exercises a number of land use controls which directly affect the development of housing. Some of these programs place certain restrictions on housing development, while others encourage housing production.

a. Growth Management

In 1988, the City adopted Ordinance 423 which guarantees that services will be available to service residential growth. The language is included as Chapter 17.805 of the Brentwood Municipal Code. The services that are outlined in this Ordinance include:

- an adequate water supply and storage
- adequate sewer capacity
- drainage facilities
- schools
- roadways

The City Council is required to make appropriate findings which ensure that these services will be provided. Through the issuance of assessment district bonds and the payment of development fees, these services are being paid for and built.

These are normal infrastructure requirements, needed to ensure the protection of public health and safety, as well as to ensure that adequate educational facilities are available to serve new families moving into the community. Because the provision of even normal infrastructure can be expensive, and in recognition of the need to avoid constraints to the development of affordable housing, the City included in the program exemptions from financial participation for the following:

- senior citizen housing
- residential projects which contribute to the City's unfulfilled portion of the regional fair share housing allocation
- residential projects of four or fewer units by a single developer per year
- residential projects of 10 or fewer units within the City's redevelopment areas

In 2001, the City adopted a Residential Growth Management Program (RGMP) to review and evaluate residential growth and synchronize residential growth with infrastructure and municipal and public safety services. The RGMP has been amended several times over the past decade. Project allocation applications are reviewed using twelve criteria. A project must score at least 140 out of a possible 270 total points available to receive an allocation. The RGMP includes five exemptions that are not subtracted from the total dwelling unit allocation available:

1) Affordable housing units approved in conjunction with the City's affordable housing ordinance;

2) Projects that have an approved tentative map, building permit, development agreement, or other City entitlement prior to October 12, 2004;

3) Replacement housing on a one unit for one unit basis;

4) Residential care facilities with units that are non-self-sufficient units; and

5) Density bonus units granted pursuant to California Government Code Section 65915.

The RGMP also includes six types of exemptions that are subtracted from the total dwelling unit allocation available:

1) Parcel Maps for up to four units;

2) Development of up to four new dwelling units on an existing residential lot;

3) A secondary housing unit (as defined by State law) on an existing residential lot and in compliance with the Zoning Ordinance;

4) Projects designated by the General Plan for very high density residential development;

5) Vertical mixed-use projects providing residential uses above non-residential uses; and

6) Subdivision maps where not more than four new dwelling units would be created (i.e., a subdivision map for seven lots where three or more dwelling units already exist).

The RGMP is not anticipated to hinder the ability of the City to produce affordable housing units during the current planning period, but rather is intended to meter or phase market rate housing construction in the future. Due to the recent economic downturn, and the consequential lack of residential development applications, the RGMP process was suspended by the City Council on May 10, 2011. However, it is anticipated that the RGMP process will be reconsidered at some point in the future as the housing economy improves.

b. Density Bonus

In 1989 the City adopted a density bonus ordinance in accordance with the provisions of State law at that time. The ordinance provides for a 25% density bonus for housing development which will meet the following qualifications:

- Housing Development for Low and Moderate Income Households: At least 25% of the units must be for Low and Moderate income households.
- Housing Development for Lower Income Households: At least 10% of the units must be for lower income households.
- Housing Developments for Senior Citizens or Disabled Households: At least 50% of the units must be for senior citizen or disabled households.
- For Condominium Conversions: At least 33% of the units must be Low or Moderate income households and 15% for lower income households.

Where a development meets these qualifications the City must provide other incentives of equivalent financial value in lieu of the density bonus.

Per Section 65915 of the California Government Code, a density bonus must be granted when certain percentages of the units are for lower income households or lower income elderly households. In the past, the City has granted density bonuses to assist in the development of affordable housing. However, the City recognizes that its existing ordinance does not reflect the most recent changes in State law and may not afford the level of assistance intended by the law. Accordingly, the City will take action to modify the density bonus ordinance consistent with current State law. An action program has been included in this element to enact the necessary modifications.

c. Environmental

Although the City of Brentwood has identified the following as environmental constraints, these issues do not impact the City's ability to accommodate the number of units required to meet the RHNA obligation, nor do they seriously affect developers' ability to construct housing within Brentwood as these issues can be mitigated. Projects that are affected by the following environmental issues would be identified early in the process through the CEQA checklist and mitigation measures would be identified and placed on the project, which would allow the project to be approved and built. The City has never denied a housing development project due to any of the following identified environmental issues in the past and does not anticipate these environmental constraints would pose any insurmountable obstacle to housing development in the future.

1) Seismic and Soils: The Brentwood area is located in a seismically active zone. Five active faults are located within an approximate 50-mile radius, with two located within Brentwood's Planning Area. Development of housing within a seismically active zone could expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault and/or strong seismic

ground shaking. Expansive clay soils, which can shrink and swell, are common within the City of Brentwood. In addition, alluvial and sand dune areas found in the City may be subject to liquefaction during a seismic event if groundwater is present near the surface. Slope stability is a concern in the hilly western and southwestern portions of the Planning Area, which are subject to instability. Seismic and geologic hazards are addressed through the environmental and development review and permitting process as development projects are processed and by implementation of regulations for grading as well as building, through the California Building Code, to insure structural stability.

2) Toxic Hazards: Impacts related to oil/gas wells and pipelines are not uncommon, especially in the western portion of the City. Urban encroachment into oil fields may result in potential health and safety risks due to gas migration, blowouts when drilling new wells or reworking old wells, and soil and groundwater contamination. Areas of the City that are adjacent to oil/gas wells and pipelines are identified in the City's General Plan EIR and would be subject to further environmental review and mitigation of impacts at the time of development.

3) Fire Hazards: The City of Brentwood receives fire protection from the East Contra Costa Fire Protection District (ECCFPD). The district has two fire stations servicing the City, as well as additional stations for areas outside of the City. ECCFPD covers all of Brentwood, as well as other areas in the East County. The City of Brentwood does have grassland areas, which would be subject to wildfires particularly during the summer and fall dry seasons, especially during periods of high winds. Fire hazards are addressed through the environmental and development review process, as well as through imposed standards dictated by the California Building Code.

4) Flooding: The City of Brentwood has several flood zone areas, mainly along four existing creeks, Marsh Creek, Deer Creek, Dry Creek, and Sand Creek, that are included as flood hazard areas on existing Federal Emergency Management Agency (FEMA) maps. Flood hazards are addressed through project setbacks and through imposition of requirements on new projects to make appropriate flood control improvements at the time of development.

5) Noise: The City of Brentwood is exposed to noise from sources such as major roadways, including Highway 4, Lone Tree Way and Balfour Road, as well as farming operations and construction. Noise impacts can be mitigated to acceptable levels through a variety of methods including earthen berms, increased setbacks, masonry sound walls and construction methods. Noise impacts can also be avoided through siting of noise-sensitive uses away from noise generating uses. Noise mitigation is addressed through the environmental and development review and permitting process as development projects are processed.

6) Agricultural, Biological and Cultural: The City of Brentwood is bordered on the east and south by land designated for agricultural preservation within the City's General Plan. In addition, many areas of the City have soils that are designated as prime agricultural soils.

According to the U.S. Fish and Wildlife Service, there are numerous threatened and endangered plant and animal species known or expected to occur in the County. Special status species listed by the California Department of Fish and Game known to occur in Brentwood include, but are not limited to, the San Joaquin kit fox, Swainson's hawk, and the California red-legged frog, as well as several plant species. In addition to these special status species, the City has a large population of Western Burrowing owl. The City works closely with the Department of Fish and Game when special status species are encountered and requires new development to survey land and mitigate impacts prior to any disturbance on the site. The adopted Contra Costa County Habitat Conservation Plan mitigates the impacts of development on agricultural and biological resources by the requirement of fee payments based on land cover types. Cultural and archeological surveys are also required as part of new development project processing, and mitigation is also required should these surveys identify the need for preservation.

d. On- and Off-Site Improvements

When developing land, the City may require the developer to dedicate land, construct, or pay fees to provide necessary on- and off-site improvements. Land dedication, site improvements or fees may be required to provide adequate sanitary sewer and water service to a project, to make necessary transportation improvements, and to provide other infrastructure to the project. In addition, the City may require the payment for various offsite improvements as part of project mitigation measures (e.g., payment towards an offsite traffic signal). Developers of new residential projects are also required to construct all onsite streets, sidewalks, curb, gutter, and affected portions of offsite arterials. The cost for site improvements varies from project to project, based on the specific location and existing infrastructure. For infill projects where infrastructure may already be available, there may be a need to upgrade and/or expand the existing improvements to serve new residential development.

Road classifications and standards are found in the City's General Plan Circulation Element and the City's Engineering Plans and Specifications. They are as follows:

- State Route 4 Bypass and Rural Byway, 250 foot right of way
- 4-Lane Arterial, 140 foot right of way
- 2-Lane Collector, 96 foot right of way
- Industrial/Commercial Street, 64 foot right of way
- Residential Collector Street, 60 foot right of way
- Residential Local Street, 56 foot right of way

Arterials and collectors are designated on the General Plan according to existing and projected needs. Developers are responsible for the development of roadways associated with their residential project. City roadways are required to be paved. Curbs/gutters and drainage facilities are required to direct storm and runoff water out of residential developments.

Development of and connection to municipal water and sewer services are required as a condition of approving subdivision and parcel maps. Water service is necessary for a constant

supply of potable water. Sewer services are necessary for the sanitary disposal of wastewater. These off-site requirements allow for the development of much higher residential densities.

Required on-site improvements for residential development are determined largely by the zoning of the property. There are five basic residential zoning districts in the City of Brentwood: RE (Ranchette Estate), R-1-E (Single Family Residential Estate), R-1 (Single Family Residential), R-2 (Moderate Density Multi-Family Residential), and R-3 (High Density Multi-Family Residential). Residential uses are also allowed on up to 49% of land or building area, subject to a conditional use permit, in the COR (Commercial Office Residential), CR (Commercial Residential), and within the PEC (Planned Employment Center) zone districts, at any of the densities currently permitted in the City's General Plan. The SPF (Semi-Public Facility) zone allows senior housing development, at a density to be determined by the City, depending on site conditions and other constraints.

A principle of density transfers is utilized by the City in considering all master planned zoning districts (i.e., PD and PEC), such that higher densities of housing development are allowed on many sites, and on the condition that the gross density of the site does not exceed the specified General Plan Land Use map limit. Density transfers enable developers to designate a portion of their sites for higher density development which can be more affordable to Low and Moderate income households.

The quantity of vacant land in zoning districts such as CR, COR, PEC, and other mixed use districts, as well as the conventional zoning districts (R-1-E through R-3) provides an opportunity for development of a broad range of housing types, capable of serving all income groups.

The Zoning Ordinance establishes lot dimension and setback requirements for structures in residential zoning districts. Table 23 provides the typical height, setback, and lot coverage requirements for residential zones. Table 24 shows parking requirements for residential units as established by the zoning ordinance. Brentwood's requirements for on-site improvements as expressed in the zoning ordinance are not considered to be unusually restrictive or a constraint on the development of housing comparatively, and requests for reductions in on-site improvements such as parking for senior projects have been granted for several past developments.

TABLE 23
RESIDENTIAL DEVELOPMENT STANDARDS

Residential Zone	Maximum Density	Minimum Setbacks	Maximum Lot Coverage	Minimum Lot Size/ Dimensions	Maximum Height	Open Space Require ment
Single-Family (R-1)	5 DUs per acre	Front – 20 ft. Side – 5 ft. min. and 15 ft. combined Street Side – 10 ft.	None	6,000 sq. ft.; 60 ft. width by 150 ft. depth	2 stories and 30 ft.	5.0 acres /1,000 people

		Rear – 20 ft.				
RE Ranchette Estate	1 DU per parcel	Front - 20 ft. Side – 20 ft. Street Side – 25 ft. Rear - 40 ft.	None	43,560 sq. ft. size; 140 ft. width	2 stories and 35 ft.	5.0 acres /1,000 people
R-1-E Single-Family Estate	2 DUs per acre CUP- up to 3 units per acre	Front – 20 ft. Side – 10 ft. min. and combined 25 ft. Street Side- 15 ft. Rear – 30 ft.	None	Size: 14,500 sq. ft. With CUP – 10,000 sq. ft. Width: 100 ft.	2 stories and 35 ft.	5.0 acres per 1,000 people
R-1-6	3.5 DUs per gross acre CUP- 3.5 to 6 DUs per gross acre	Front- 20 ft. Side – 5 ft. min. and combined 15 ft. Street Side – 10 ft. Rear – 20 ft.	None	6,000 sq. ft.; 60 ft. width and 100 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
R-1-8	3.5 DUs per gross acre CUP- 3.5 to 6 DUs per gross acre	Front- 20 ft. Side – 7 ft. min. and combined 20 ft. Street Side – 10 ft. Rear – 20 ft.	None	8,000 sq. ft.; 70 ft. width and 100 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
R-1-10	3.5 DUs per gross acre CUP- 3.5 to 6 DUs per gross acre	Front- 20 ft. Side – 9 ft. min. and combined 25 ft. Street Side – 10 ft. Rear – 20 ft.	None	10,000 sq. ft.; 80 ft. width and 100 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
R-1-12	3.5 DUs per gross acre CUP- 3.5 to 6 DUs per gross acre	Front- 20 ft. Side – 12 ft. min. and combined 30 ft. Street Side – 10 ft. Rear – 20 ft.	None	12,000 sq. ft.; 90 ft. width and 100 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
Multi-Family Residential						
R-2 (Apartments)	9 DUs per gross acre CUP – 8 to 12 DUs per gross acre	Front – 15 ft. Side – 5 ft. with combined total of 15 ft. Street Side – 10 ft. Rear – 20 ft.	40% of lot area	6,000 sq. ft.; 50 ft. depth	2 stories and 30 ft.	600 sq. ft. per unit
R-2 (Attached and Detached Single-family)	9 DUs per gross acre CUP – 8 to 12 DUs per gross acre	Front – 20 ft. Side – 0 ft. and combined 12 ft. Street Side – 12 ft. Rear – 20 ft.	40% of lot area	3750 sq. ft.; 37.5 ft. width	2 stories and 30 ft.	600 sq. ft. per unit
R-3	16 DUs per	Front – 10 ft.	40% of lot	6,000 sq. ft.;	3 stories and	500 sq. ft.

	gross acre: CUP 16 to 20 DUs per gross acre	Side – 5 ft. min. and combined 15 ft. Street Side – 10 ft. Rear – 20 ft.	area	75 ft. width	36 ft.	per dwelling
Planned Developments						
PD 5	5.0 DUs per gross acre	Front: 20 ft. Side: 5 ft. with combined 15 ft. Street Side: 10 ft. Rear: 20 ft.	45% of lot area for 1-story units and 40% for 2-story units	6,000 sq. ft.: 60 ft. width by 90 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 6	17.16 DUs per gross acre	Front: 20 ft. Side: 10 ft. Rear: 20 ft.	None	5.0 ac.; 100 ft. width	3 stories and 36 ft.	5.0 acres per 1,000 people
PD 7	5 DUs per gross acre	Front: 20 ft. Side: 5 ft. with combined 15 ft. Street Side: 10 ft. Rear: 20 ft.	None	7,500 sq. ft.; 65 ft. width	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 8	5 DUs per gross acre	Front: 20 ft. Side: 5 ft. with combined 15 ft. Street Side: 10 ft. Rear: 20 ft.	None	5,000 sq. ft.; 55 ft. width	30 ft.	5.0 acres per 1,000 people
PD 9	5 DUs per gross acre	Front: 20 ft. Side: 10 ft. with combined 25 ft. Street Side: 15 ft. Rear: 30 ft.	None	13,000 sq. ft.; 90 ft. width	2 stories and 35 ft.	5.0 acres per 1,000 people
PD 10	15.5 DUs per gross acre	Front: 10 ft. Side: 5 ft. with combined 15 ft. Street Side: 10 ft. Rear: 20 ft.	None	10,000 sq. ft.; 75 ft. width	3 stories and 36 ft.	5.0 acres per 1,000 people
PD 11	20 DUs per gross acre	Front: 9 ft. Side: 3 ft. Street Side: 5 ft. Rear: 5 ft.	60% of lot area	1,885 sq. ft.; 28 ft. width by 67 ft. depth	2 stories and 35 ft.	5.0 acres per 1,000 people
PD 13	5 DUs per gross acre	Front: 12 ft. Side: 5 ft. with combined 12 ft. Street Side: 10 ft. Rear: 15 ft.	40% of lot area	6,650 sq. ft.; 50 ft. width by 94 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 14	3.5 DUs per gross acre	Front: 20 ft. Side: 7 ft. with combined 20 ft. Street Side: 10 ft. Rear: 20 ft.	None	8,000 sq. ft; 70 ft. width	30 ft.	5.0 acres per 1,000 people
PD 15	5 DUs per gross acre	Front: 20 ft. Side: 5 ft. with combined 10-15 ft. Street Side: 15 ft.	None	4,000 sq. ft.	35 ft.	5.0 acres per 1,000 people

		Rear: 15 ft.				
PD 16	5 DUs per gross acre	Front: 5-10 ft. Side: 3-5 ft. with combined 15 ft. Rear: 15 ft.	None	4,000 sq. ft.; 45-60 ft. width by 75-90 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 17	24 DUs per gross acre	Front: 10-20 ft. Side: 0-5 ft. with combined 10-15 ft. Street Side: 10 ft. Rear: 15-25 ft.	None	4,000-6,000 sq. ft.; 40-60 ft. width by 100 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 18	3 DUs per gross acre	Front: 20 ft. Side: 5 ft. with combined 15 ft. Street Side: 10 ft. Rear: 20 ft.	None	6,000 sq. ft.; 60 ft. width	2 stories and 35 ft.	5.0 acres per 1,000 people
PD 19	5 DUs per gross acre	Front: 17 ft. Side: 3 ft. with combined 17 ft. Rear: 25-30 ft.	None	4,725 sq. ft.; 45 ft. width by 105 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 20	5 DUs per gross acre	Front: 20 ft. Side: 5 ft. min with combined 15 ft. Rear: 15 ft.	None	6,000 sq. ft.; 60 ft. width by 90 ft. depth	35 ft.	5.0 acres per 1,000 people
PD 21	3 DUs per gross acre	Front: 18-20 ft. Side: 5 ft. with combined 12 ft. Rear: 20 ft.	None	4,000 sq. ft.	35 ft.	5.0 acres per 1,000 people
PD 22	5 DUs per gross acre	Front: 5-20 ft. Side: 5 ft. with combined 15 ft. Rear: 15-20 ft.	None	4,500-6,000 sq. ft.; 45-60 ft. width	30-35 ft.	5.0 acres per 1,000 people
PD 23	11 DUs per gross acre	Front: 12 ft. Side: 5 ft. with combined 13 ft. Street Side: 10 ft. Rear: 15 ft.	40%	4,675 sq. ft.; 55 ft. width by 85 ft. depth	2 stories and 35 ft.	5.0 acres per 1,000 people
PD 24	5 DUs per gross acre	Front: 12 ft. Side: 5 ft. with combined 12 ft. Street Side: 10 ft. Rear: 15 ft.	40%	6,650 sq. ft.; 50 ft. width by 94 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 25	3.7 DUs per gross acre	Front: 12-20 ft. Side: 5 ft. with combined 15 ft. Street Side: 10 ft. Rear: 20 ft.	None	5,520 sq. ft.; 60 ft. width	30 ft.	5.0 acres per 1,000 people
PD 26	5 DUs per gross acre	Front: 12-25 ft. Side: 5-12 ft. with combined 15-30 ft. Street Side: 10-15 ft. Rear: 20-30 ft.	None	4,500-20,000 sq. ft.; 45-100 ft. width; 0-105 ft. depth	30-35 ft.	5.0 acres per 1,000 people
PD 27	3 DUs per	Front: 10 ft.	None	4,000 sq. ft.	35 ft.	5.0 acres

	gross acre	Side: 5 ft. with combined 12 ft. Street Side: 12 ft. Rear: 15-20 ft.				per 1,000 people
PD 28	11 DUs per gross acre	Front: 15-20 ft. Side: 5 ft. with combined 12 ft. Street Side: 10 ft. Rear: 20 ft.	None	4,500 sq. ft.; 45 ft. width	30 ft.	5.0 acres per 1,000 people
PD 29	3 DUs per gross acre	Front: 12 ft. Side: 5 ft. with combined 12 ft. Street Side: 10 ft. Rear: 20 ft.	40%	7,000 sq. ft.; 70 ft. width by 100 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 30	5 DUs per gross acre	Front: 10 ft. Side: 4-5 ft. with combined 10-15 ft. Street Side: 10 ft. Rear: 20-25 ft.	40%	4,700-5,200 sq. ft.; 47-60 ft. width by 85-100 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 31	11 DUs per gross acre	Front: 15 ft. Side: 5 ft. with combined 12 ft. Rear: 15 ft.	40%	4,511 sq. ft.; 55 ft. width by 90 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 32	11 DUs per gross acre	Front: 12 ft. Side: 5 ft. Rear: 5-15 ft.	50-55%	2,000 sq. ft.; 30-40 ft width by 60-70 ft. depth	30 ft.	5.0 acres per 1,000 people plus 250 sq. ft. of private open space
PD 33	5 DUs per gross acre	Front: 15 ft. Side: 5 ft. with combined 10 ft. Street Side: 10 ft. Rear: 20 ft.	40-45%	6,000 sq. ft.; 60 ft. width by 100 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 35	5 DUs per gross acre	Front: 12-20 ft. Side: 5-20 ft. with combined 15-30 ft. Street Side: 10-25 ft. Rear: 20-40 ft.	40-45%	5,800 sq. ft. – 1 acre; 65-140 ft. width by 80-110 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 36	5 DUs per gross acre	Front: 15 ft. Side: 5 ft. with combined 12 ft. Street Side: 10 ft. Rear: 20 ft.	40-45%	5,000 sq. ft.; 50 ft. width	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 38	30 DUs per gross acre	Front: 15 ft. Side: 15 ft. Rear: 15 ft.	None	2 acres	55 ft.	5.0 acres per 1,000 people plus 100 sq. ft. per unit

PD 39	5 DUs per gross acre	Front: 25 ft. Side: 10 ft. Rear: 20 ft.	40%	10,000-20,000 sq. ft.; 85-95 ft. width by 110-130 ft. depth	2 stories and 30-35 ft.	5.0 acres per 1,000 people
PD 42	11 DUs per gross acre	Front: 6 ft. Side: 5 ft. Rear: 10 ft.	65%	1,500 sq. ft.; 24 ft. width by 60 ft. depth	None	5.0 acres per 1,000 people
PD 44	20 DUs per gross acre	Front: 6-25 ft. Side: 3-7 ft. Rear: 2.5-20 ft.	None	1,512-9,000 sq. ft. for SF; 28-80 ft. width by 54-100 ft. depth	25-32 ft.	5.0 acres per 1,000 people
PD 45	5 DUs per gross acre	Front: 15 ft. Side: 5 ft. with combined 15 ft. Street Side: 10 ft. Rear: 20 ft.	40-45%	7,000 sq. ft; 65 ft. width by 85 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 46	5 DUs per gross acre	Front: 15-20 ft. Side: 4-5 ft. with combined 9-15 ft. Street Side: 8-10 ft. Rear: 15-20 ft.	40-45%	3,600-6,800 sq. ft.; 23-67 ft. width by 75-100 ft.	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 49	30 DUs per gross acre	Front: 50 ft. Side: 10 ft. Rear: 10 ft.	None	43,560 sq. ft.	3 stories and 40 ft.	5.0 acres per 1,000 people
PD 50	20 DUs per gross acre	Front: 20 ft. Side: 0 ft. with combined 10 ft. Street Side: 10 ft. Rear: 15 ft.	40%	3,000 sq. ft.	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 51	30 DUs per gross acre	From Face of Curb: 10.0 ft. From interior property lines: 5 ft.	None	None	3 stories and 45 ft.	Common Open Space: 50 square ft. minimum /DU
PD 53	11 DUs per gross acre	Front: 10 ft. Side: 5 ft. Street Side: 10 ft. Rear: 15 ft.	50%	4,000 sq. ft.	2 stories and 32 ft.	5.0 acres per 1,000 people
PD 55	25 DUs per gross acre	Front: 10 ft. Side: 5 ft. Street Side: 10 ft. Rear: 5-20 ft.	None	2,100-4,000 sq. ft.	2-3 stories and 30-38 ft.	5.0 acres per 1,000 people
PD 58	20 DUs per gross acre	Front: 10 ft. Side: 5 ft. with combined 15 ft. Rear: 10 ft.	50%	6,000 sq. ft.; 60 ft. width	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 59	3.8 DUs per gross	Front: 12 ft. Side: 5 ft. with	40% for two-story	6,000 sq. ft.: 60 ft. width	30 ft.	5.0 acres per 1,000

	acre	combined 10 ft. Street Side: 10 ft. Rear: 20 ft.	units 45% for one-story units	by 100 ft. depth		people
PD 60	5 DUs per gross acre	Front: 20 ft. Side: 10 ft. Rear: 15-25 ft.	40-45%	9,000-10,000 sq. ft; 75-80 ft. width by 100-120 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 61	20 DUs per gross acre	Front: 10-13 ft. Side: 5-7 ft. with combined 15 ft. Street Side: 10 ft. Rear: 20 ft.	40-50%	2,370-4,800 sq. ft.; 30-60 ft. width by 79-80 ft. depth	2-3 stories and 31-33 ft.	5.0 acres per 1,000 people
PD 62	5 DUs per gross acre	Front: 10 ft. Side: 5 ft. Street Side: 10 ft. Rear: 15 ft.	40%	5,000 sq. ft.; 45 ft. width by 85 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 63	11 DUs per gross acre	Front: 10 ft. Side: 5 ft. with combined 15 ft. Rear: 20 ft.	None	6,000 sq. ft.; 50 ft. width	30 ft.	5.0 acres per 1,000 people
PD 64	5 DUs per gross acre	Front: 12-15 ft. Side: 5 ft. with combined 10 ft. Rear: 15-20 ft.	37-48%	4,600-13,000 sq. ft.	35 ft.	5.0 acres per 1,000 people
PD 65	11 DUs per gross acre	Front: 15 ft. Side: 5 ft. with combined 10-15 ft. Street Side: 10 ft. Rear: 12-20 ft.	40-45%	3,500-7,000 sq. ft.; 45-65 ft. width by 70-90 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 66	5 DUs per gross acre	Front: 15 ft. Side: 7 ft. with combine 20 ft. Street Side: 10 ft. Rear: 20 ft.	40-45%	8,000-20,000 sq. ft.; 70 ft. width by 80 ft. depth	2 stories and 30 ft.	5.0 acres per 1,000 people
PD 71	5 DUs per gross acre	Front: 15 ft. Side: 5 ft. with combined 15 ft. Street Side: 10 ft. Rear: 20 ft.	40%	4,500-5,000 sq. ft.	2 stories and 30 ft.	5.0 acres per 1,000 people

TABLE 24
PARKING REQUIREMENTS: CITY OF BRENTWOOD ZONING ORDINANCE

Residential Use Type	Parking Requirement
Single-Family Dwelling	2 private spaces in a garage

2- and 3-Family Dwelling	2 private covered spaces per dwelling unit
Dwellings for 4 or more Families	1 private covered space and one uncovered (public) space per unit
Condominium	2 private spaces in a garage, plus 2 public spaces per unit
Mobile Home	2 private spaces (1 covered) on each lot, plus 1 uncovered (public) space for every 2 lots
Secondary Housing Unit	1 private space (covered or uncovered) on each lot
Source: City of Brentwood Zoning Ordinance, Section 17.100.005 and 17.620.007	

City staff, on an on-going basis, reviews the zoning standards, policies and practices for compliance with fair housing laws, and, in general, other recently adopted State and/or Federal statutes. The City is unaware of any current inconsistencies in that regard. There are established parking design standards to accommodate persons with disabilities, and the parking requirements (in regard to the number of stalls required) have been reduced for projects when a reduced parking need can be shown.

The City's requirement for the siting of group homes is consistent with State law; group homes of six persons or less are permitted "by right" in all residential zones. Group homes of 7 to 14 persons are conditionally permitted in all residential zones. These use permits are "administrative" and are approved by staff. Group homes of 15 or more persons are not considered a "residential" use but are allowed in the City's other, non-residential zoning districts. For requests for group homes of more than six persons, staff would normally notify property owners of property abutting the proposed site in case they had information they wished to provide to staff before the request was approved. If the information was significant and/or relevant, certain conditions could be imposed or the application could be referred to the Planning Commission for review and approval. Any residential development that is considered by the Planning Commission is reviewed at a public meeting. The Planning Commission always invites public comments at its meetings.

The City's zoning code allows unrelated adults to live together in group homes, and the City's occupancy standards comply with Fair Housing laws. Group homes for six persons or less are allowed in all residential zones as a permitted use. The City's Municipal Code definition for "family" includes cooptation, which would include unrelated adults. There are no particular conditions for group homes providing services on site. The only concern would be to insure the structure is large enough to accommodate the number of people associated with the group home in order to prevent overcrowding and protect the health and safety of the people in the group home and the surrounding neighborhood.

There is no minimum distance established in the City's zoning code with respect to the siting of special needs housing. The City relies on the State's requirements in this regard.

Requests for the retrofit of homes for any purpose including the provision of features to assist disabled residents are considered ministerial projects and require a building permit only. Staff attempts to process these requests immediately "over the counter" at the City's Permit Center, but due to work volume, this is often not possible. It may take up to 2 or 3 days to issue a permit.

e. Building and Zoning Codes

Presently, the City provides exception in zoning and land-use for housing for persons with disabilities using either a variance or encroachment permit process in order to accommodate requests for specialized structures or appurtenances; e.g., access ramps or lifts, which may be needed by persons with physical disabilities. Depending upon the extent of the deviance from the Municipal Code, these requests may be processed either administratively or be reviewed by the Planning Commission and/or City Council. Currently, the City does not have an adopted ordinance for Reasonable Accommodation from its zoning regulations. Accordingly, the element includes an action program (Action Program 4.2.4) to establish a written and administrative reasonable accommodation procedure in the zoning code for providing exception for housing for persons with disabilities.

The City of Brentwood has adopted and uses the 2010 California Building Code (CBC) and has made no amendments to this code. Presently, staff uses its judgment on an individual basis to make reasonable accommodations for persons with disabilities in the enforcement of the CBC and the issuance of permits, attempting to insure that the intent of the CBC is adhered to and requests are processed in an expeditious manner. As mentioned above, the element includes an action program (Action Program 4.2.4) to establish a written reasonable accommodation procedure in order to be consistent with fair housing regulations.

f. Processing and Permit Procedures

The processing procedure for single family developments (whether the zoning is R-1 or Planned Development for single family R-1 uses) includes submittal of a tentative subdivision map to create the lots and a design review of the housing architecture. These processes run concurrently and typically require discretionary approval by the Planning Commission only, barring an appeal.

Depending upon the size of the project (number of lots), this review can take anywhere from six weeks to several months. The largest portion of time is taken up by the State-mandated CEQA review which can require a myriad of special environmental studies (e.g., traffic, biological, cultural, and noise).

The processing procedure for residential projects other than single family and/or condominiums usually requires design review only, which is a discretionary review by the Planning Commission only, barring an appeal. Depending upon the size of the project, the review time can take anywhere from six weeks to four months. Once again, the State's CEQA review slows up the process; once that is taken care of, the design review can be acted upon by the Planning Commission.

The City has long used the concept of "shell" Planned Development zoning districts that establish the maximum number of dwelling units that will be permitted based upon the existing General Plan density for a site. Once a specific project is contemplated, the "shell" is filled in with uses and development standards that are pertinent to that specific project; such items as building heights, lot coverage, setbacks, parking requirements, lot widths and depths. This precludes the need for asking for variances to artificially adopted development standards in non-planned development zones. This process has worked well in Brentwood, for example, enabling an approved low density single family development to include a transitional housing component (a group home with 18 beds) in its proposal. It has also worked effectively for an 80-unit affordable senior apartment development. Without a need to rezone the property, but only to create the permitted uses and development standards to accommodate the development by amending the planned development, these developments proceeded through the review process relatively quickly.

All of the City's PD zones that allow residential development per the City's General Plan have existing development standards established. In the event that these PD development standards need to be modified in order to accommodate a particular residential development, the City is able to process the design review and PD amendment concurrently, thus minimizing the processing time. Historically, the City has found that the PD amendment process does not serve as a development constraint, but rather is welcomed by developers who view the process as affording them the flexibility to utilize a variety of housing types and densities for a given site as specified in the General Plan Land Use Element. The housing produced in Brentwood illustrates the flexibility and efficiency of the City's development processing and permitting procedures. The City has welcomed residential development for many years and continues to house the workforce of other communities who are unwilling or unable to accommodate actual housing units affordable to a wide range of income levels.

The City has established a list of design standards which nearly all residential projects must comply with. These guidelines are intended to insure that the project is compatible with surrounding development and provide criteria desired within the community to prospective residential builders up front so that they can plan their project designs accordingly. If these criteria are adhered to, projects are typically welcomed by the Planning Commission with minimal additional conditions.

The only potentially burdensome standard that has been identified in the recent past is a requirement to provide tile roofs on structures. For the past 10+ years, the requirement for tile roofs has been fairly consistent on all residential projects. While there have been some exceptions allowed, most notably on an affordable senior project, builders have expressed reservations about this requirement in the past. While more costly upfront, the City has made this material design a requirement of most projects due to the longevity of tile roofs, thereby reducing maintenance costs, and to insure a project's compatibility with surrounding development. City staff continues to recommend alternative roof material designs whenever it can be shown that a project's overall quality is not diminished and other compatibility issues are not compromised.

g. Design Review

The City requires all residential development including both single-family and multi-family development to undergo design review. The design review evaluation is conducted by City staff with action taken by the Planning Commission. No public hearing is required for design review approval per the requirements of the City's Municipal Code; however, public comment is taken at Planning Commission hearings. The City has successfully adopted formal Residential Design Guidelines for all housing types to provide to developers during pre-application meetings. It is the intent of these guidelines to produce high quality housing that is functional, safe and attractive for existing and future residents. It is also the intent of these guidelines to express the housing design features the City would like to encourage to improve certainty and minimize the processing time for design review applications.

Multi-family development is currently permitted by right in the R-2 and R-3 zones as well as in several planned development zoning districts. Multi-family projects are subject to design review which includes site plan review, evaluation of proposed circulation, parking, and transit access, project amenities, architecture, fencing and landscaping. Multi-family project designs that are safe and provide a desirable living environment for households are strongly encouraged and are a welcome component to the City's housing stock. The City encourages multi-family development by providing pre-application assistance at no cost to identify design issues, review City standards, and answer any questions about submittal requirements.

As mentioned, all residential development within Brentwood involves design review to ensure that all housing is high quality and visually enhances the surrounding neighborhood, as well as contributes to a positive quality of life within the City. New single-family homes within existing neighborhoods undergo an administrative design review by staff during plan check. In addition to this staff review, the Planning Commission appoints a two-member committee to informally review these designs. Full Planning Commission approval is not required for these types of projects; however, design review for residential subdivisions does require Planning Commission approval. As mentioned above, to assist developers and provide certainty with their residential designs, the City has adopted Residential Design Guidelines which set forth the City's design expectations which allow it to maintain consistency and quality of development within new residential subdivisions within the City, and avoid developer confusion as to what types of development designs would be acceptable from a site development and design perspective. Deviations from the Residential Design Guidelines are considered on a case-by-case basis by the Planning Commission.

h. Entitlement Fees and Exactions

Development processing and permit fees and entitlements also add to housing construction costs. New housing requires payment of the following fees: school impact, park in-lieu or land dedication and development, sewer and water connection and building permits, as well as planning fees. In addition, environmental documents add costs to land development.

Fees, land dedications, or improvements are also required in most instances to provide an adequate supply of public parkland and to provide necessary public works (streets, sewers, and storm drains) to support the new development. While such costs are charged to the developer, most, if not all additional costs are passed to the ultimate product consumer in the form of higher home prices or rents.

Planning related fees are due at the time of project submittal. All other building related and impact fees are due at the time of permit issuance. Table 25 provides an overview of residential planning and development fees.

TABLE 25
RESIDENTIAL PLANNING AND DEVELOPMENT APPLICATION FEES
AS OF OCTOBER 1, 2010

APPLICATION TYPE	FEE
Annexation	
0 - 5 acres	$ 2,248.00
5.01 - 50 acres	$ 15,734.00
50.01 acres or more	$ 22,480.00
Conditional Use Permit	
Residential	
1 to 4 units (per unit)	$ 665.00
5 – 15 units	$ 4,778.00
16 or more units	$ 5,310.00
Residential Plan Check	$ 530.00
Daycare	
Daycare	$ 129.00
Plan Check	$ 12.95
Subdivision	
Tentative Maps	
1 - 4 lots (Parcel Map)	$ 2,866.00 *
Parcel Map Waiver	$ 2,229.00 ***
Parcel Map Waiver Plan Check	$ 302.00
5 – 50 lots (TSM)	$ 22,926.00 *
51 lots or more	$ 28,660.00 *
Final Map Plan Check	$ 2,866.00
*+ Engineering Fees of $ 2,653.00 + $ 10.00 per lot	
+ Parcel Map Engineering Fees of $ 1,541.00 + $ 10.00 per lot	
***+ Engineering Fees of $ 682.00	
Preliminary Review – No Charge	
Design Review	
Residential	
1 – 4 units (per unit)	$ 968.00
5 – 15 units	$ 6,981.00

16 or more units Residential Plan Check	$ 7,756.00 $ 774.00
General Plan/Specific Plan Amendment 0 – 5 acres 5.01 – 50 acres 50.01 acres or more	 $ 3,315.00 $ 10,487.00 $ 13,109.00
Planned Development Residential 0 – 5 acres 5.01 – 50 acres 50.01 acres or more	 $ 8,163.00 $ 14,697.00 $ 16,330.00
Temporary Use Permit	$ 502.00
Peer Review Deposit Amount Required	Consultant Cost + 15% City Admin $ 3,000.00
Rezoning/Zoning Ordinance Amendment 0 – 5 acres 5.01 – 50 acres 50.01 acres or more	$ 4,082.00 $ 13,064.00 $ 16,330.00
Variance Residential 1 – 4 units 5 – 15 units 16 or more units Residential Plan Check Administrative (Per Unit) Administrative Variance Plan Check	 $ 2,654.00 $ 4,778.00 $ 5,310.00 $ 530.00 $ 693.00 $ 52.00
Landscape Landscape Plan Plan Check	$ 718.00 $ 70.00

APPLICATION TYPE	FEE
Development Agreement	$ 4,512.00
Amendment	½ Current Fee
Time Extension	½ Current Fee
Appeals	$ 129.00
Residential Street Addressing	$ 303.00
Special Services	$ 98.00 per dwelling unit
RGMP Allocation	$ 2,708.00
Residential Condo Conversion	$ 8,614.00

If multiple planning fees list a deposit requirement then one initial deposit of $3,000 is required. Actual cost: Consultant cost + 20% City Admin	
Legal Review/Consulting Deposit	$ 3,000.00
Affordable Housing In-Lieu Fees – 3 Bedroom	$ 0.00 moderate income unit $ 132,174.00 low income unit $ 194,211.00 very low income unit
Affordable Housing In-Lieu Fees – 2 Bedroom	$ 0.00 moderate income unit $ 78,273.00 low income unit $ 134,208.00 very low income unit
Special Studies Consultant Cost + 25% City Admin.	
Environmental Review	
Categorical Exemption	$ 189.00
Negative Declaration	$ 2,028.00
Mitigated Negative Declaration	$ 3,247.00
Mitigation Monitoring	$ 1,459.00
Environmental Impact Report	Consultant Cost + 25% City Admin
Habitat Conservation Fee	$ 1,238.00
Complex Habitat Deposit	$ 3,000.00
***Contra Costa County Clerk Filing Fees**	
Notice of Exemption	$ 50.00
Notice of Determination (ND, MND)	$ 2,060.00
Notice of Determination (EIR)	$ 2,842.25

BUILDING PERMIT FEES FOR A TYPICAL 2,000 SQ. FT. LIVING AREA WITH A 400 SQ. FT. GARAGE (based on the following assumed valuation of construction)	
Basic Construction of Dwelling Unit	$ 67.60/sq. ft.
Air Conditioning	$ 3.00/sq. ft.
Fire Sprinkler	$ 1.25/sq. ft.
Garage	$ 19.90/sq. ft.
Fencing	$ 6.50/linear foot

Building Permit	$ 1,633.37
Plan Check (Master plan check only - 1 lot only to be built with this plan)	$ 853.16
Electrical	$ 242.20
Plumbing	$ 242.20
Mechanical	$ 242.20
S.M.I. Fee	$ 15.28
Construction Water	$ 58.75

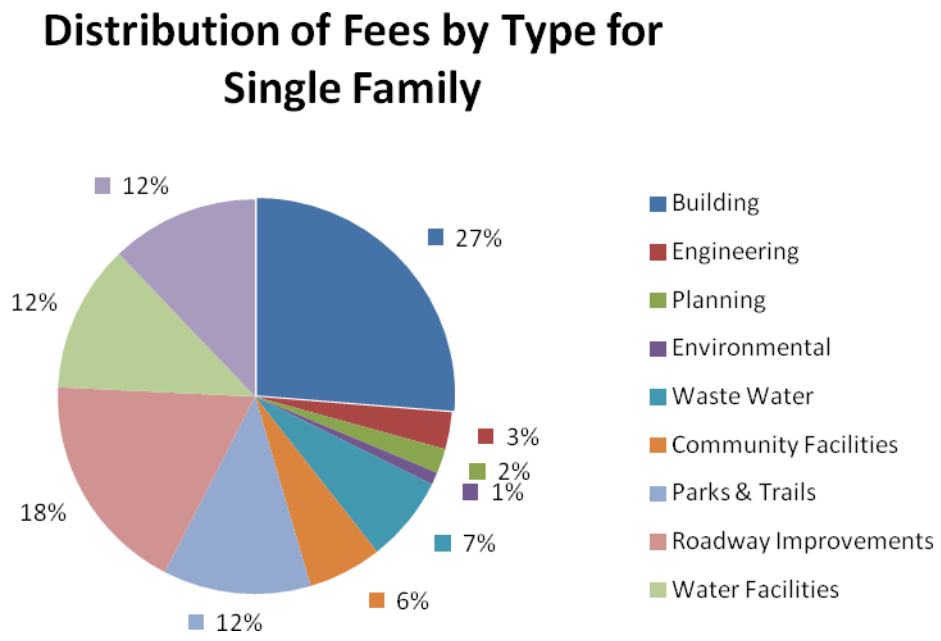
FACILITIES FEES (as of 10/1/10)	Single Family ($ per d.u.)	Active Senior ($ per d.u.)	Multi-Family ($ per d.u.)	Secondary Housing Unit ($ per d.u.)
Water Facilities	4,076.41	3,224.20	3,211.37	1,605.69
Wastewater Facilities	3,490.25	2,312.59	2,657.56	1,328.78
Roadways	10,207.60	4,403.28	6,304.69	3,152.35
Parks and Trails	6,776.66	4,422.66	5,112.21	2,556.11
Community Facilities	3,099.23	2,057.39	2,362.57	1,181.29
Administration	472.05	280.33	335.44	167.72
EDFPD Fire Mitigation Fee	710.40	710.40	710.40	710.40
Total Facilities Fees	**28,832.60**	**17,410.84**	**20,694.26**	**10,702.34**
FEES IMPOSED BY OTHER AGENCIES				
Delta Expressway /Highway 4 Bypass (1/1/10)	17,972.95	7,829.01	11,033.24	11,033.24
Drainage Fees	Varies by location			
School Facilities (7/1/10)	$4.09 per sq. foot			

Table 26 identifies the hypothetical fees that would be collected for a new 2,000 square foot two-story house and a 45-unit multi-family project. These fees are based upon a construction cost of $200 per square foot added to the cost of land. The total fees would be approximately $58,158 and $39,155 per unit respectively. This represents about 11 percent of the total development cost for a single-family unit and 9 percent for a multi-family unit.

TABLE 26 PROPORTION OF FEE IN OVERALL DEVELOPMENT COST FOR A TYPICAL RESIDENTIAL DEVELOPMENT		
Development Cost for a Typical Unit	**New Single-Family***	**New Multi-family****
Total estimated fees per unit	$58,158	$39,155
Typical estimated cost of development per unit	$500,000	$424,503
Estimated proportion of fee cost to overall development cost per unit	11%	9%

*2000 sf home in a new residential area
**45-unit multi-family complex

The distribution of the fees by each type for a new single-family residence are shown in the chart below. The City of Brentwood operates its own Waste Water Treatment Plant and provides its own Water Facilities. The school impact fee is collected by the City, but the fee amounts are determined by the School Districts, and these fees are sent to them directly.



The City's Density Bonus ordinance allows the granting of fee reductions for qualifying projects that provide Low and Moderate income or senior citizen housing. Fee adjustments are intended

as an incentive to ensure that projects receiving density bonuses will be developed at a reduced cost (City of Brentwood Zoning Ordinance, Chapter 17.720).

i. Availability of Assistance Programs

In the past, the City of Brentwood has utilized two sources of revenue that may be used to financially assist affordable residential development projects. These sources included the former Redevelopment Agency's 20% housing set aside fund and the City's Affordable Housing In-Lieu Fee Fund. The production of workforce housing requires the use of many resources. While the former Agency's funds may not be available, the City's resources at this time are sufficient to undertake major housing assistance programs, partnering with other governmental contributors at the county, State and Federal levels is a strategy of necessity for Brentwood to produce financially-feasible affordable housing. It is not uncommon to see HOME Investment Partnerships Program (HOME), Community Development Block Grant (CDBG), Low income Housing Tax Credits, City Housing Fund, developer equity, and a conventional first mortgage all contributing to the financing of a rental project.

There is currently a heightened level of competition for 9% and 4% tax credit allocations. Since the overwhelming majority of projects that apply for 9% tax credits attain a perfect score, a tie-breaker system has been implemented by the State Committee. The more governmental subsidy is committed towards a project and the lower the project costs, the higher the tie-breaker score. In addition, without local subsidies from the City, workforce housing developers will probably be less successful in attracting outside resources. In summary, the limitations on the availability of outside governmental subsidy programs coupled with a finite amount of City financial resources acts as a constraint to the provision of affordable housing.

j. Inclusionary Housing Programs

The City adopted its affordable housing ordinance in 2003. At that time, the ordinance included a 10% affordability requirement for residential development of five or more lots or dwelling units. Residential development with an existing development agreement expressly precluding compliance with the ordinance, replacement housing, residential care facilities, subdivisions of less than 4 lots or dwelling units, and second units are exempt from the ordinance. The ordinance has been modified since 2003, with the latest Council direction being to reduce the affordable percentage requirements due to the persistently slow economy to the following:

Ownership Development:	
Moderate-income households	0%
Low income households	1%
Very low income households	1%

2. Non-Governmental Constraints

The Housing Element is required to include an analysis of non-governmental constraints upon the maintenance, improvement or development of housing for all income levels, including the

availability of financing, the price of land, the cost of construction and other non-governmental constraints.

While local government actions can have a significant effect on the production of housing, there are several market-related factors that may create barriers to housing production. The inventory of non-governmental constraints can be separated into two groups. In the first group, which would serve to increase housing costs to the consumer, are financing, land prices and construction costs. A second category of non-governmental constraints, which would serve to reduce or slow down housing development, are community opposition to higher density housing, possible lack of infrastructure capacity and competition of different land uses for undeveloped land.

a. Land Costs

The price of land is one of the largest components of housing development costs in Brentwood. Land costs in the region historically have risen rapidly, with the cost of land in Brentwood gradually becoming equivalent to developed portions of the East Bay; however, due to the recent economic downturn, land costs are currently at a low level. Raw residential land costs (without entitlements) in Brentwood are approximately $150,000 to $175,000 per acre as of October, 2010. Although currently at a depressed level, land costs in the Bay Area have consistently been increasing since World War II as a result of inflation, increased demand due to population growth, immigration, and decreasing readily available land supply. This increase has an adverse effect on the ability of households, particularly Low and Moderate income households, to pay for housing.

b. Construction Costs

Construction cost increases, like land cost increases, affect the ability of consumers to pay for housing. Construction cost increases occur due to the cost of materials, labor, and higher government imposed standards (e.g., energy conservation requirements). A recent survey of developers to re-set inclusionary housing fees in lieu of construction revealed lower construction costs due to a decrease in labor costs, some material costs, and lower developer project margins. The development community is currently producing market rate for-sale housing that is affordable to Moderate and Above Moderate income households.

c. Availability of Financing

The availability of capital is a significant factor that can impact both the cost and the supply of housing. There are two types of capital involved in the housing market: (1) capital used by developers for initial site preparation and construction, and (2) capital for financing the purchase of units by homeowners and investors.

In general, financing for new residential development in Brentwood at the present time (October 2010) is generally available at reasonable interest rates to qualified borrowers. The current low

interest rates have proven to be a significant benefit to the production of housing by facilitating affordable construction financing and mortgage rates.

QUANTIFIED OBJECTIVES

The City of Brentwood has designed a number of action programs that will focus City resources on meeting its projected housing needs. The City recognizes that there are a number of factors impacting the provision of affordable housing, housing rehabilitation, and the conservation of existing affordable housing. Accordingly, the City has identified its quantified objectives for new construction and rehabilitation.

Rehabilitation of existing units is expected to be achieved through the City's efforts to link property owners with available City and Contra Costa County rehabilitation assistance programs. The City's new construction quantified objective is based upon projected results of the City's efforts to assist and cooperate with non profit, private, and other public entities to provide additional affordable units. In addition to these figures, the former Redevelopment Agency re-negotiated affordability restrictions on 9 units located within the Redevelopment Project Areas whose restrictions were due to expire in 2011 to extend affordability covenants for another 55 years.

The City has established its quantified objectives based on the projection of a slow rebound in the economy over the next several years along with the expectations expressed in ABAG's Regional Housing Needs Assessment (RHNA) for the City of Brentwood for the period of 2007-2014 (Table 27). Overall, it is the objective of the City of Brentwood to utilize its inclusionary housing requirement as well as other affordable housing incentives for residential projects to make it possible to achieve the following. A major factor in the City's ability to meet these goals is the overall ability of the economy to rebound from the previous years' recession.

TABLE 27
HOUSING CONSTRUCTION, REHABILITATION, AND CONSERVATION QUANTIFIED OBJECTIVES
2007-2014

PROGRAM	EXTREMELY LOW INCOME	VERY LOW INCOME	LOW INCOME	MODERATE INCOME	ABOVE MODERATE INCOME	TOTAL
New Construction	191	431	422	480	0	1,524
Rehabilitation	0	27	40	0	0	67
Conservation	0	0	9	0	0	9

Extremely Low Income Quantified Objective based on 12.5% of total need per 2010 Household Income Census Data ratios.

TABLE 28 SPECIAL HOUSING NEEDS QUANTIFIED OBJECTIVES 2007-2014				
SPECIAL NEEDS GROUP	**EXTREMELY LOW INCOME**	**VERY LOW INCOME**	**LOW INCOME**	**TOTAL**
Large Families	12	13	25	50
Elderly (65+)	12	13	25	50
Farmworkers	7	8	15	30
Disabled	7	8	15	30
Homeless	10	0	0	10
TOTAL	48	42	80	170

COMMUNITY DESIGN ELEMENT

COMMUNITY DESIGN ELEMENT

SETTING

The purpose of this chapter is to define the urban form and character of the community, and to preserve and enhance the desirable aspects.

The overall character of Brentwood reflects its status as a residential/agricultural community located on the edge of major agricultural lands in eastern Contra Costa County. Existing development is located immediately around the downtown; however, the majority of future growth is expected to fan out primarily in a westerly and northwesterly direction across flat to hilly terrain. As this growth pattern takes place it is important to the Brentwood community that the small town character, natural foothills and agricultural lands be preserved as much as possible. This includes retaining and enhancing the downtown area, establishing pedestrian friendly neighborhoods, protecting surrounding vistas, providing agricultural buffers, and establishing clear transitions between surrounding communities.

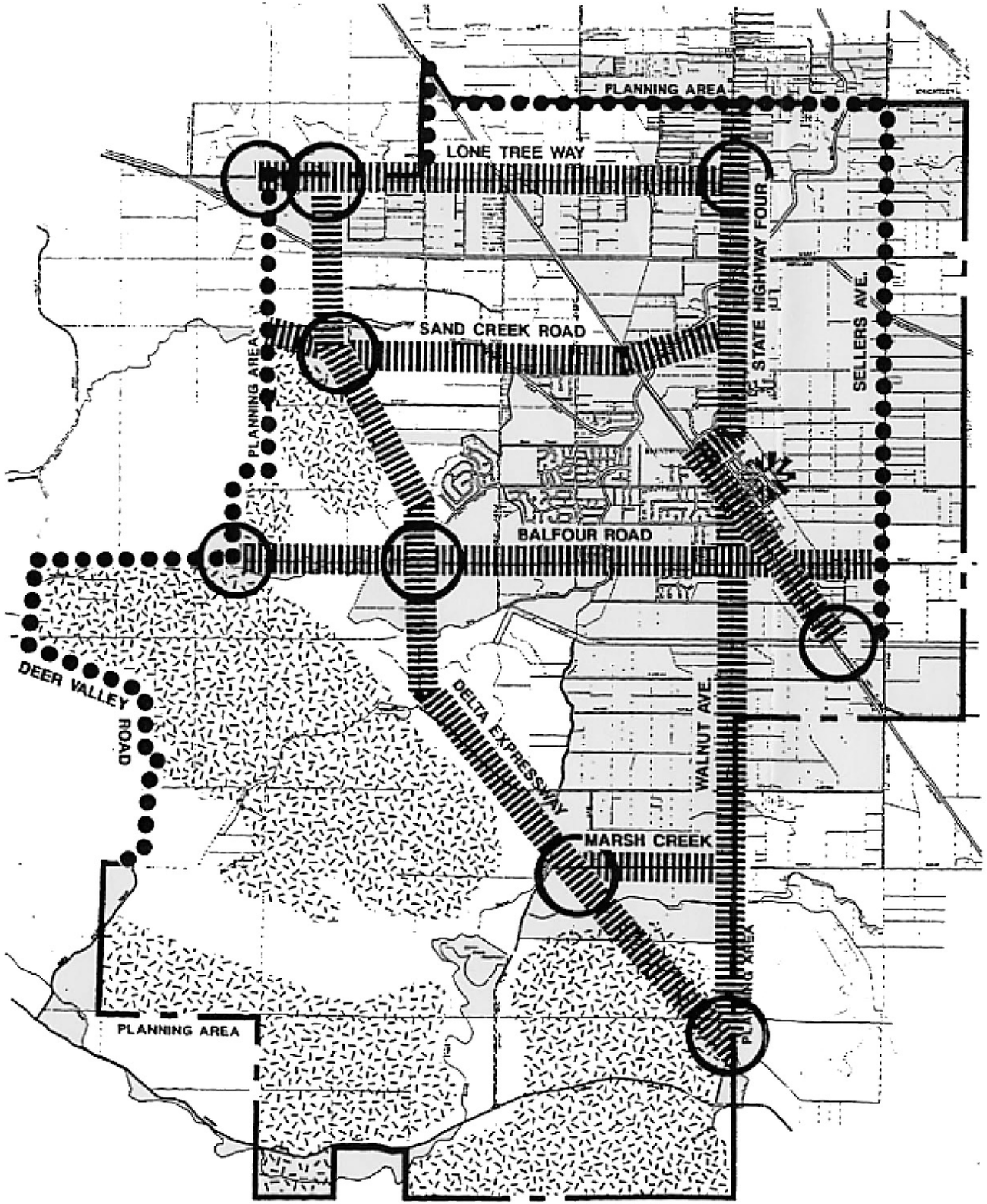
As of 1992, the Downtown area of Brentwood has seen an enhancement of the streetscape, including specialty paving at cross walks and street tree planting, historical light standards and street furniture. The enhancement of other individual areas of town has occurred in conjunction with new development. However, with the exception of downtown, very little has been coordinated with a community theme in mind.

FORECAST

The City of Brentwood has the opportunity to continue the revitalization of the City's existing urban environment and coordinate design efforts in the new development areas. Existing development, open space, pedestrian and vehicular linkages, historic buildings and places, and trees and other natural features all combine to create a sense of place. The challenge for the City of Brentwood is to take all of these diverse urban design elements and shape them so that the resulting sense of place enhances the quality of life for the people who live and work in the community (Figure 8, Community Design).

Within the context of the planning area vast amounts of open space dominate the landscape in the form of orchards, row crops and grazing. Although much of this land will be transitioned into urban development, the City of Brentwood expects to preserve the views of the surrounding foothills and Mount Diablo and provide open space through quality planning and design.

As Brentwood and its neighboring communities expand their boundaries, the need to identify and maintain community edges will intensify. Open space in the form of agriculture or landscaped corridors is proposed to create the edge between communities. Proposed "gateways" to the City occur along major transportation corridors. Each gateway will contribute to the identity of Brentwood and should be considered an important element in distinguishing the City from other communities.



Community Design

LEGEND:

- Topography Of Visual Significance
- Special Landscape Treatment (Gateway Routes)
- Community Edge Buffers
- Downtown
- Gateway Monumentation Special Landscape Treatment

CITY OF BRENTWOOD

GENERAL PLAN

FIGURE: 8

The nature and character of future development in Brentwood should be designed to improve the appearance of the City and fit in with existing development. Historic buildings must be protected not only from destruction, but from ill-advised remodeling and poorly designed neighboring buildings. At the same time, the City can establish an identity for residential and non-residential areas by encouraging architectural diversity.

Streets are the links that tie communities together. New streets should be built at a scale comfortable to pedestrians, reducing the amount of paving and creating a landscape environment that encourages walking and bicycle use.

GOALS AND POLICIES

The following are goals and policies for Community Design:

Goal 1: Promote the highest standards of architecture and site design for all development projects, both public and private.

Goal 2: Preserve and enhance the views of dominant natural features (i.e. Diablo, Foothills and local open space).

Goal 3: Preserve and enhance the identity and small town character of Brentwood.

GOAL 1 - HIGH DESIGN STANDARDS: Promote the highest standards of architecture and site design for all development projects, both public and private.

POLICY 1.1 - Protect Downtown: Avoid strip commercial development on the periphery of Brentwood that detracts from the economic viability of the Central Business District.

1.1.1 - Regulate Commercial: Amend existing ordinances to regulate the types of commercial establishments, such as "fast food," so that they will not negatively impact traffic flow or community appearance.

1.1.2 - Driveway Distances: Implement an ordinance (or develop standards or design guidelines) establishing minimum distances between driveways for adjacent parcels.

1.1.3 - Neighborhood Commercial Centers: Locate neighborhood commercial centers at intersections of major arterials and collectors.

POLICY 1.2 - Well-defined Neighborhoods: Residential neighborhoods should be well defined with park and recreation facilities, schools, open space, and neighborhood commercial land uses that incorporate unifying landscape and architectural themes.

1.2.1 - Specific Plans and Design Guidelines: Require specific plans and design guidelines for proposed large scale residential developments.

1.2.2 - Relationship to Neighborhoods: Encourage developments that relate to existing neighborhoods and infrastructure.

1.2.3 - Neighborhood Centers: Create neighborhoods with visible and functional centers (e.g. parks, neighborhood commercial centers, community centers).

1.2.4 - Trails Master Plan: Implement the "Trails Master Plan" as development occurs adjacent to the designated areas within the plan.

POLICY 1.3 - Quality Landscaping and Design: Encourage quality landscape and design.

1.3.1 - Landscape and Design Standards: Prepare landscape and design standards for residential, industrial, office, commercial developments and streets.

1.3.2 - Expressway Views: Preserve views along Delta Expressway via golf courses, parks, setbacks and similar approaches.

1.3.3 - Commercial Improvements: Improve the appearance of older commercial buildings and assist businesses through redevelopment programs.

POLICY 1.4 - Character of Streets: Create streets which are pedestrian friendly and provide views of abutting neighborhoods.

1.4.1 - Street Tree Program: Adopt a street tree planting and maintenance program, establishing varieties, size, spacing standards, maintenance and replacement standards, planting schedules, etc.

1.4.2 - Financing: Use assessment districts, homeowners' associations and similar programs to install and maintain street trees, landscaping, fencing, landscaped sound walls, and other rights of way improvements.

1.4.3 - Design Review: Through design review, encourage sidewalks that are separated from the street by a tree planting area.

1.4.4 - Street Standards: Review existing residential and collector street standards with the intent to minimize paving to encourage lower vehicle speeds and make residential and collector streets more pedestrian oriented.

1.4.5 - Vehicle Enforcement: Strengthen enforcement controls over large trucks, inoperable vehicles, recreational vehicles, boats, and trailers that clutter the streetscape.

1.4.6 - Pedestrian Orientation: Establish pedestrian oriented amenities and design features in areas of new development.

POLICY 1.5 - Art in Public Places: Promote art in public places.

1.5.1 - Community Participation: Use community participation to identify appropriate art and locations.

1.5.2 - Incentives to Developers: Private developers should be offered incentives to provide outdoor art in public places, in a variety of forms such as stationary and kinetic sculptures, commemorative plaques, statues and murals.

1.5.3 - Funding Mechanisms: The City should develop funding mechanisms for civic art programs through such sources as hotel taxes, fees and new increment income, grants, and solicitation of gifts, donations and bequests.

GOAL 2 - VIEWS OF NATURAL FEATURES: Preserve and enhance the views of dominant natural features (i.e. Mt. Diablo, the Foothills and local open space).

POLICY 2.1 - Preserve Views: Preserve views of the surrounding countryside, landmarks and significant natural features such as Mount Diablo, nearby hills and ridge lines, and view shed corridors within developments.

2.1.1 - Ridgeline and Hillside Determination: The City shall perform a study to determine the prominent ridgelines and hillsides including an analysis of their characteristics and value to the community.

2.1.2 - Development Constraints Map: Identify vistas and view corridors of community-wide importance to be preserved and enhanced, and delineate these on a Development Constraints Map.

2.1.3 - Ridgeline Development: The City should not approve any land use change that will place development upon a major ridgeline.

2.1.4 - Hillside Development: Development of hillside areas shall balance the retention of open space areas with areas for new construction.

2.1.5 - Height Restrictions: Each development application or Planned Development Zone District shall include consideration of building height limitations and view corridors to preserve views of significant natural features.

2.1.6 - Revegetation: The City shall require revegetation of graded slopes with indigenous plant materials, where feasible, to maintain scenic views and assist in slope stabilization.

POLICY 2.2 - Preserve Agricultural Lands: Preserve agricultural lands adjacent to urban development, along the periphery of the community, and between development projects as feasible.

2.2.1 - Buffers: Utilize roadways and drainage ways as buffers between agricultural lands and development.

2.2.2 - Landscape Corridors: Establish landscape corridors along major roadways to serve as transition zones between agricultural lands and development.

2.2.3 - Perimeter Open Space: Along the periphery of the City, identify meaningful amounts of open space to be preserved and dedicated to the City by proposed developments.

POLICY 2.3 - Local Open Space: Preserve, maintain and enhance local open space.

2.3.1 - Delta Expressway Corridor Plan: Prepare a landscape plan for the Delta Expressway corridor.

2.3.2 - Citywide Open Space Plan: Prepare a Citywide Open Space Preservation Plan.

GOAL 3 - SMALL TOWN IDENTITY: Attempt to create a sense of "place" for the community by preserving and enhancing the identity and small town rural character of Brentwood.

POLICY 3.1 - Maintain Rural Character: Maintain and enhance the architectural character and rural heritage of the existing downtown area and the Brentwood community as a whole.

3.1.1 - Historic Inventory: Inventory and map significant historic buildings and areas within the Brentwood area.

3.1.2 - Design Review: Through the design review process, protect designated architecturally and/or historically significant areas, and require infill developments to be architecturally compatible with the surrounding area.

3.1.3 - Architectural and Landscape Guidelines: Prepare and adopt architectural and landscape guidelines for the Downtown area which identify the desired architectural character to be emulated.

3.1.4 - Public Facilities: The design and location of new public facilities such as City Hall, Police Stations, etc. within the downtown area shall be designed and located to be the focal points of downtown.

POLICY 3.2 - Neighborhood Integrity: Maintain and enhance the integrity and distinctive qualities of existing neighborhoods and districts within the Brentwood community.

3.2.1 - Architectural Review: Detailed standards, procedures, and guidelines regulating such items as building mass, materials, color, landscape treatment of front yards, etc., shall be used in architectural review of commercial and residential development and corridors.

3.2.2 - Design Review: Utilize design review to address acceptable design features, roof pitch, and the position of structures in relationship to the streetscape.

3.2.3 - Infill Development: Respect existing neighborhood scale and character when considering infill projects and/or upgrading existing residential neighborhoods.

3.2.4 - Intensity Standards: The Zoning Ordinance should be amended to include development intensity standards (i.e., lot coverage ratio/floor area ratio) for all residential zones.

3.2.5 - Neighborhood Associations: Encourage the formation of neighborhood associations with educational assistance made available by the City.

3.2.6 - Street Tree Planting: Adopt and fund a street tree planting and management program for existing and developing neighborhoods.

3.2.7 - Minimize Soundwalls: The use of soundwalls along thoroughfares is often necessary to maintain noise standards. However, the City's preferred method of attenuating adverse noise levels is to utilize a combination of frontage roads, earth berming and larger building setbacks along thoroughfares in new subdivision design.

When soundwalls must be constructed, they should be designed in a meandering pattern and setback a minimum average distance of ten (10) feet from the adjacent right-of-way with extensive landscaping in front of the wall.

POLICY 3.3 - Strong Transitions: Create strong transitions between the City of Brentwood and neighboring communities. Within Brentwood create major activity centers or nodes with intense development whose intensity decreases as you travel out of the node.

3.3.1 - Buffer Around Community: Boundary Agreements should provide for a buffer plan for Brentwood's Planning Area boundaries with Antioch, Oakley and Contra Costa County. (See Land Use element.)

3.3.2 - Community Gateways: Establish locations for community gateways that clearly define major entry points of Brentwood and require their dedication.

3.3.3 - Sign Program: Adopt an Informational Sign Program.

3.3.4 - Design Guidelines: Include design criteria (signage, landscape, and monumentation) for Gateway areas through the adoption of design guidelines.

3.3.5 - Rural Streetscape: Provide for unique streetscape design at rural edges of the community.

GROWTH MANAGEMENT ELEMENT

Updated November 2001

GROWTH MANAGEMENT ELEMENT

Setting

Growth management is the use of a wide range of techniques to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. A growth management system is commonly organized into a set of goals, objectives, policies, and performance standards that guide the physical development of a community.

Growth management systems promote a variety of environmental, social, and economic goals, including balancing the service costs and revenues associated with development; protecting environmental and aesthetic qualities; encouraging efficient land, water and energy resources; preserving community identity; and protecting the economic base of the community.

Development pressures continue to increase as Brentwood is considered a high quality, affordable alternative to housing located elsewhere in the Bay Area. While this development pressure is increasing, Brentwood has retained its small town nature, including features such as a stable downtown commercial core and large tracts of undeveloped land surrounding the community.

Nonetheless, development has increased traffic levels and the need for improved facilities and services. For instance, more traffic signalization is now necessary, and additional roadway improvements will soon be needed. Other community facilities, further addressed in the Public Facilities Chapter of this General Plan, also require improvements and expansion.

Brentwood citizens have indicated overall goals for the future of the City, which can be attained through development of a growth management system. These goals include:

- Retaining the small town character of Brentwood;
- Strengthening the downtown as a destination point;
- Providing a higher number of jobs while limiting annual housing growth; and
- Providing adequate public facilities and services.

This Growth Management Element is part of the General Plan because the City wants to reach these goals and because Contra Costa County voters approved a 0.5% sales tax increase in November 1988, commonly known as “Measure C,” that includes both Transportation

Improvement and Growth Management Programs. The overall goals of the Measure C program are:

- To relieve congestion created by past development through road and transit improvements funded by the proceeds of the sales tax increase.
- To prevent future development decisions resulting in deterioration of public services and acceptable traffic performance standards.

To be eligible for its share of revenue generated under Measure C, the City of Brentwood must commit itself, as matter of public policy, to carrying out the following objectives:

- Manage congestion by adopting and applying traffic service standards for streets, roads, and Regional Routes.
- Adopt policies for fire protection, police, parks, water, flood control, and sanitary sewer service level standards that will be met as the City grows.

The City of Brentwood continues to demonstrate a commitment to growth management while providing adequate levels of public services. This commitment is demonstrated through adoption of this element, which conforms to Measure C (Contra Costa Transportation Improvement and Growth Management Program) and Proposition 111, a state measure that provides funding to local governments on the basis of compliance with the Congestion Management Program (CMP).

In Contra Costa County, the CMP requirements have been incorporated into the Action Plan for East Contra County. Brentwood is participating in the preparation of the Action Plan for East Contra Costa County, along with the cities of Pittsburg, Antioch, and with Contra Costa County.

The key objective of the Action Plan is to maintain levels of service for roads and other public facilities. Failure to meet established standards could result in a reduced level of funding from Measure C and State sources.

The enactment of a Residential Growth Management Program (RGMP) in July 2001 illustrates the City's commitment to growth management. The RGMP establishes a residential growth allocation system that ensures that growth is high quality, orderly and efficient, while simultaneously achieving the City's appropriate share of the regional need for housing.

In November 2004, voters in Contra Costa County extended the Measure C sales tax until 2034 through the passage of Measure J. While this new measure retains many of the components of the Measure C GMP, there are some changes, most notably the requirement for the adoption of an Urban Limit Line (ULL) for each jurisdiction.

At its January 8, 2008 meeting, the City Council adopted the Contra Costa Measure L Voter-approved Urban Limit Line (Resolution 2008-03) as the City of Brentwood's Urban Limit Line which was approved by the majority of Brentwood voters in November 2006. This Urban Limit Line for Brentwood is hereby incorporated within the City's Growth Management Element and the configuration is as shown on the City's General Plan Land Use Map. Any changes to the ULL must be completed in accordance with City Council Resolution 08-03 and consistent with the provisions of Measure J. As with Measure C, compliance with Measure J requires the City continue to participate in the regional fee program (ECCRFFA & ECFA) and collect regional fees for improvements to regional routes (SR 4 Bypass and SR 4). Action program 3.1.9 would ensure that all new development occurs within the City's adopted ULL.

Forecast

The City of Brentwood shares Contra Costa County's concern about managing and planning for future growth and development. The City's intent is to ensure that roadways, parks, police, fire protection, sanitary sewer, water and flood control facilities are provided in an amount and manner that best serves the existing and future residents of the community.

The City of Brentwood plans to provide for orderly and efficient growth within the Brentwood Planning Area. The City's planned buildout population is approximately 76,226 people. The City intends to ensure that new developments will be served with adequate public infrastructure and that future services and infrastructure will be provided without placing a burden on existing residents and businesses.

This Growth Management Element establishes performance standards for public facilities and services. Traffic levels of service (LOS) and performance standards for fire protection, police, parks, sanitary facilities, water and flood control are included. By adopting and implementing this element, the City of Brentwood establishes a comprehensive, long-range program to meet the demands for public facilities generated by new development through master plans, capital improvement programs and development mitigation programs.

New growth and development in the City of Brentwood will increase the service and facility requirements within the City as well as those of other public agencies. All land use decisions have an effect on future municipal tax revenues and on the costs of delivering services. As long as Brentwood continues to grow in population and expand its economic base, the City's operating and capital budget will have to respond to an increased demand for services and improvements. However, the fiscal burden to the City's operating budget will be offset by increased revenue, primarily in the form of sales and property tax, from new development. Fiscal impact estimates suggest that if the General Plan Update buildout is achieved, the City's operating budget will experience a surplus. The continued growth of single family housing as the predominant development patterns in the General Plan will have a significant positive impact on property tax revenue to the City. Additionally, the targeted growth in retail space, and therefore in sales tax, will contribute to the positive net outcome of the Plan at buildout. The gains in these two revenue sources will contribute to offsetting the expected cost increases of serving new residents and new employment generating development, resulting in an estimated fiscal surplus for the City. The City also has in place development fees intended to offset the impact to the City's capital budget. The growth management program will allow the City of Brentwood to manage urban expansion without burdening the community's resources and revenues, and constraining economic development.

Goals and Policies

The following goals, policies, action programs and implementation mechanisms embody the direction and requirements of the City of Brentwood's Growth Management Program.

GOAL 1: FACILITIES AND SERVICES

Adequate public facilities and services that are maintained or improved as Brentwood grows.

Policy 1.1 Municipal Services: Provide adequate public infrastructure (i.e. sewer, water, and storm drain) to meet the needs of existing and future development. (See Infrastructure Element.)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism (Numbers refer to descriptions of mechanisms, which follow table)
1.1.1 Master Infrastructure Plan: The City shall only approve developments which are in conformance with the following performance standards provided in the *Master Infrastructure Plan*: a) For sanitary facilities: The capability to collect and treat sewage according to the standards set forth in the City's National Pollution Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board. Average daily effluent flows have been determined for various land use types in the City's *Sewer Master Plan*. b) For water facilities: The City shall assure sufficient capacity to provide quality water that meets or exceeds the standards set forth by the California Department of Health Services to all potable water customers in the City. c) For flood control facilities: Until and unless FEMA maps flood zone areas within Brentwood, standards for the containment of flood events will be based upon the size of the effected watershed.	City of Brentwood Engineering Department	Modify and update the Master Infrastructure Plan as needed Other actions are ongoing	▪ Master Infrastructure Plans: Sewer Master Plan; Water Master Plan; and Reclaimed Water Master Plan (18, 22) ▪ Capital Improvements Program (4) ▪ Intergovernmental Coordination (16)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.1 Municipal Services (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.1.2 Sizing of Utilities: Through development review, the City shall ensure that utilities are adequately sized to accommodate the proposed development and, if applicable, allow for anticipated future extensions.	City of Brentwood Engineering Department	Ongoing	▪ Capital Improvements Program (4) ▪ Development Review (9)
1.1.3 Development Proposals: Individual developments shall be required to develop comprehensive infrastructure plans for City review and approval as part of an application submittal.	City of Brentwood Engineering Department	Ongoing	▪ Development Review (9) ▪ CEQA Review (2)
1.1.4 Infrastructure Capacity: Existing water and wastewater facilities shall be expanded to accommodate existing and planned future development.	City of Brentwood Engineering Department	Ongoing	▪ Capital Improvements Program (4) ▪ Intergovernmental Coordination (16)
1.1.5 Correct Inadequacies: The City shall continue to utilize a *Capital Improvements Program* that establishes priorities and corrects existing inadequacies in the City's infrastructure system.	City of Brentwood Administration, Community Development, Engineering, Finance, and Parks and Recreation Departments	Adopt CIP annually	▪ 5-year Capital Improvements Program (4)
1.1.6 Cost of Infrastructure: Require new development to pay its fair share of the cost of on- and off-site public infrastructure and services generated by new demand. This shall include installation of necessary public facilities, payment of impact fees, and participation in a Capital Improvement Financing Program (CIFP).	City of Brentwood Engineering and Finance Departments	Ongoing	▪ Capital Improvements Program (4) ▪ Capital Improvement Financing Program (3)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.1 Municipal Services (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.1.7 Reimbursement: The City may require developments to install off-site facilities that are in excess of a development's fair share. However, the City shall establish a funding mechanism to reimburse the developer for the amount in excess of the fair share costs.	City of Brentwood Community Development, Engineering and Finance Departments	Ongoing	▪ Capital Improvements Program (4) ▪ Capital Improvement Financing Program (3) ▪ Fee Credits (11)
1.1.8 Other Funding Sources: The City shall apply for State, Federal, and regional funding sources set aside to finance infrastructure costs.	City of Brentwood Community Development and Parks and Recreation Departments	Ongoing	▪ Grant Programs (15)
1.1.9 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate municipal services.	City of Brentwood Community Development Department	Ongoing	▪ Residential Growth Management Program (21)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.2 **School Facilities:** The City shall continue to work cooperatively with responsible Brentwood school districts to ensure needed school facilities are provided in conjunction with new residential development.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.2.1. Coordination: The City shall work cooperatively with responsible Brentwood school districts to coordinate development to ensure the adequate provision of school facilities and encourage the establishment of a School Facility Master Plan.	City of Brentwood, LUHSD, BUSD	Review future school sites on the General Plan Land Use Map and revise as needed Ongoing	▪ Intergovernmental Coordination (16)
1.2.2 Fees: The City shall ensure that school facility impact fees are collected and shall work with the developers and the school districts to establish mitigation measures to ensure that adequate school facilities will be available.	City of Brentwood Community Development Department	Ongoing	▪ Intergovernmental Coordination (16) ▪ Development Review (9)
1.2.3 Financing Programs: The City shall require developer financing through a Capital Improvement Financing Program (i.e., Assessment District, etc.) in accordance with Zoning Ordinance 17.805, Phased Development Plan.	City of Brentwood Engineering and Finance Departments	Ongoing	▪ Capital Improvement Financing Program (3) ▪ Development Regulations (Zoning) (8)
1.2.4 Alternative Funding: The City shall work with the school districts to consider alternative funding programs for school facilities construction and provision of educational programs.	City of Brentwood, LUHSD, BUSD	Ongoing	▪ Intergovernmental Coordination (16)
1.2.5 Distribution: Strongly encourage dispersal of schools throughout the City based on ongoing discussions with the local school districts.	City of Brentwood Community Development Department	Ongoing	▪ General Plan Land Use Map ▪ Intergovernmental Coordination
1.2.6 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate school services.	City of Brentwood Community Development Department	Ongoing	▪ Residential Growth Management Program (21)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.3 Park Planning: A variety of park facilities shall be provided in a timely manner in accordance with the pace of development as per the *Parks, Trails, and Recreation Master Plan*.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.3.1 Master Plan: The City shall prepare a *Parks, Trails and Recreation Master Plan* that: ▪ Establishes funding; ▪ Adopts standards; and ▪ Addresses maintenance.	City of Brentwood Parks and Recreation Department	Adopt the Parks, Trails and Recreation Master Plan concurrently with the General Plan Once adopted, update every 2 years and modify as needed	▪ Parks, Trails and Recreation Master Plan (19)
1.3.2 Conditions: The City shall consider the effects of new development on park, trail and recreation facilities and programs, and apply conditions to ensure development satisfies the policies of the *Parks, Trails and Recreation Master Plan*.	City of Brentwood Parks and Recreation and Community Development Departments	Ongoing	▪ Development Review (9)
1.3.3 Coordination: The City shall work with the East Bay Regional Park District to coordinate development with the provision of adequate regional park and recreation facilities. The City shall support the dedication and/or acquisition of land for regional park and trail purposes, as identified in the EBRPD Master Plan, when consistent with the City *Parks, Trails and Recreation Master Plan*, as a condition of new development.	City of Brentwood Parks and Recreation and Community Development Departments	Ongoing	▪ Intergovernmental Coordination (16) ▪ Development Review (9)
1.3.4 Fees: The City shall ensure that park facility impact fees are collected for new development that increases demand for parks and recreation facilities.	City of Brentwood Parks and Recreation and Finance Departments	Ongoing	▪ Development Review (9) ▪ Development Fees and Dedications (7)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.3 Park Planning (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.3.5 CIFP: The City shall require all new developments to participate in a Capital Improvement Financing Program and shall make the required findings of Section 17.805 of the City Zoning Ordinance (Phased Development Plan) that the project will not create excess demand for park facilities**.**	City of Brentwood Engineering and Community Development Departments	Ongoing	▪ Capital Improvement Financing Program (3) ▪ Development Regulations (Zoning) (8)
1.3.6 Park Acreage: The City shall provide at least five acres of parkland citywide per 1,000 population to accommodate recreational open space needs. The City shall consider the effects of new development on park facilities and recreation programs and condition them appropriately.	City of Brentwood Community Development and Parks and Recreation Departments	Ongoing	▪ General Plan Land Use Map (14) ▪ Parks, Trails and Recreation Master Plan (19) ▪ Development Review (9) ▪ Development Fees and Dedications (7)
1.3.7 Maintenance Costs: The City shall pursue all available funding sources for maintenance of parks, including but not limited to user fees, assessment districts, and homeowners' associations.	City of Brentwood Parks and Recreation and Finance Departments	Ongoing	▪ Capital Improvement Financing Program (3) ▪ Landscape and Lighting District (17)
1.3.8 Joint Use: Pursue joint use of schools and parks and stormwater detention facilities as secondary recreational uses.	City of Brentwood, LUHSD, BUSD	Ongoing	▪ Development Review (9) ▪ Intergovernmental Coordination (16)
1.3.9 Distribution: Encourage the dispersal of parks and recreation facilities throughout the City.	City of Brentwood Parks and Recreation and Community Development Departments	Review Parks, Trails and Recreation Master Plan every 2 years and update as needed Ongoing	▪ General Plan Land Use Map (14) ▪ General Plan Bikeways and Trails Map (13) ▪ Development Review (9) ▪ Parks, Trails and Recreation Master Plan (19)

GOAL 1: FACILITIES AND SERVICES (continued)			
Policy 1.3 Park Planning (continued)			
Action Program	**Responsible Agency/ Department**	**Time Frame**	**Implementation Mechanism**
1.3.10 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate parks.	City of Brentwood Community Development Department	Ongoing	▪ Residential Growth Management Program (21)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.4 Public Safety (Police and Fire): Police and fire protection services shall be provided in a manner that ensures that adequate response times are maintained for emergencies.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.4.1 Police Services: Capital facilities and personnel shall be provided sufficient to maintain a force level of at least 1.5 officers per 1,000 population.	City of Brentwood Police Department	Ongoing	▪ Annual City Budget (1)
1.4.2 Fire Protection Services: The Fire District shall strive to reach a maximum driving time of 3 minutes and/or 1.5 miles from the first-due station, and three (3) paid firefighters (per apparatus) to be maintained in all central business district (CBD), urban and suburban areas.	City of Brentwood, East Diablo Fire Protection District and Contra Costa County	Ongoing	▪ Intergovernmental Coordination (16) ▪ Fire Service Response Coverage Study (12) ▪ Development Review (9) ▪ General Plan Land Use Map (14)
1.4.3 Response Time: The Fire District shall strive to achieve a total response time (dispatch plus running and set-up time) of five minutes in CBD, urban and suburban areas for 90 percent of all emergency responses.	East Diablo Fire Protection District, Contra Costa County, and City of Brentwood	Daily on an ongoing basis	▪ Intergovernmental Coordination (16) ▪ Fire Service Response Coverage Study (12) ▪ Development Review (9) ▪ General Plan Land Use Map (14)
1.4.4 Upgrades: Needed upgrades to fire facilities and equipment shall be identified as part of project environmental review and area planning activities, in order to reduce fire risk and improve emergency response in the City of Brentwood.	City of Brentwood and East Diablo Fire Protection District	Ongoing	▪ Capital Improvements Program (4) ▪ Development Review (9) ▪ Intergovernmental Coordination (16)
1.4.5 Coordination: The City shall work with the Fire District and Police Department for review and comments on all development plans.	City of Brentwood Community Development and Police Departments, East Diablo Fire District	Ongoing	▪ Development Review (9) ▪ Intergovernmental Coordination (16)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.4 Public Safety (Police and Fire) (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.4.6 Fees: The City shall ensure that impact fees are collected and shall work with the developers to establish mitigation measures to ensure that adequate facilities will be available.	City of Brentwood Community Development Department	Ongoing	▪ Development Review (9) ▪ Development Fees and Dedications (7) ▪ Intergovernmental Coordination (16)
1.4.7 Capital Improvement Financing Program (CIFP): The City shall require all new developments to participate in a Capital Improvement Financing Program and shall make the required findings of Section 17.805 of the City Zoning Ordinance (Phased Development Plan) that development projects will not create excess demand for police and fire services.	City of Brentwood Engineering and Community Development Departments	Ongoing	▪ Capital Improvement Financing Program (3) ▪ Development Regulations (Zoning) (8) ▪ Development Review (9)
1.4.8 Needs Study: Within 12 months of adoption of this Growth Management Element, a Standards of Response Coverage Study shall be prepared to analyze the equipment, personnel, and facility requirements for various levels of service and associated costs to ensure that adequate fire and emergency services are maintained as the City grows. The study shall be periodically reviewed and updated as needed.	City of Brentwood and East Diablo Fire District	Complete study within 12 months of General Plan Update adoption Once study is completed, review and update as needed	▪ Fire Service Response Coverage Study (12) ▪ Intergovernmental Coordination (16) ▪ Development Review (9)
1.4.9 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate public safety services	City of Brentwood Community Development Department	Ongoing	▪ Residential Growth Management Program (21)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.5 **Traffic Service Standards:** Roadways shall be provided in the City to maintain the following service standards:

Routes of Regional Significance. The following routes in Brentwood shall be considered Routes of Regional Significance and the City shall work with the TRANSPLAN Committee and the Contra Costa Transportation Authority (CCTA) to ensure they are designated appropriately.

- State Highway 4
- Brentwood Boulevard / State Highway 4
- Highway 4 Bypass
- Walnut Boulevard / Vasco Road
- Lone Tree Way
- Balfour Road

The City will participate with both agencies in developing Action Plans for each of these routes. These Action Plans will set Traffic Service Objectives to be met for each of these routes.

Non-regional Routes. All roads not designated as Routes of Regional Significance are considered to be Non-regional Routes. Signalized intersections on Non-regional Routes are required to meet the level of service standards shown in the following chart.

LEVEL OF SERVICE STANDARDS
FOR SIGNALIZED INTERSECTIONS OF NON-REGIONAL ROUTES

Route Classification	Level of Service	Volume to Capacity Ratio (in %)*
Rural (Rural Byway)	C	71-75%
Semi-Rural (Collector)	C	76-80%
Suburban (Minor Arterial	D	81-85%
Urban (Major Arterial)	D	86-90%
Central Business District	E	91-95%

*Note: Volume to Capacity ratios are determined by CCTA and may change over time.

Levels of service standards are considered to be met if:

1. Measurement of actual conditions at the intersections indicates that operations are equivalent to or better than those specified in the standard, or
2. The City has, in its adopted five-year Capital Improvements Program or Fee Program, included project(s) which, when constructed, will result in operations better than or equivalent to those specified in the standard.

No project shall cause the level of service standards specified above to be exceeded unless a Finding of Special Circumstances is made by the City.

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.5 Traffic Service Standards (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.5.1 Mitigation Fee: The City will adopt, implement, and maintain a development mitigation fee that covers the cost of mitigating the development's share of improvements on non-regional and regional routes as well as the cost of maintaining Brentwood's identified service and/or performance standards.	City of Brentwood Engineering and Finance Departments	Modify fee within 12 months of General Plan Adoption if necessary and annually monitor thereafter	▪ Development fees and dedications (7) ▪ Capital Improvement Financing Program (3)
1.5.2 Action Plans: The City may consider amendments to its General Plan, Zoning Ordinance, Capital Improvements Program or other relevant documents to ensure the East County Action Plan is implemented and to ensure standards on Non-regional Routes are met.	City of Brentwood Community Development Department, CCTA and TRANSPLAN	Ongoing	▪ Capital Improvements Program (4) ▪ Intergovernmental Coordination (16)
1.5.3 Project Funding: Transportation projects intended to meet or maintain Level of Service standards, to implement Action Plans for Regional Routes, and to provide mitigation for Intersections Subject to Findings of Special Circumstances, may be funded through use of Local Road Improvement and Maintenance Funds allocated by the Contra Costa Transportation Authority. In no case will revenue from this source replace private developer funding for transportation projects determined to be required for new development to meet or maintain existing standards.	City of Brentwood Community Development and Engineering Departments, CCTA	Ongoing	▪ Intergovernmental Coordination (16) ▪ Development Review (9) ▪ Capital Improvement Financing Program (3)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.5 Traffic Service Standards (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.5.4 Capital Improvement Programs (CIP): Capital projects sponsored by the City and necessary to maintain and improve traffic operations will be included in the five year Capital Improvements Program that is annually reviewed by the City Council. Funding sources for such projects as well as intended project phasing will be generally identified in the CIP.	City of Brentwood Engineering and Finance Departments	Review and revise the CIP as needed annually Ongoing	▪ 5-year Capital Improvements Program (4)
1.5.5 Conflict Resolution: The City will participate in the Contra Costa Transportation Authority's conflict resolution process as needed to resolve disputes related to the development and implementation of Actions Plans and their programs described in this Element.	City of Brentwood and CCTA	Ongoing	▪ Intergovernmental Coordination (16)
1.5.6 Local Actions: Following adoption of Regional Route Action Plans by TRANSPLAN and the Contra Costa Transportation Authority, the City will implement specified local actions in a timely manner, consistent with adopted Action Plans.	City of Brentwood, TRANSPLAN, and CCTA	Implement local actions within 12 months of Regional Route Action Plans adoption	▪ Intergovernmental Coordination (16)
1.5.7 Orderly Growth: Ensure that the rate of growth is consistent with the ability to provide adequate transportation services.	City of Brentwood Community Development Department	Ongoing	▪ Residential Growth Management Program (21)

GOAL 1: FACILITIES AND SERVICES (continued)

Policy 1.6 Growth Management: The City will require provision of concurrent infrastructure to address the impacts of development projects.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.6.1 Concurrent Infrastructure: The City will ensure that final development approvals (tentative maps, final maps, building permits, occupancy permits) are not issued unless the City is assured that adequate infrastructure (wastewater, water, flood control, parks, trails, police, fire, emergency services, and public utilities) is in place or will be in place concurrent with the need for such infrastructure. Adequacy of roadways is addressed by Policy 1.5.	City of Brentwood Community Development, Engineering, Parks and Recreation, and Police Departments and East Diablo Fire District	Ongoing	▪ Development Regulations (Zoning) (8) ▪ Development Review (9) ▪ Intergovernmental Coordination (16)

GOAL 2: JOB DEVELOPMENT

Job growth that balances the existing and expected future residential growth within the City.

Policy 2.1 **Adequate Land:** Ensure that adequate land is available for a variety of job-creating uses within the City in order to ensure 1.5 jobs per household.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
2.1.1 General Plan: The City shall maintain adequate land in the General Plan Land Use Map for new job-creating uses and expansion of existing job-creating uses.	City of Brentwood Community Development Department and Economic Development Staff	Revise the General Plan every 5 years Ongoing	▪ General Plan Land Use Map (14) ▪ Development Regulations (Zoning) (8)
2.1.2 Zoning: Ensure that adequate land is zoned for industrial, commercial, office and mixed-use development.	City of Brentwood Community Development Department and Economic Development Staff	Review the Zoning Map and revise as needed on an ongoing basis	▪ Development Regulations (Zoning) (8) ▪ Specific Plans (23)
2.1.3 Land Ratio: Maintain a specific ratio of the amount of land zoned for commercial, office and business park development compared with land for residential development. Determine and update the ratio based on the average number of jobs created per square feet of various types of job-creating uses. Review the application of the ratio annually to ensure that the intent of the General Plan is being achieved.	City of Brentwood Community Development Department and Economic Development Staff	Review the Zoning Map and revise as needed on an ongoing basis	▪ General Plan Land Use Map (14) ▪ Development Regulations (Zoning) (8) ▪ Specific Plans (23) ▪ Economic Development Strategic Plan (10)

Policy 2.2 **Link between Residences and Jobs:** Create a system which links the number of residential units approved to the amount of job-generating development that is approved.

Policy 2.3 **Funding for Economic Development:** Pursue funding for existing and new economic development programs.

GOAL 3: DEVELOPMENT PATTERNS

Balanced, efficient, diverse and high quality development patterns within the boundaries of the City.

Policy 3.1 Smart Growth Principles: Encourage development patterns based on Smart Growth and the Ahwahnee Principles.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
3.1.1 Mixed-Use Development: Strongly encourage mixed-use development that includes a variety of housing types, office and retail use. Ensure land use designations are in place to provide for mixed use development that meets community needs and enables complementary uses to be placed in close proximity to one another on the same site or adjacent sites.	City of Brentwood Community Development Department and Economic Development Staff	Review the Zoning Map and General Plan every 5 years and revise as necessary Ongoing	▪ Development Regulations (Zoning) (8) ▪ Development Review (9) ▪ Design Guidelines (6) ▪ Specific Plans (23)
3.1.2 Transit Oriented Development: Encourage new development that is convenient to transit lines in order to reduce automobile reliance.	City of Brentwood and Tri Delta Transit	Ongoing	▪ Development Review (9) ▪ Development Regulations (Zoning) (8) ▪ Specific Plans (23) ▪ Intergovernmental Coordination (16)
3.1.3 Well-Defined Edges: Maintain well-defined edges around the City in the form of natural buffers, open space or agricultural land.	City of Brentwood, City of Antioch, City of Oakley and Contra Costa County	Ongoing	▪ General Plan Land Use Map (14) ▪ Development Regulations (Zoning) (8) ▪ Design Guidelines (6) ▪ Intergovernmental Coordination (16) ▪ Development Review (9)
3.1.4 Downtown Focus: Maintain the Downtown as a center of commercial, civic and recreational uses, and preserve the character of the City's Downtown.	City of Brentwood Community Development, Parks and Recreation and Engineering Departments	Ongoing	▪ Redevelopment Plan (20) ▪ Development Regulations (Zoning) (8) ▪ Development Review (9) ▪ Design Guidelines (6) ▪ Specific Plans (23)

GOAL 3: DEVELOPMENT PATTERNS (continued)

Policy 3.1 Smart Growth Principles (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
3.1.5 Greenbelts: Preserve the natural creeks and vegetation in the City through a system of greenbelts that connect destination points and can be used for recreation and non-motorized circulation.	City of Brentwood Parks and Recreation and Community Development Departments	Ongoing	▪ General Plan Bikeways and Trails Map (13) ▪ Parks, Trails and Recreation Master Plan (19) ▪ Development Review (9)
3.1.6 Balanced Development: Strongly encourage residential development in the city in a balanced and efficient pattern that reduces sprawl, preserves open space and creates convenient connections to other land uses.	City of Brentwood Community Development and Engineering Departments	Ongoing	▪ Development Regulations (Zoning) (8) ▪ Development Review (9) ▪ Design Guidelines (6) ▪ Specific Plans (23)
3.1.7 Trails and Bikeways: Develop and maintain a continuous pedestrian, equestrian and bicycle trails network to facilitate recreation and transportation that serves neighborhoods, employment centers, Downtown, schools and other institutions and minimizes conflict between pedestrians, bicyclists, other non-motorized users and automobiles.	City of Brentwood, LUHSD, BUSD, EBRPD and ECCID	Adopt the Parks, Trails and Recreation Master Plan concurrently with the General Plan Adoption Ongoing	▪ General Plan Bikeways and Trails Map (13) ▪ Parks, Trails and Recreation Master Plan (19) ▪ Development Review (9) ▪ Capital Improvements Program (4) ▪ Intergovernmental Coordination (16)
3.1.8 Transit: Strongly encourage the provision of convenient, frequent, dependable, efficient and demand-responsive scheduled transit for the City's residents.	City of Brentwood, Tri Delta Transit and BART	Ongoing	▪ Intergovernmental Coordination (16)
3.1.9 Urban Limit Line (ULL): Ensure that all new development shall occur within the City's adopted Urban Limit Line.	City of Brentwood	Ongoing	▪ Intergovernmental Coordination (16)

Summary of Implementation Mechanisms

The following summary of implementation measures relate to the last column of the previous table.

1. **Annual Budget.** The City prepares a budget for a two-year period with an annual review. The budget provides a comprehensive financial framework for all City activities by specifying how City financial resources will be allocated to meet existing capital and services needs.

2. **California Environmental Quality Act (CEQA) Review.** This statute prescribes state mandated environmental review process for proposed development. This review process entails an evaluation of how a proposed project will impact the environment. Depending on the extent and magnitude of anticipated impacts, different kinds of environmental studies are prepared to analyze the impact of projects and inform the public and decision-makers about the significance a of development proposal's impact on the environment. As part of the CEQA review, measures are developed to prevent or minimize adverse environmental impacts resulting from proposed projects. Examples of analyzed topics addressed through the CEQA review process include transportation, public services, and natural resources.

3. **Capital Improvement Financing Program.** The City prepares a Five-Year Capital Improvement Financing Program which is designed, in part, to ensure that traffic levels of service and other public infrastructure and service standards are met and/or maintained.

4. **Capital Improvements Program.** The Capital Improvement Program (CIP) is a compilation of the capital improvement planned for construction over the next five years. It includes cost estimates, the phasing of specific improvement and associated costs and methods with which specific improvement will be financed. The City conducts an annual review of the CIP and allocates money for transportation, infrastructure, and public facility improvements based upon available funding and existing priorities. The CIP also provides the basis for planning for funding of civic and community facilities.

5. **City Procedures.** The City can implement policies by making changes in its internal operating procedures. Examples include

updating development application submittal requirements to better achieve the goals and policies set forth in the General Plan.

6. **Design Guidelines.** Design guidelines are a tool for ensuring that new development is compatible with the surrounding area and that it functions well for the community. Guidelines convey community design expectations, help provide visual continuity, and ensure high design quality. To the extent possible, the guidelines shall be specific to Brentwood. Guidelines that are quantifiable shall be considered for incorporation into zoning regulations.

7. **Development Fees.** The City has adopted a development fee program to fund public facilities and infrastructure necessary to meet service standards and protect public health and safety.

8. **Development Regulations.** The development regulations, primarily the zoning regulations and subdivision ordinance, provide the standards for development, prescribe allowable uses, contain specific incentive provisions, and include other standards and procedures related to requirements for approval of development projects.

9. **Development Review**. This is the process used by the City to assess conformance with development regulations, conduct CEQA review, and route development proposals through different City departments and affected public agencies for comments. The review process identifies the impacts of new development on the demand for services, public facilities, and infrastructure and includes the development of project-specific mitigation measures and other mechanisms to help finance needed improvement. Through this process the City assesses the public safety features of the design of proposed development projects. All projects, including public-sponsored projects are reviewed for consistency with the General Plan and other development regulations as early as possible in order to minimize wasted effort on projects deemed not to be in conformance.

10. **Economic Development Strategy.** The City of Brentwood's Economic Development Strategy is a plan to attract and retain high quality industry and job generating uses in the City.

11. **Fee Credits.** The City uses fee credits to compensate developers who construct improvements beyond what is needed to serve their own development. Examples may include road development, extension of utilities, or construction of parks.

12. **Fire Service Response Coverage Study.** This is a study to determine the location and type of fire service delivery facilities needed to meet planned service objectives.

13. **General Plan Bikeways and Trails Map.** The General Plan Bikeways and Trails Map indicates the existing and future locations of bikeways and trails in the City of Brentwood. The map illustrates plans for a complete linked trails system in Brentwood, with linkages to parks and schools. This system will help to create and maintain a walkable environment that is conducive to alternative modes of transportation.

14. **General Plan Land Use Map.** The General Plan Land Use Map indicates where future development and growth is going to occur as well as the density and intensity of this growth. This is critical information in terms of planning for circulation systems within the City, since it is necessary to link future circulation needs with Brentwood's projected future growth patterns.

15. **Grant Programs.** The city pursues available grant funding opportunities to supplement local revenue and assist with the completion of capital projects, programs or studies. Grant funds are available to cities from federal and state agencies as well as from non-profit organizations and private foundations.

16. **Intergovernmental Coordination.** The City shall coordinate with adjacent jurisdictions, Contra Costa County, Caltrans, Tri Delta Transit, and other agencies and organizations to ensure that development occurs in an orderly fashion and that public services and utilities keep pace with future growth and development in Brentwood.

17. **Landscape and Lighting District.** Landscape and Lighting Districts (LLDs) are a funding mechanism for ongoing maintenance of public amenities. The City uses this mechanism to pay the cost incurred by the City for landscape and street lighting maintenance.

18. **Master Infrastructure Plan.** The Master Infrastructure Plans identify existing needs and future facility requirements to accommodate growth and coordinate construction of necessary facility improvements.

19. **Parks, Trails and Recreation Master Plan.** The Parks, Trails and Recreation Master Plan sets a framework for future parks,

trails and recreation facilities in the City of Brentwood based on the existing facilities and the projected future need. The Master Plan also helps to create integrated parks, trails, and recreation systems throughout the City.

20. **Redevelopment Plan**. The City has adopted a redevelopment plan to eliminate blight, upgrade public facilities and utilities, and assist low- and moderate-income households. The redevelopment plan enables the City to generate additional revenue to address existing capital facility and infrastructure needs.

21. **Residential Growth Management Program.** The Residential Growth Management Program (RGMP) provides for the orderly residential development of the City. Implementation of this program will result in a better linkage between rates of growth and the provision of infrastructure and services.

22. **Sewer Master Plan.** Infrastructure master plans evaluate the capacity and limitations of existing facilities and identify new facilities necessary to meet future planned service needs. The Sewer Master Plan evaluates the City's existing sewer facilities and wastewater treatment needs. The plan identifies the projected service levels, describes required facility improvements, and discusses funding considerations based on the anticipated growth in the General Plan.

23. **Specific Plans.** Certain geographic areas need to be planned comprehensively, but in more detail than can be accomplished through the general plan. A specific plan provides an implementation tool that integrates land use, design, transportation, and utilities to produce a comprehensive strategy for development of a defined area.

Monitoring and Coordination

An important component in the success of Brentwood's Growth Management Program is to conduct regular evaluations of the effectiveness of the program. Information such as the amount of development that has occurred, the supply of vacant land, the status of current service levels, and programmed improvements to the infrastructure system will need to be reported to decision makers on a regular basis. Only in this way can Brentwood ensure that the goals and policies of the Growth Management Program are being met. Also key in the success of the program is coordinating with other agencies in the region, as many of the issues facing Brentwood are regional in nature.

Following are monitoring and coordination strategies to ensure the success of Growth Management Program.

1. The City shall conduct a regular review to determine the status of compliance with the adopted level of service and performance standards. A report shall be presented to the City Council as part of the capital improvement budget process identifying the current and projected levels of service, taking into account approved development and any mitigation measures required to offset project impacts. This report shall be utilized in the review of the City's five-year capital improvement program.

2. The City shall prepare a Five-Year Capital Improvement Program, which shall be designed, in part, to ensure that traffic levels of service and other public infrastructure and service standards are met and/or maintained.

3. The City shall coordinate developer financing with the City's Five-Year Capital Improvement Program to ensure adequate capacity for future growth. Developers shall be required to pay for their fair share of existing and future capacity to be used by their development.

4. The City shall cooperate with other jurisdictions in the County to reduce transportation congestion by participating in the Contra Costa Transportation Authority's Growth Management and Congestion Management Programs, by serving on the TRANSPLAN Committee, by encouraging public input into that process, by participating in the development of the Regional Route Action Plan, and by cooperating in planning for intersections subject to Findings of Special Circumstance.

5. The City shall work with surrounding jurisdictions as the need arises to resolve issues concerning establishing appropriate boundaries, the

nature of development at boundaries, and other related regional issues.

6. The City shall regularly review its progress in attaining the desired jobs to housing ratio of 1.5 jobs per household.

ECONOMIC DEVELOPMENT ELEMENT

ECONOMIC DEVELOPMENT ELEMENT

SETTING

Over the last several decades, the City of Brentwood has evolved from a small town and predominantly an agricultural center into a bedroom community. From 1980 to 1990 the population in the City and sphere of influence increased from 6,785 to 9,464 and local employment grew from 1,083 to 2,260. Yet almost 90% of Brentwood residents commute to jobs outside of the City, primarily to employment opportunities in San Francisco, Oakland, Concord, Walnut Creek, Antioch and Pittsburg (Table 28, Employment Location for Brentwood Residents). The 1990 jobs/housing ratio (or more precisely the local jobs to employed residents ratio as determined from the 1990 U.S. Census) is 0.69 and is projected to decrease as residential development continues.

TABLE 28
EMPLOYMENT LOCATION
BRENTWOOD RESIDENTS
BY PERCENTAGE OF TOTAL

Work Location	Percent of Total
Oakland/San Francisco	34%
Antioch/Pittsburg	18%
Concord/Walnut Creek	18%
Brentwood	11%
Others	19%

Source: Cambridge Systematics, 1990

Many people choose to reside in Brentwood because of the affordability of housing. Consistent with the emergence of the City of Brentwood as a bedroom community, the largest employers in the City are community-serving retail and government (e.g. the school districts).

FORECAST

The City of Brentwood currently lacks diverse employment opportunities; retail and service employment outnumbers agricultural, manufacturing and other "production" types of employment by 8 to 1. The trend for the City of Brentwood indicates that in the year 2010 eighty percent of local employment opportunities will be in retail and service industries. The citizens of the community recognize that increased and more broadly based job opportunities in Brentwood would help the local economy, lessen commuter traffic and associated problems, and improve the quality of life. In addition, if residents work in their community, they are also likely to spend money in their community, thus bolstering the local economy further and providing sales tax revenues for City services. An emphasis on attracting new businesses and clean industries to the City should be the primary mission of economic development efforts.

While the economic base of the City of Brentwood is anchored by an agricultural tradition, less than 5% of the work force is currently employed by the agricultural industry (Table 29, Employment by Major Standard Industrial Classification).

TABLE 29
EMPLOYMENT BY MAJOR STANDARD INDUSTRIAL CLASSIFICATION DIVISIONS, 1980-2010
CITY OF BRENTWOOD AND SPHERE OF INFLUENCE

	1980	1990	1995	2000	2005	2010	% Change 1980-1990
Agriculture/Mining	85	60	50	40	40	40	- 2.9%
Manufacturing/Wholesale	87	130	130	500	690	800	4.9%
Retail Trade	189	950	1,090	2,000	3,220	4,000	402.6%
Services	466	680	1,020	1,580	3,790	4,750	45.9%
Other	256	440	490	600	810	870	71.9%
Total Jobs	1,083	2,260	2,780	4,520	8,550	10,460	865.8%

Source: Association of Bay Area Governments 1992.

The rural character established by surrounding farms has served to attract residents to the community and its quality of life. This agricultural heritage should be preserved to provide jobs for local residents and maintain a sense of open space.

Downtown Brentwood (a designated Redevelopment Area) has long served as a retail center for residents of eastern Contra Costa County. However, as strip development has occurred outside of the downtown and because most residents commute to work in cities miles from downtown, the downtown has stagnated and begun to lose sales of specific retail goods to outlying areas. As eastern Contra Costa County grows, downtown Brentwood has the potential to regain a position as a retail destination for far East County bringing important revenues to the City.

The North Brentwood Redevelopment Area has been identified as a blighted area of mixed commercial and residential uses. This designation allows for special steps to be taken to encourage new development and rehabilitation of existing uses within the area. The revitalization of the area can result in increased local tax base, an improved standard of living for residents of the area, and increased employment opportunities for Brentwood residents. Other currently blighted areas should also be considered for future designation as redevelopment areas.

GOALS AND POLICIES

Economic Development Goals and Policies are divided into four categories:

- Economic Development Program
- Employment
- Housing
- Retail Services

Goal 1: Establish an economic development program and redevelopment strategy that supports existing programs and encourages or creates new activities which will support and induce balanced economic growth.

Goal 2: Retain existing employment and balance economic growth across a broad economic spectrum that includes service businesses, "clean" manufacturing, agricultural and other production oriented industries.

Goal 3: Reserve and maintain adequate, appropriate areas for a variety of employment generating uses and minimize land use compatibility issues.

Goal 4: Provide a broad base of housing stock and local employment opportunities for all economic segments of the community to achieve a jobs/housing balance that approaches 1.0.

Goal 5: Encourage retail and service growth that corresponds with local and regional demands, generates tax revenues for the City, and maintains the historical commercial focus and vitality of the downtown.

GOAL 1 - ECONOMIC DEVELOPMENT: Establish an economic development program and redevelopment strategy that supports existing programs and encourages or creates new activities which will support and induce balanced economic growth.

POLICY 1.1 - Business Growth: Encourage strategies and activities which promote growth and diversity of businesses within the Brentwood community.

1.1.1 - Target New Business: The Brentwood Chamber of Commerce, the Brentwood Economic Development Committee, and other groups and committees should focus their activities on developing and implementing a targeted program for attracting new business.

1.1.2 - Promotion: Establish and maintain promotional efforts, direct marketing and informational brochures.

1.1.3 - Welcoming Committee: The Chamber of Commerce and Brentwood Economic Development Committee should work together to prepare a procedure for welcoming new and prospective businesses and informing them about Brentwood's positive business attributes.

1.1.4 - Information Packet: An information packet should be developed describing the permitting process in Brentwood and a method developed to coordinate the dissemination of all information packets from the City and the Chamber in one disbursement.

1.1.5 - Expedite Permits: Maintain an efficient processing of permits and ensure no additional obstacles are created.

1.1.6 - Industry Liaison: Develop City liaison with existing industries to provide direct communications on issues of concern to industry, so as to enhance opportunity to retain existing businesses by effectively responding to concerns.

POLICY 1.2 - Tourism/Recreation: Encourage the growth of recreation and tourism activities within the East County area.

1.2.1 - Recreational Activities: Encourage and support Delta water activities that may be served by Brentwood businesses.

1.2.2 - Recreational Activities: Work with the Contra Costa Water District to develop recreational facilities at the Los Vaqueros reservoir.

1.2.3 - Recreational Activities: Support the East Bay Park Regional Park and Trail System development and use.

1.2.4 - Special Events: Work actively to support regional special events such as the City Parade and Cornfest.

POLICY 1.3 - Redevelopment: Encourage redevelopment of blighted or economically depressed areas within the City of Brentwood.

1.3.1 - Redevelopment Priority: Identify areas within the City which could benefit from Redevelopment Area designation and identify potential sites for future development.

1.3.2 - Survey Potential Areas: Survey physical, social and economic conditions throughout Brentwood on a regular basis to identify other potential redevelopment areas.

1.3.3 - Block Grants: Use Community Development Block Grants as a means of stimulating economic development in the Downtown and the Highway 4 corridor.

1.3.4 - Publicity: Publicize improvement activities as a means to attract more private investment to the area.

1.3.5 - Loans: Identify need for loan programs to help merchants fix stores and facades, and provide low interest loan packages to property owners for structural rehabilitation.

1.3.6 - Investment Incentives: Work with developers to attract private investment to redevelopment sites, utilizing incentives such as land write downs, site preparation, low interest loans, and public improvements.

1.3.7 - Task Force: Develop a volunteer task force of local architects, landscapers and engineers to provide design assistance to existing property owners.

1.3.8 - Assemble Parcels: Assemble key parcels for development, utilizing land assembly powers available through the Redevelopment law.

POLICY 1.4 - Public Services: Ensure that parcels zoned for industrial and commercial uses are adequately served, or can be served, by public utilities, transportation access and services.

1.4.1 - Future Infrastructure Capacity: Reserve infrastructure capacity (e.g. sewage treatment plant and water supply) for future employment generating uses.

1.4.2 - Target Industries: Undertake a study to identify target industries that will provide industrial and commercial employment opportunities while not adversely impacting infrastructure by creating substantial pollution or peak hour traffic.

1.4.3 - Infrastructure Planning: Inventory the existing infrastructure, identify key improvement needs and develop a multi-year plan for improving key components of the infrastructure.

1.4.4 - Regional Transportation: Develop a local coalition of support (both public and private) for the construction of the proposed Delta Expressway, rail transit extensions and facilities, and other alternative transportation systems as a means to attract large-scale employers and regional retail users.

1.4.5 - North Brentwood: Improve infrastructure in the North Brentwood Redevelopment Area, including roads, sewer, water and utility services.

1.4.6 - Employment Area: Establish as a high priority the development of public facilities to service proposed major employment centers (i.e., along State Route 4 Bypass at or near Balfour Road, Sand Creek Road, Marsh Creek Road and Walnut Boulevard interchanges).

GOAL 2 - EMPLOYMENT: Retain existing employment and balance economic growth across a broad economic spectrum that includes service businesses, "clean" manufacturing, agricultural and other production oriented industries in order to promote a Jobs/Housing Ratio of 1.5 jobs for each household.

POLICY 2.1 - Diversity of Employment: Encourage diversity of employment opportunities including jobs in agriculture, retail, services, manufacturing, and skilled trades.

2.1.1 - Target Industries: Through economic development programs identify target industries and businesses and create a marketing program to actively solicit and bring a diverse range of companies to the City of Brentwood.

2.1.2 - Incentives: Identify tax incentives, bonds, assistance programs and other benefits to attract a desirable, diverse range of companies to the City of Brentwood.

Note: The Jobs/Housing Ratio as of 1990 was 0.69, reflecting more dwelling units than jobs in Brentwood which is indicative of a bedroom community. The objective is to raise the ratio to approach 1.5 in an attempt to reduce the commuting patterns of Brentwood residents. This will reduce air quality emissions from vehicular traffic and serve to increase local shopping by local residents.

POLICY 2.2 - Housing and Jobs: Upgrade and expand the job skills of the Brentwood labor force.

2.2.1 - Local Jobs: Encourage creation of local jobs.

2.2.2 - Job Training: Identify employment training needs of Brentwood residents, and identify compatible job training programs.

2.2.3 - Human Resources: Identify the skills and capabilities of local residents and utilize this information in soliciting businesses to relocate to Brentwood.

POLICY 2.3 - Support Agriculture: Maintain continued agricultural uses and agriculture supportive industries and provide additional areas for future expansion of the industrial and agricultural base.

2.3.1 - Maintain Agricultural/Industrial Uses: Establish a program to promote and maintain prime agricultural lands and locations for continued agricultural uses, or agriculture supportive industries.

GOAL 3 - EMPLOYMENT SITES: Reserve and maintain adequate, appropriate areas for a variety of employment generating uses and minimize land use compatibility issues.

POLICY 3.1 - Developable Land: Ensure that an adequate inventory of vacant industrial/commercial land and parcel sizes is designated and maintained for various employment generating uses.

3.1.1 - Zone for Employment: Provide an adequate inventory of land zoned for a variety of employment generating uses to accommodate the number of jobs identified in the General Plan.

3.1.2 - Annexation: Establish as a high priority the annexation of lands designated for employment generating uses along the Delta Expressway.

3.1.3 - Annexation: Annex new commercial and industrial areas as needed to provide inventory for several years' growth.

POLICY 3.2 - Minimize Conflicts: Minimize conflicts between commercial and industrial uses and adjacent residential and agricultural land uses.

3.2.1 - Screen Uses: Screen commercial and industrial uses to ensure visual compatibility with adjacent residential neighborhoods.

3.2.2 - Access: Provide access to industrial facilities along roadways that do not serve residential areas.

3.2.3 - Performance Standards: Establish performance standards for industrial uses to ensure compatibility with adjacent land uses.

POLICY 3.3 - Employment Location: Locate employment uses according to the goals, policies and actions of this General Plan.

3.3.1 - Industry: Locate heavy Industrial uses in areas with easy accessibility to the future Delta Expressway, and away from residential or commercial areas.

3.3.2 - Commercial: Locate service commercial and business park uses in designated areas along the major transportation corridors such as the Delta Expressway and Highway 4.

3.3.3 - Downtown: Encourage the expansion of employment opportunities in downtown Brentwood by creating incentives to encourage new businesses to locate — and existing businesses to expand — in downtown.

GOAL 4 - HOUSING: Provide a broad base of housing stock and local employment opportunities for all economic segments of the community to achieve a jobs/housing balance.

POLICY 4.1 - Range of Housing: Encourage a range of housing types and tenure to enhance the City's living environment and provide housing alternatives for all economic segments of the community.

4.1.1 - Development Incentives: Provide incentives for development of low and moderate income housing near employment areas where demand for such housing exists.

4.1.2 - Redevelopment: Utilize land assembly and financing tools in Redevelopment Areas to rehabilitate housing and support new housing development in the area.

4.1.3 - Housing Mix: Zone residential land to provide a mix of single and multi-family units at a variety of densities adjacent to targeted employment areas.

4.1.4 - New Units: Allow production of new residential units for sale and for rent that provide a choice of housing type, density and cost, while preserving the existing supply of rental apartments and mobile homes where appropriate.

4.1.5 - Executive Housing: Allow construction of executive housing and community amenities such as golf courses to support attraction of new businesses to the community.

POLICY 4.2 - Housing and Jobs: Encourage a diversity of housing types adjacent to employment centers in order to reduce vehicular traffic and travel distance.

4.2.1 - Employment Services: Encourage local employment services to provide opportunities for local citizens to attain local jobs by matching their skills with job openings.

4.2.2 - Advertising: Encourage employers to advertise locally to fill new jobs.

GOAL 5 - RETAIL SERVICES: Encourage retail and service growth that corresponds with local and regional demands, generates tax revenues for the City, and maintains the historical commercial focus and vitality of the downtown.

POLICY 5.1 - Siting Commercial: Encourage high quality commercial development in concentrated locations at intersections of major highways that will draw consumers from a wider regional market.

5.1.1 - Market Analysis: Conduct a market analysis to identify retail sectors that are under-represented in Brentwood and surrounding communities.

5.1.2 - Commercial Design Guidelines: Develop design guidelines for commercial areas to encourage lively, viable centers that are pedestrian friendly.

5.1.3 - Anchors: Work with developers to attract high quality anchors to new developments.

POLICY 5.2 - Strip Commercial: Discourage the expansion of strip commercial development.

5.2.1 - Limit Strip Commercial: Limit the number of small scale convenience commercial and strip commercial developments throughout the City while allowing sufficient land zoned to accommodate retail uses in order to allow shoppers a choice of locations.

POLICY 5.3 - Downtown: Encourage new development in the downtown and carefully consider the impacts of new commercial development (outside of the downtown) on the viability of the downtown.

5.3.1 - Facilitate Business: Facilitate the expansion of existing businesses and the attraction of new businesses that will draw additional shoppers to the downtown.

5.3.2 - Retail Competitiveness: Encourage the development and expansion of downtown goods and services that are unique to the City that will establish a "niche" and make it competitive with outlying commercial areas.

5.3.3 - Downtown Promotion: Establish a business strategy that will promote downtown goods and services similar to the Main Street Program.

5.3.4 - Strategic Plan: Develop a strategic plan, including a marketing theme and concept with promotional events to tie into the downtown design.

5.3.5 - Merchant Association: Establish a Downtown Merchants Association or joint public/private participation program with the City to actively market the downtown, to oversee its upkeep, and to work with public officials on issues of importance to a strong retail sector.

5.3.6 - Streetscape Project: Continue support of the City's Downtown Streetscape Project calling for new sidewalks, curbs, gutters, street lighting, plantings and landscaping to enhance the circulation and visual quality of the downtown.

5.3.7 - Design: Develop a design plan for the downtown to create a feeling of unity and destination so that buildings compliment each other.

5.3.8 - Retail Events: Encourage business organizations to sponsor retail events (e.g. dollar days, downtown fair, farmer's market, rodeo, parade, etc.) to bring shoppers to the downtown area on a regular basis.

5.3.9 - Maintenance: Provide trash receptacles and maintenance crews to maintain the cleanliness and landscaping of the downtown area.

5.3.10 - Survey: Survey residents regarding what it would take to attract people to downtown.

Public Facilities in Brentwood have been identified as including infrastructure, community facilities, and roadways. This chapter of the General Plan addresses existing facilities and the need for expansion.

The following agencies provide services in Brentwood's Planning Area related to public facilities:

SERVICE	PROVIDER
Fire Protection	East Diablo Fire Protection District Oakley Fire Protection District
Library Service	Contra Costa County Library System
Parks & Recreation Services	Brentwood Park & Recreation District
Police Protection	City of Brentwood Police Department Contra Costa County Sheriff's Office
Schools	Brentwood Union School District Liberty Union School District Knightsen Union School District Byron Union School District Oakley Union School District Contra Costa Community College District
Solid Waste	Brentwood Disposal Service
Water Service	City of Brentwood
Wastewater Treatment and Disposal	City of Brentwood
Storm Drainage	City of Brentwood
Utilities	Pacific Gas & Electric Pacific Bell TCI Cablevision

INFRASTRUCTURE ELEMENT

INFRASTRUCTURE ELEMENT

SETTING

Infrastructure is the underlying foundation of a city, constituting basic public services used to support and serve urban development. It is what the city relies upon as a framework to provide and maintain a healthy and safe urban living environment. Brentwood's infrastructure is comprised of its water, wastewater, storm drainage/flood control, and solid waste systems. A Master Infrastructure Plan prepared for the City of Brentwood identifies existing needs and future requirements to accommodate growth and expansion, and was used as a basis for this General Plan.

Water is provided by the City of Brentwood. The primary water supply is groundwater, supplemented by treated surface water. The Infrastructure Plan identified that the City's water system has existing inadequacies that must be corrected. In addition, the City should pursue agreements with water suppliers to secure a permanent surface water supply.

Brentwood's wastewater collection and treatment system (i.e. sewer system), including portions of the collection system which are overcapacity, also requires upgrading and improvements. Another immediate need of the wastewater system is maintenance in order to extend its useful life.

Storm drainage in Brentwood is largely provided by surface drainage facilities, including roadside ditches, surface collection, and shallow drain pipes. Flood control presents a challenge to the City of Brentwood. The City has not been mapped by the U.S. Army Corps of Engineers for floodzones, indicating areas subject to a 100-year flood. As a result, it is difficult to identify appropriate flood prevention measures. This is addressed in the Goals and Policies section of the Safety Element (Chapter 4, Resources and Hazards).

Solid waste is collected by Brentwood Disposal Service and deposited in the Contra Costa County landfill at Keller Canyon. The City recently adopted a Source Reduction and Recycling Element, in compliance with A.B. 939. As required, this plan identifies methods to divert 25% of the City's waste stream from landfills by 1995, and 50% by 2000. The City currently diverts about 4.8% of its waste.

FORECAST

The City operates a Capital Improvements Program (CIP) that provides guidance on the improvement and maintenance of Brentwood's capital facilities. The recently prepared Master Infrastructure Plan will be helpful in the City's implementation of its CIP. As identified in the Master Infrastructure Plan, Brentwood's future growth will require expansion of its infrastructure. The City is currently pursuing contractual arrangements with water suppliers to secure a long-term surface water supply. The Wastewater Treatment Plant will need to be expanded to accommodate growth beyond the next two to three years. This Infrastructure Element also suggests the City pursue alternative uses of treated wastewater, reducing dependence on potable water supplies. (The use of reclaimed water is also addressed in the Conservation and Open Space element of Chapter 4, Resources and Hazards.)

Storm drainage facilities are recommended to be improved to reduce peak flows and flooding potential along Marsh Creek during

a 100-year event. In addition, the General Plan calls for working with the U.S. Army Corps of Engineers to develop and map flood zone information for the City. Finally, the City must implement its Source Reduction and Recycling Element in order to meet its waste stream diversion goals.

GOALS AND POLICIES

The goals, policies and actions that follow address planning for and improving the City's infrastructure to meet growth allowed by the General Plan. The Growth Management element (Chapter 2, Planning and Development) establishes performance standards for Brentwood's public facilities.

Goal 1: Maintain and improve Brentwood's infrastructure to protect Brentwood's health and safety.

GOAL 1 - INFRASTRUCTURE: Maintain and improve Brentwood's infrastructure to protect Brentwood's health and safety.

POLICY 1.1 - Municipal Services: Provide adequate public infrastructure (i.e. sewer, water, and storm drain) to meet the needs of existing and future development.

1.1.1 - Master Infrastructure Plan: The City shall only support developments which are in conformance with the Master Infrastructure Plan.

1.1.2 - Sizing of Utilities: Through development review, the City shall ensure that utilities are adequately sized to accommodate the proposed development and, if applicable, allow for extensions to future developments.

1.1.3 - Development Proposals: Individual developments will be required to develop comprehensive infrastructure plans for City review and approval as part of an application submittal.

1.1.4 - Infrastructure Capacity: Existing water and wastewater facilities shall be expanded to accommodate existing and future development.

1.1.5 - Correct Inadequacies: The City shall develop a plan which establishes priorities and corrects existing inadequacies in the City's infrastructure system.

1.1.6 - Cost of Infrastructure: New development shall contribute its fair share of the cost of on and off-site public infrastructure and services. This shall include installation of public facilities, payment of impact fees, and participation in a Capital Improvement Financing Program (CIFP).

1.1.7 - Reimbursement: The City may require developments to install off-site facilities which are in excess of a development's fair share. However, the City shall establish a funding mechanism to reimburse the developer for the amount in excess of the fair share costs.

1.1.8 - Other Funding Sources: The City shall apply for State, Federal, and regional funding sources set aside to finance infrastructure costs.

POLICY 1.2: **Water System**: Provide an adequate, reliable and safe water supply, storage and distribution system.

1.2.1: **Drinking Water:** Ensure safe drinking water standards are met throughout the community.

POLICY 1.3 - Additional Source: Pursue additional surface water supplies to supplement the City's existing system.

1.3.1 - Permanent Water Source: The City should explore permanent water sources through, and contract with, agencies with surplus water availability such as Contra Costa Water District, East Bay Municipal Utility District, Amador County Water Agency, East Contra Costa Irrigation District, and other potential sources.

POLICY 1.4: Collection and Treatment: Provide adequate wastewater collection and treatment capacity for existing and planned development in Brentwood.

1.4.1: Maintenance: Maintain the existing wastewater system on a regular basis to increase lifetime of the system.

1.4.2 - Reuse: Explore alternative uses of secondary recycled wastewater, including irrigation, dust control, soil compaction, fire protection, and investigate new technology for the use of recycled water as it is being developed.

POLICY 1.5: Storm Drainage: Improve Brentwood's storm drainage facilities.

1.5.1: Marsh Creek Watershed Basins: Implement the recommendations of the Marsh Creek basin plan prepared by Contra Costa County Flood Control District for construction of detention basins sized to contain 100 year floods.

1.5.2: Multiple Use: Incorporate recreational trails and parkway vegetation design in channel improvements, and utilize detention basins for parks, ballfields and equestrian areas.

1.5.3: Flood District: Coordinate development flood control plans and submit large scale development proposals to Contra Costa County Flood Control District for review, comment and incorporation into regional flood control facility design.

POLICY 1.6 - Solid Waste: Reduce the amount of waste requiring disposal at landfills and enhance the potential for recycling the City's refuse.

1.6.1 - Source Reduction and Recycling Element: Implement the Brentwood Source Reduction and Recycling Element.

POLICY 1.7: Solid Waste Impacts: Minimize the potential impacts of waste collection, transportation, and the location of potential disposal facilities upon the residents of Brentwood.

1.7.1: Heavy Industrial: Solid waste transfer and processing stations should only be considered in areas designated for Industrial land uses.

1.7.2: Facilities Siting: Locate waste collection, transfer and processing facilities to minimize impact to the surrounding community.

1.7.3 - Coordinate with County: Coordinate with Contra Costa County in locating landfill sites in the County.

1.7.4 - Hazardous Materials Plan: Participate with the County of Contra Costa (for example, through a Joint Powers Agreement) to implement a Hazardous Materials plan.

COMMUNITY FACILITIES ELEMENT

COMMUNITY FACILITIES ELEMENT

SETTING

Community facilities are public and semi-public services and facilities that are provided to the Brentwood community, including schools, fire and police protection, child care, civic functions, and parks and recreation.

Two school districts primarily serve the Brentwood Planning Area: Brentwood Union (K-8) and Liberty Union (9-12). Knightsen Union, Oakley Union and Byron Union School Districts serve limited portions of the Planning Area. The two primary districts operate four schools in the Planning Area: three elementary, one middle and one high. A new middle school and a new high school are projected for 2005/2006. A Contra Costa Community College District (CCCCD) site was also recently annexed into the southern portion of the City of Brentwood. An Existing CCCCD facility exists in the City of Brentwood. However, the CCCCD may look at the recently annexed site in southern Brentwood as a site to relocate their existing Brentwood facility.

Fire protection is primarily provided by the East Diablo Fire Protection District (EDFPD), with two stations located in the Planning Area. Since the EDFPD consists of a minimum number of career personnel who support paid-on-call (POC) personnel, emergency response times cannot be guaranteed. The Oakley Fire Protection District serves small portions of the Planning Area. A Fire Protection Master Plan addresses current and projected service needs for the EDFPD.

The City of Brentwood maintains a staffed Police Department. Unofficially, the Department maintains an emergency response time of three (3) minutes. About 1.7 officers are provided per 1,000 population.

Two types of child care facilities have been defined: small and large day care homes which provide child care in an individuals' home; and child care centers which are exclusively established for child care. All child care providers are currently private.

Community facilities include City Hall, the City Corporation Yard, and the Library and Delta Community Service Center. The City and the Brentwood Recreation and Parks District provide park and recreation services to the community. The City of Brentwood insures that park facilities are developed while the Recreation and Park District maintain the parks and run the recreational programs. The four existing parks include City Park in downtown Brentwood (2.94 acres), McClarren Park (3.24 acres), Curtis Park (6,000 sq. ft.) and Sunset Park (26.43 acres).

FORECAST

Growth in Brentwood's Planning Area will require improvement and expansion of its community facilities. The School Districts have identified the need for a total of six

schools through the year 2005. Brentwood's Land Use Plan calls for 17 schools. The Plan's projection is based on a forecast to 2010, and build-out of the General Plan.

School locations are conceptually indicated on the Land Use Plan to assist the City and school districts in their efforts to locate and prioritize school locations.

The police department and fire district should be consulted to review and comment upon land use proposals. New and expanded facilities should be incorporated into developments, in order to meet the level of service objectives identified in the Growth Management element (Chapter 2, Planning and Development.)

The continually changing structure of families and the need for two incomes will continue to affect Brentwood's demand for adequate childcare facilities. The City should take part in meeting this demand by working with other agencies and non-profits for joint use of facilities. In addition, the City should ensure that its permitting process and requirements for child care centers remains streamlined and relaxed to encourage additional providers.

City Hall and the Police Department require additional space to meet growth needs. To meet the objectives of other elements of the General Plan, the City will pursue either expanding its current facilities or securing other locations within the downtown area. The City should also work with Contra Costa County to ensure that library facilities are maintained in the community. Similarly, the City should work with various community organizations to establish a performing and cultural arts facility in the community.

Brentwood's existing park facilities do not meet its current needs. In addition, future growth will continue to impact the community's ability to provide and maintain park facilities and recreation programs. This element is based on two primary objectives.

First, a City parks and recreation department will allow the City to directly manage those operations. Second, a Master Plan will identify current and future needs, facility types, prioritization and funding.

GOALS AND POLICIES

The following goal and policies are intended to provide the existing and future Brentwood community with high-quality and cost effective community facilities.

Goal 1: Provide high quality community facilities to serve Brentwood's diverse existing and future needs.

GOAL 1 - QUALITY FACILITIES: Provide high quality community facilities to serve Brentwood's diverse existing and future needs.

POLICY 1.1 - New Development: Ensure new development participates in the provision and expansion of community facilities.

1.1.1 - CIFP: Require new development to participate in the Capital Improvements Financing Program (CIFP).

POLICY 1.2 - School Facilities: Adequate school facilities shall be provided in a timely manner in accordance with the pace of development.

1.2.1 - Coordination: The City shall work with the School District to coordinate development to ensure the adequate provision of school facilities and the establishment of a School Facility Master Plan.

1.2.2 - Fees: The City shall ensure that school facility impact fees are collected and shall work with the developers and the school district to establish mitigation measures to ensure that adequate school facilities will be available.

1.2.3 - Financing Programs: The City shall require developer financing through a Capital Improvement Financing Program (i.e. Assessment District, Mello-Roos, Marks-Roos, etc.) in accordance with Zoning Ordinance 17.805, Phased Development Plan.

1.2.4 - Alternative Funding: The City shall work with the school districts to consider alternative funding programs for school facilities construction and provision of educational programs.

POLICY 1.3 - Public Safety (Police and Fire): Police and fire services shall be provided in a manner which ensures that adequate response times are maintained for emergencies.

1.3.1 - Police Services: Capital facilities and personnel shall be provided sufficient to maintain a five minute police response time and a force level within a range of 1.7 to 2.5 officers per 1,000 population.

1.3.2 - Fire Services: A fire station shall be provided within approximately 1.5 miles of all urban development and within a three to five minute response time.

1.3.3 - Coordination: The City shall work with the Fire District and Police Department for review and comments on all development plans.

1.3.4 – Fees: The City shall ensure that impact fees are collected and shall work with the developers to establish mitigation measures to ensure that adequate facilities will be available.

1.3.5 - CIFP: The City shall require all new developments to participate in a Capital Improvement Financing Program and shall make the required findings of 17.805 of the

Brentwood Zoning Ordinance (Phased Development Plan) so that development projects will not create excess demand for police and fire services.

POLICY 1.4 - Child Care: Provide for the child care needs of existing and future residents of Brentwood.

1.4.1 - Facility Regulation: Periodically review local regulations affecting child care facilities to ensure the permitting process is streamlined and requirements are relaxed.

1.4.2 - Cooperate with Agencies: Work with the various school and parks districts and non-profits (e.g. YMCA, churches) to provide for joint use of facilities for day care programs.

1.4.3 - Day Care Homes: Support the establishment of small and large day care homes.

1.4.4 - Child Care Ordinance: Prepare and adopt a child care ordinance, addressing the impacts of new development on child care needs.

1.4.5 - Reserve Sites: Support the reservation of sites for future child care facilities.

1.4.6 - Coordinate with Providers: Coordinate with child care providers so that child care needs for existing and future growth are met.

1.4.7 - Locational Criteria: Develop locational criteria for day care centers.

1.4.8 - Child Care Near Employment: Locate child care facilities near employment centers or incorporate into Transportation Systems Management programs.

POLICY 1.5 - Provide Facilities: Ensure that high quality civic, library, medical and other community facilities are provided to meet the broad range of needs within Brentwood.

1.5.1 - Innovative Funding: Establish an innovative approach to funding cultural, community and library facilities services, in addition to state and federal grants and loans. The City should establish mechanisms to allow gifts and dedication of land and facilities by individuals, local businesses and national corporations.

1.5.2 - Health Care: Work with health care providers to provide a range of health related facilities in Brentwood to meet the needs of the growing population.

1.5.3 - Civic Facilities: The design and location of new public facilities such as City Hall, Police Stations, Fire Stations, etc. within the downtown area shall be designed and located to be the focal points of downtown.

1.5.4 - Senior and Youth Facilities: Support the location of facilities for senior and youth programs.

1.5.5 - Joint School/City Facility Use: Continue joint use of City and school districts'

facilities to improve levels of community service without duplicating investment in public facilities.

POLICY 1.6 - Library and Cultural Facilities: Provide an environment in which community literacy and cultural opportunities are enhanced.

1.6.1 - Cooperate with County: Work with the County to provide adequate library facilities and pursue supplemental funding resources.

1.6.2 - Cultural Program: Encourage the planning and implementation of a cultural and performance arts program, facilities and operations.

1.6.3 - Cultural Activities: Coordinate with local cultural programs, such as the Liberty Union High School District Performing Arts Center, to support their promotion on a regional basis.

POLICY 1.7 - Park Planning: A variety of park facilities shall be provided in a timely manner in accordance with the pace of development.

1.7.1 - Master Plan: The City shall work with the Park District to prepare a Parks and Recreation Master Plan which:

- Establishes funding;
- Adopts standards; and
- Addresses maintenance.

Should the Brentwood Parks and Recreation District be combined with the City, the City shall be responsible for developing a Park and Recreation Master Plan.

1.7.2 - Coordination: The City shall work with the Brentwood Parks and Recreation District and the East Bay Regional Parks District to coordinate development with the adequate provision of neighborhood and regional park facilities. The City shall consider implementing policies that support the dedication and/or acquisition of land for regional park and trail purposes, as identified in the EBRPD Master Plan, as a condition of new development.

1.7.3 - Fees: The City shall ensure that park facility impact fees are collected.

1.7.4 - CIFP: The City shall require all new developments to participate in a Capital Improvement Financing Program and shall make the required findings of Section 17.805 of the City Zoning Ordinance (Phased Development Plan) that the project will not create excess demand for park facilities.

1.7.5 - Park Acreage: Park acreage shall be provided in accordance with the following standards:

Neighborhood Park: 3.5 Acres per 1000 residents

Community Park: 1.5 Acres per 1000 residents

The City shall consider the effects of new development on park facilities and recreation programs and condition them appropriately.

1.7.6 - Maintenance Costs: The City shall pursue all available sources for maintenance of parks, including but not limited to users fees, assessment districts, and homeowners' associations.

1.7.7 - Joint Use: Pursue joint use of schools and detention facilities with parks.

1.7.8 - Community Facilities: The City of Brentwood shall pursue regional recreational facilities specifically in the areas of the Delta and Los Vaqueros Reservoir, and shall participate in and support regional planning for large scale recreational uses.

CIRCULATION ELEMENT

Updated November 2001

CIRCULATION ELEMENT

Setting

Planning for circulation in Brentwood includes the movement of people and goods using all modes of transportation, and the provision of transportation support facilities. These elements of circulation are crucial to the quality of life of Brentwood residents and visitors and also to the economic viability of the City. Another essential aspect of circulation is the provision of emergency services.

The Circulation Element describes the services, facilities and capital improvements that are needed to facilitate vehicle, pedestrian, transit, bicycle, and emergency transportation. It also describes methods for promoting and encouraging the use of alternative transportation modes, accommodating growth in travel demand, and preserving safety.

It is important to plan for future circulation facilities and services in conjunction with planned population growth and future land use patterns.

Street and Highway System

As of May 2001, the City of Brentwood had approximately 103 miles of streets within the City. The City is developing a hierarchy of streets, although many of the streets existing today are two-lane residential roads. The most significant feature of Brentwood's street and highway system is State Route 4 (Highway 4), called Brentwood Boulevard within the City limits. The non-freeway portion of this state highway extends north-south through the cities of Oakley and Brentwood, and passes directly through Brentwood downtown. North of downtown, State Route 4 is a two-lane facility, with frequent intersections and curb cuts.

Closer to downtown, the road becomes a four-lane highway, and south and east of downtown it becomes a two lane rural highway. Traffic volumes range from 13,800 vehicles per day near the Balfour Road intersection to 21,300 vehicles per day near the Lone Tree Way intersection. Congestion sometimes occurs on Highway 4 in downtown and north of downtown. Highway 4 is also the main truck route through eastern Contra Costa County.

The remainder of Brentwood's street system consists of primarily two-lane rural streets (See Figure 9, Existing Major Roadway Network and Signalized Intersections). Many of these roads are being improved to four-lane roads; some will include six-lane segments. Within the City of Brentwood, there are several key routes, which are important corridors for transportation access and mobility. Walnut Boulevard provides access via Vasco Road to and from Livermore and Highway 580 to the south. Lone

Tree Way provides an east-west route directly to Antioch and Oakley via Anderson Lane, and O'Hara and Empire Avenues. Deer Valley Road is a north-south roadway located on the western edge of the Planning Area that connects Brentwood to Antioch via Balfour Road. Marsh Creek Road (via Walnut Boulevard and Deer Valley Road) connects Brentwood to Clayton, Concord and Walnut Creek to the west. Balfour Road, an east-west street through central Brentwood, extends across the entire Planning Area. Sellers Avenue is a north-south route that extends through the eastern portion of the Planning Area. Central Avenue is an east-west street that serves the central portion of Brentwood.

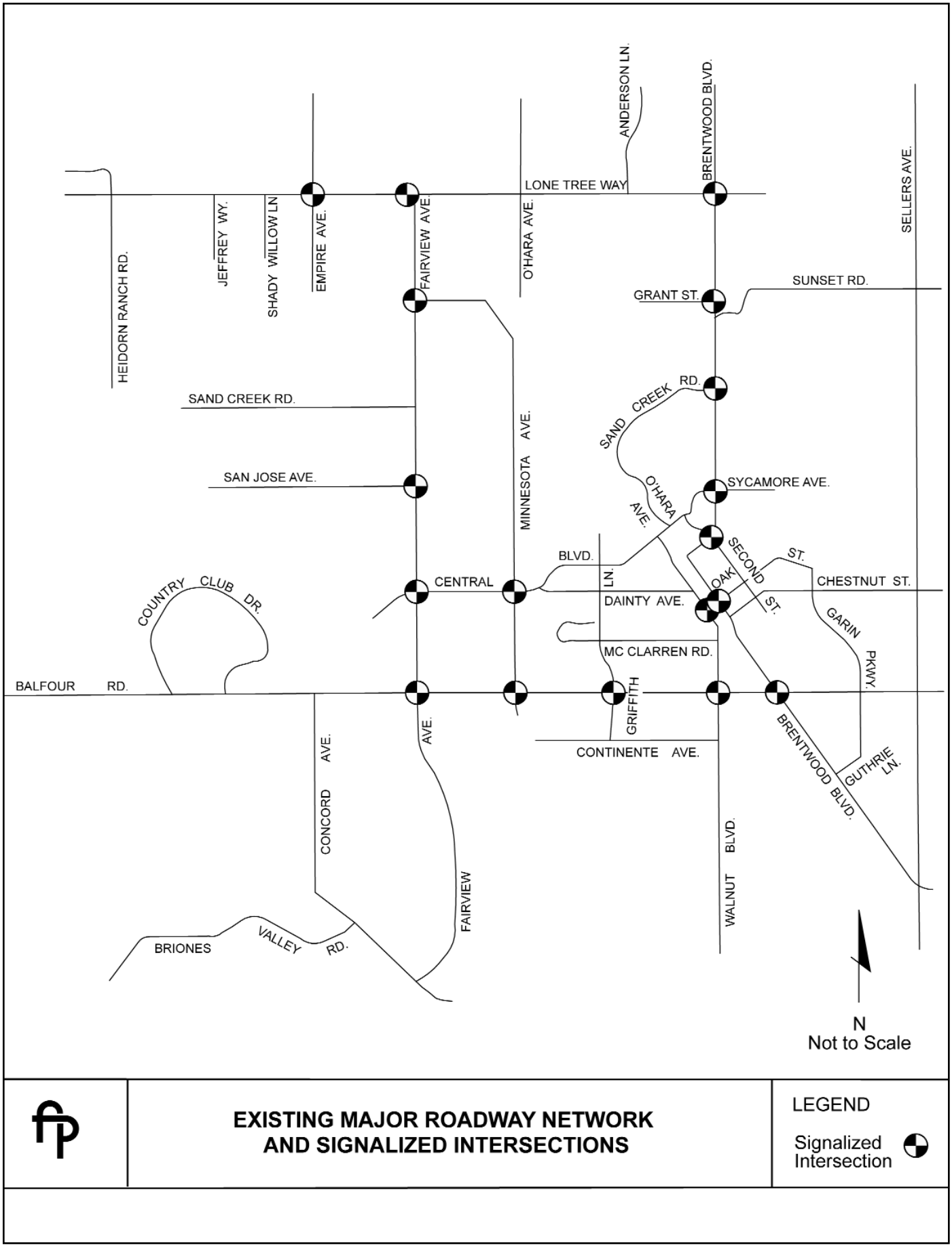
The primarily two-lane rural nature of Brentwood's streets is rapidly changing to typical four-lane suburban standards as new developments improve the existing streets and new roadways are constructed.

Highway 4 currently handles much of the traffic that passes completely through the City of Brentwood for long distance east-west movement. Lone Tree Way, Fairview Avenue, Balfour Road and Walnut Boulevard handle much of the north-south traffic in Brentwood.

In the City of Brentwood, signalized intersections generally operate at acceptable traffic conditions (i.e., level of service C or better). (Note: Level of Service is a standard measure of traffic conditions, with letter grades that range from A (light traffic) to F (gridlock) for signalized intersections. Level of Service C represents conditions where vehicles do not wait through more than one red signal at intersections.)

Because many roads at signalized intersections have not been improved to four-lane facilities, long vehicle queues can form during the red phase of the signal operations. There is, however, sufficient green light time to accommodate the vehicles in queue. Thus, the majority of vehicles do not wait through more than one phase of the signal cycle, which is equivalent to Level of Service C.

All-way stop control intersections in Brentwood are sites of the greatest observed delays. During peak periods, these intersections can have substantial delays as vehicles wait to proceed through the intersection. Peak periods are identified by morning, school and evening commute periods.



EXISTING MAJOR ROADWAY NETWORK AND SIGNALIZED INTERSECTIONS

LEGEND

Signalized Intersection

There are numerous locations in Brentwood where traffic control is by stop sign on the side streets only. At these intersections, motorists trying to cross or turn onto the main street may experience delays if the main street traffic becomes too heavy. Such problems are observed at Highway 4 intersections north of downtown Brentwood. In some instances such as at Lone Tree Way, Sand Creek Road, and Sycamore Avenue traffic signals have been installed as a solution to this problem.

The Union Pacific Transportation Company (UPTCo.) railroad tracks extend through the Planning Area from the northwest to the southeast. These tracks form a barrier to east-west and north-south traffic circulation.

There are currently no roadway track crossings between Lone Tree Way near Fairview Avenue and Central Boulevard in downtown Brentwood, which is a gap of about two miles. This condition concentrates traffic at the two crossings, which reduces mobility and accessibility through Brentwood. The planned Sand Creek and Grant Street corridors will alleviate this condition.

Bicycle and Pedestrian Facilities

As roadways are widened and improved, the City is requiring designs incorporating six to eight-foot wide bike lanes per the City's Trails Master Plan. On most roads within Brentwood, traffic volumes are low enough that bicyclists can comfortably use the roads. Because of the City's bicycle standards for arterial and collector streets, bicycling amenities will become more common in the future.

Sidewalks generally exist in the newer neighborhoods and on roadways that have been recently improved. On the older, rural facilities, however, there are often no sidewalks, making passage for pedestrians difficult and unsafe. Sidewalks are part of the City's standard plans for arterial, collector, and local streets.

Public Transit and Park and Ride Facilities

The public transit provider, Tri Delta Transit, and the City of Brentwood jointly provide transit service throughout Brentwood with a service program called Dimes-A-Ride.

Weekday service is provided between 6:00 a.m. and 8:00 p.m. in 30-minute headways. Saturday service is provided in 60-minute headways between 9:00 a.m. and 5:00 p.m. The route generally covers SR 4 from Grant Street to Central Boulevard, downtown Brentwood, Central Boulevard to Fairview Avenue, Fairview Avenue to Balfour Road, Balfour Road to SR 4, and returns. Tri Delta Transit and the City also provide a dial-a-ride service for the elderly and handicapped population.

In addition, Tri Delta Transit provides express bus service, connecting Brentwood to the Pittsburg/Bay Point BART station. This service also passes through Pittsburg, Antioch, and Oakley. Tri Delta Transit also provides express bus service to Lawrence Livermore Laboratory and to Hacienda Business Park in Pleasanton.

BART has established and owns one park-and-ride location on the northeast corner of Walnut Boulevard and Dainty Avenue. This lot is currently underutilized. The lot can be used for Tri Delta Transit express bus service users, local bus users, and private carpools.

Rail Service

As noted previously, the Union Pacific Transportation Company (UPTCo.) railroad tracks extend through the Planning Area from the northwest to the southeast. The rail line for the last several years has not been in active use. There have historically been discussions to provide passenger rail service on the line. The Contra Costa Transportation Authority (CCTA) is conducting a transit study in East Contra Costa County. The study is considering bus and rail options for passenger service. Possible corridors to consider in Brentwood include the UPTCo railroad, the Santa Fe Railroad line that skirts the northeast portion of the Planning Area, or the SR 4 Bypass corridor, which includes sufficient right-of-way for a future rail corridor.

Forecast and Circulation Plan

Buildout of the Brentwood General Plan will result in an estimated population of 76,226 and employment of approximately 43,193. At the same time, other communities in the eastern portion of the county will experience similar growth in the future. This growth will result in daily travel in Brentwood growing from about 110,000 trips per typical weekday in Year 2000 to 463,000 trips per typical weekday at buildout. These values include three types of trips – trips that begin and end within Brentwood, trips that begin in Brentwood and end outside Brentwood, and trips that begin outside Brentwood and end within Brentwood.

Roadway Circulation Plan

At buildout the planned development and resulting increased trips will require additional road and transit facilities in the City of Brentwood. The circulation plan for Brentwood and estimated daily traffic volumes on major roads are shown on Figure 10 (Roadways Map) and Figure 11 (Daily Roadway Traffic Volumes at Buildout). Key features of this roadways system include:

- State Route 4 Bypass:
  - *A 4-lane at grade divided freeway with interchanges at Lone Tree Way, Sand Creek Road, Balfour Road, Marsh Creek Road and Walnut Boulevard.*
  - *A 2-lane expressway connector along Marsh Creek Road from the new freeway to existing State Route 4.*
- East-West Arterial Road Improvements:
  - *Balfour Road widening to 4 lanes, with 6 lanes near the State Route 4 Bypass.*
  - *Sand Creek Road extension and widening to 4 lanes, 6 lanes in the vicinity of the State Route 4 Bypass, with a grade separation at the UPTCo tracks.*
  - *Lone Tree Way widening to 4-lanes, 6 lanes in the vicinity of the SR 4 Bypass.*
  - *Grant Street extension west to Shady Willow Road as a 2-lane road.*

- North-South Arterial Road Improvements:

  - *Extending Empire Avenue to Sand Creek Road as a 4-lane road.*

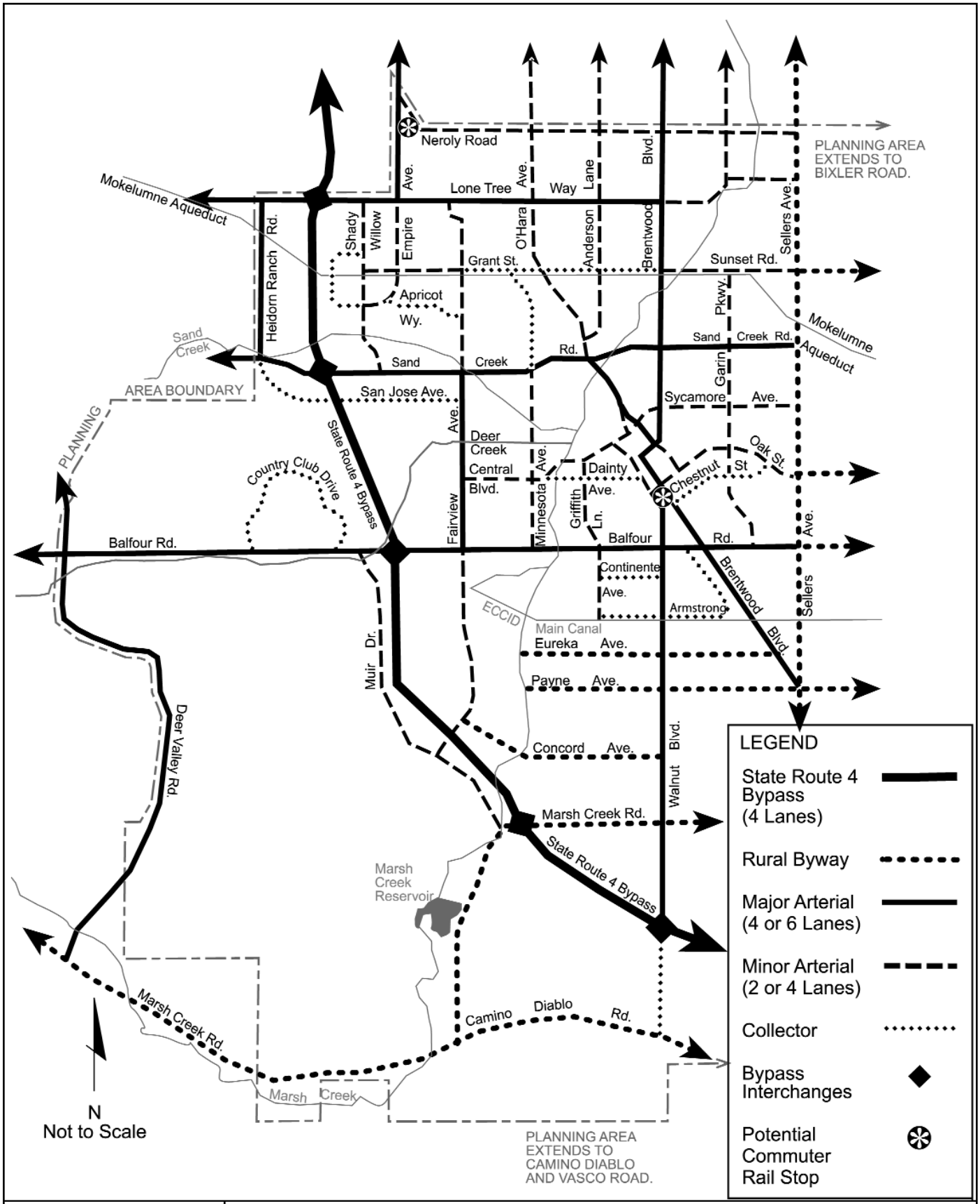
  - *Widening Fairview Avenue to a 4-lane road from Balfour Road to Sand Creek Road.*

  - *O'Hara Avenue extensions south from Lone Tree Way as a 2-lane road connecting Sand Creek Road and continuing south to Walnut Boulevard as a 4-lane road via Central Boulevard.*

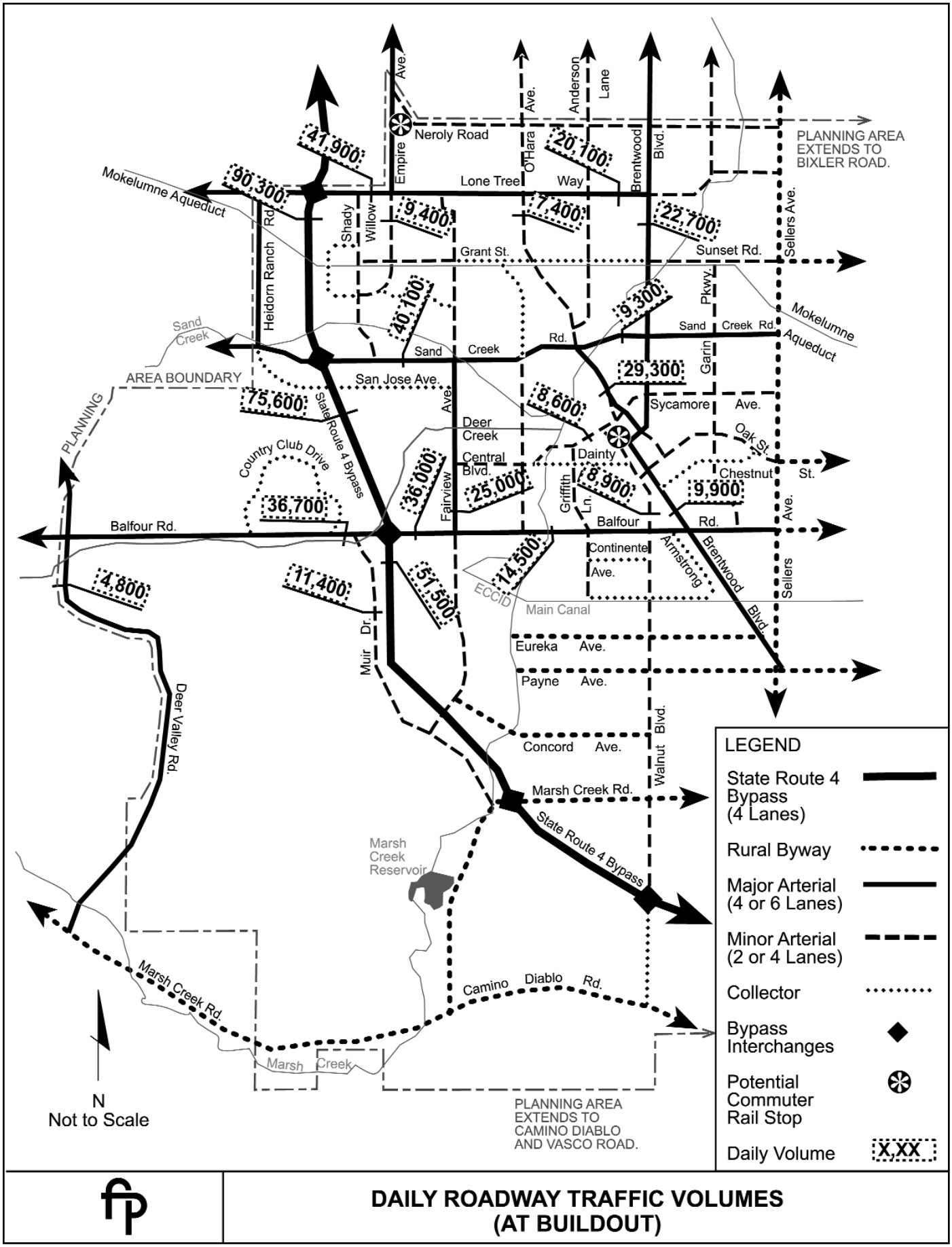
  - *Widening of SR 4 (Brentwood Boulevard) to 4 lanes through Brentwood.*

  - *Shady Willow Road extension from Lone Tree Way south intersecting with Empire Avenue north of Sand Creek Road and continuing south to Sand Creek Road as a 4-lane road.*

  - *Upgrade Sellers Avenue to a rural byway.*



ROADWAYS MAP



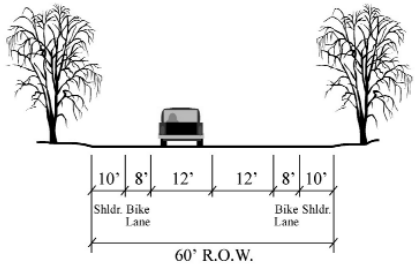
DAILY ROADWAY TRAFFIC VOLUMES (AT BUILDOUT)

***Note**: The alignment of future roadways is only schematic and not precise at this time. Precise roadway alignments will be subject to further study prior to development.*

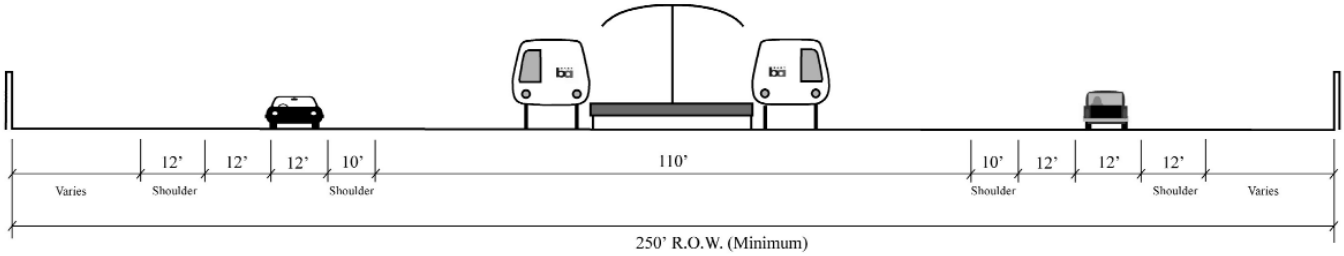
Figures 12 and 13 (Typical Roadway Cross Sections) schematically illustrate the elements to be incorporated into the State Route 4 Bypass, rural byways, arterials, and collectors.

The City has identified two primary truck routes, which are used to facilitate the movement of goods. At buildout, State Route 4 Bypass provides the routing for regional goods movement through the area, while Lone Tree Way provides the primary truck routing into Brentwood for trucks on the regional system. Figure 14 illustrates the locations of truck routes.

In the year 2001, much of the land area in Brentwood is rural, with low-density land uses that generate very little vehicle traffic. This condition lends itself well to a limited number of two-lane rural roads. As land uses change to match the allowable development under the General Plan, the rural transportation infrastructure will be inadequate to accommodate the additional traffic. Many existing two-lane roads will need to be widened to handle greater traffic loads. Additional road corridors will need to be constructed to not only provide access to future development, but also to allow traffic to flow between development sites and the sub-regional and regional road system in the area.



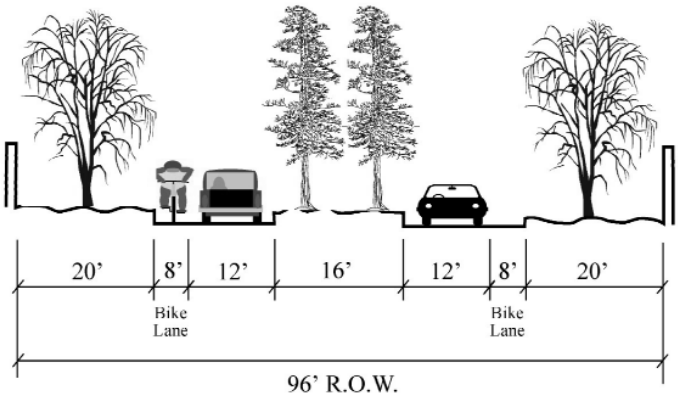
2-Lane Rural Byway



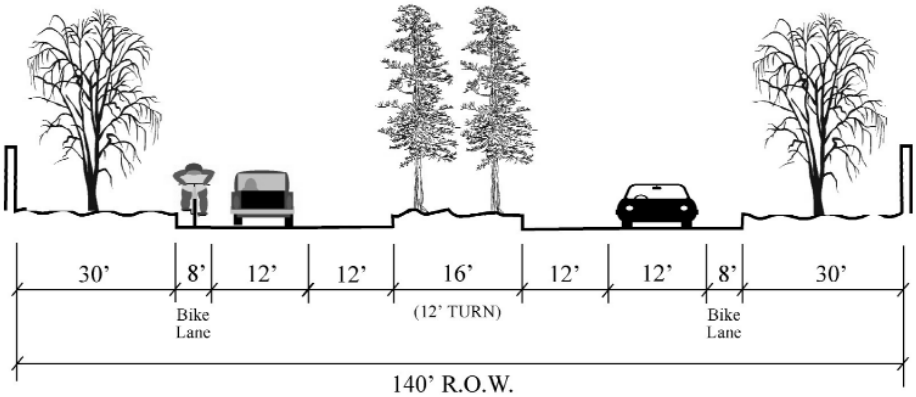
State Route 4 Bypass

STATE ROUTE 4 BYPASS AND RURAL BYWAY CROSS-SECTIONS

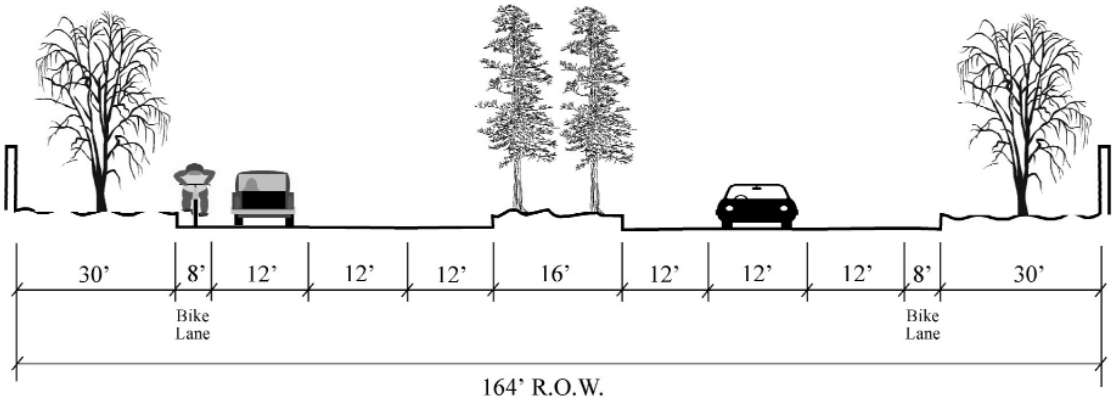
Figure 8, Typical Roadway Cross Sections: SR 4 Bypass and Rural Byway



2-Lane Collector With Median



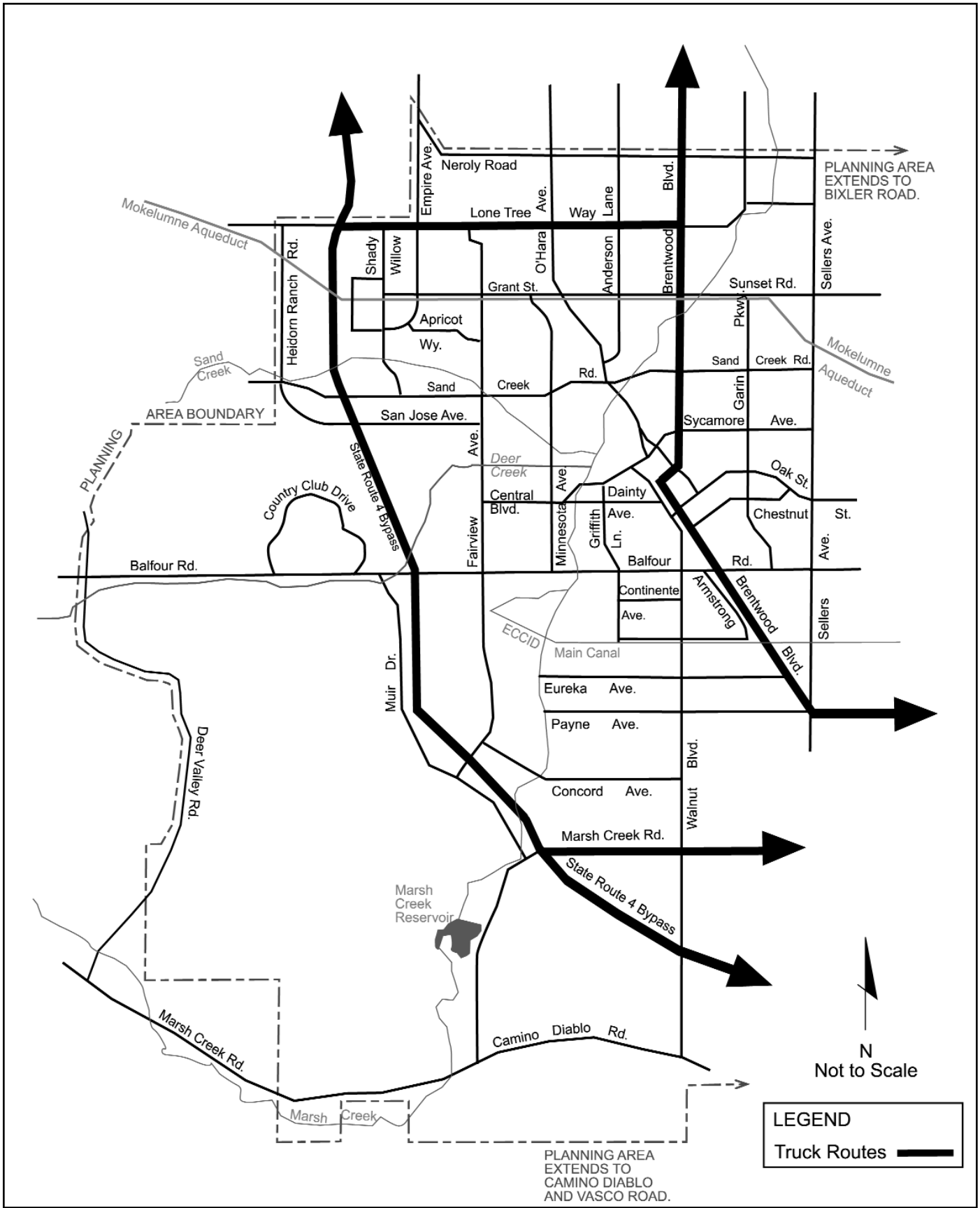
4-Lane Arterial



6-Lane Major Arterial

TYPICAL ROADWAY CROSS-SECTIONS

Figure 9, Typical Road Cross Sections: Collectors and Arterials



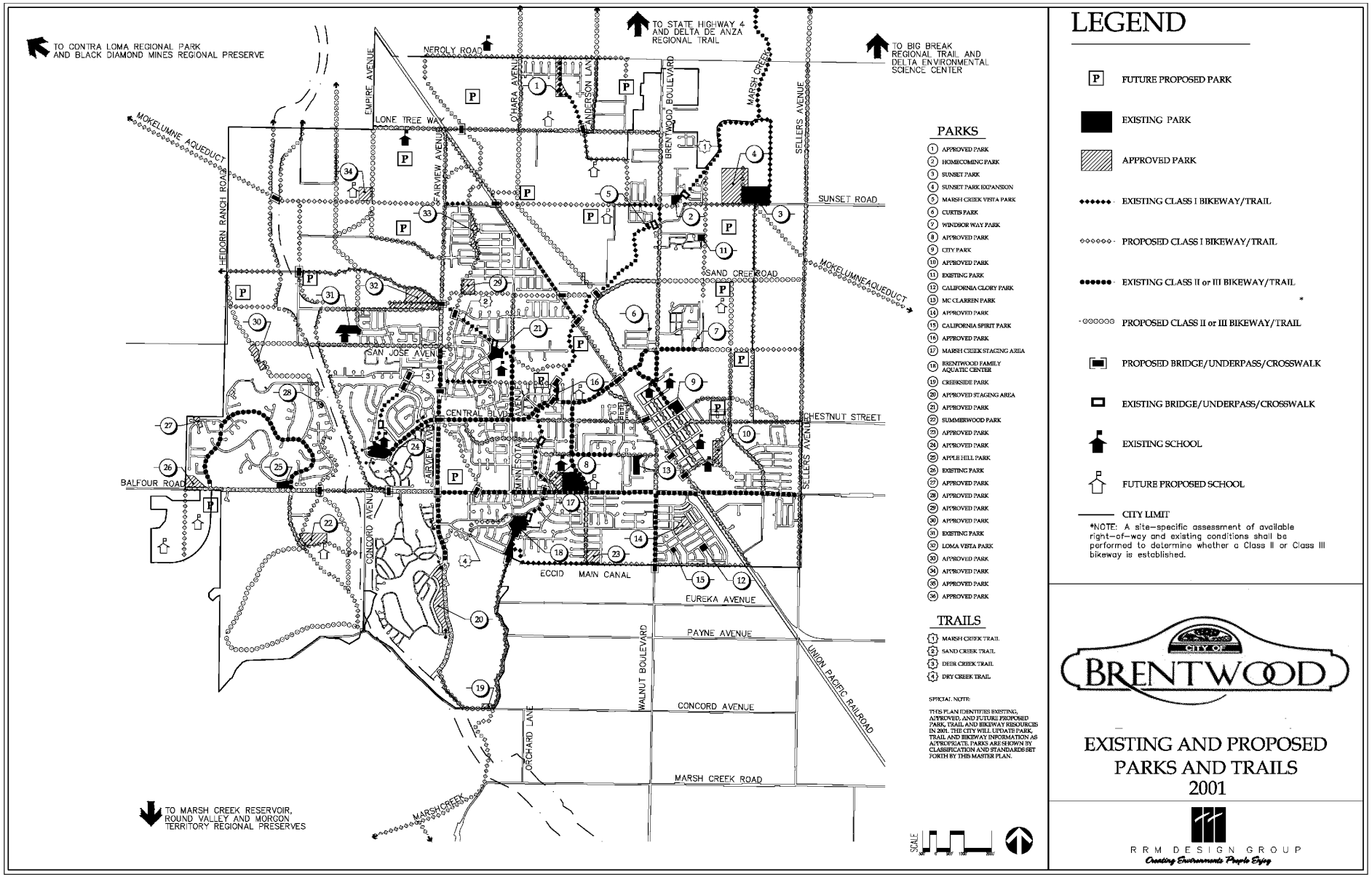
TRUCK ROUTES MAP

Bikeways and Pedestrian Plan

The Bikeway and Trail Map (Figure 15) in this Circulation Element identifies the basic framework of routes for developing a comprehensive bikeway and trail system. The City's Parks, Trails, and Recreation Master Plan and Bikeway Plan provide more detailed information for the development of recreational or bicycle commuter routes that pass near and through the City.

It is important that the City maintain and manage a comprehensive inventory of existing bicycle facilities in Brentwood. This will allow for the identification of weak and missing links in the bicycle network as well as provide the necessary input for the development of an improvement program to bring existing facilities up to minimum standards such as those for width, signing, and striping.

The City should identify appropriate funding sources to pay for needed improvements shown in the Plan. For future approvals of new developments or redevelopment projects, land uses shall be conditioned to ensure the development of safe and convenient bicycle access routes and to ensure the provision of convenient and secure bicycle parking and/or storage facilities where appropriate.


TO CONTRA LOMA REGIONAL PARK AND BLACK DIAMOND MINES REGIONAL PRESERVE
TO STATE HIGHWAY 4 AND DELTA DE ANZA REGIONAL TRAIL
TO BIG BREAK REGIONAL TRAIL AND DELTA ENVIRONMENTAL SCIENCE CENTER
TO MARSH CREEK RESERVOIR, ROUND VALLEY AND MORGON TERRITORY REGIONAL PRESERVES
NEROLY ROAD
LONE TREE WAY
SUNSET ROAD
SAND CREEK ROAD
CHESTNUT STREET
BALFOUR ROAD
EUREKA AVENUE
PAYNE AVENUE
CONCORD AVENUE
MARSH CREEK ROAD
MOKELUMNE AQUEDUCT
MARSH CREEK
ECCID MAIN CANAL
UNION PACIFIC RAILROAD
EMPIRE AVENUE
HEIDORN RANCH ROAD
FAIRVIEW AVENUE
O'HARA AVENUE
ANDERSON LANE
BRENTWOOD BOULEVARD
SELLERS AVENUE
SAN JOSE AVENUE
CENTRAL BLVD
MINNESOTA AVENUE
CONCORD AVENUE
WALNUT BOULEVARD
ORCHARD LANE
LEGEND
FUTURE PROPOSED PARK
EXISTING PARK
APPROVED PARK
EXISTING CLASS I BIKEWAY/TRAIL
PROPOSED CLASS I BIKEWAY/TRAIL
EXISTING CLASS II or III BIKEWAY/TRAIL
PROPOSED CLASS II or III BIKEWAY/TRAIL
PROPOSED BRIDGE/UNDERPASS/CROSSWALK
EXISTING BRIDGE/UNDERPASS/CROSSWALK
EXISTING SCHOOL
FUTURE PROPOSED SCHOOL
CITY LIMIT
*NOTE: A site-specific assessment of available right-of-way and existing conditions shall be performed to determine whether a Class II or Class III bikeway is established.
PARKS
1 APPROVED PARK
2 HOMECOMING PARK
3 SUNSET PARK
4 SUNSET PARK EXPANSION
5 MARSH CREEK VISTA PARK
6 CURTIS PARK
7 WINDSOR WAY PARK
8 APPROVED PARK
9 CITY PARK
10 APPROVED PARK
11 EXISTING PARK
12 CALIFORNIA GLORY PARK
13 MC CLAREN PARK
14 APPROVED PARK
15 CALIFORNIA SPIRIT PARK
16 APPROVED PARK
17 MARSH CREEK STAGING AREA
18 BRENTWOOD FAMILY AQUATIC CENTER
19 CREEKSIDE PARK
20 APPROVED STAGING AREA
21 APPROVED PARK
22 SUMMERWOOD PARK
23 APPROVED PARK
24 APPROVED PARK
25 APPLE HILL PARK
26 EXISTING PARK
27 APPROVED PARK
28 APPROVED PARK
29 APPROVED PARK
30 APPROVED PARK
31 EXISTING PARK
32 LOMA VISTA PARK
33 APPROVED PARK
34 APPROVED PARK
35 APPROVED PARK
36 APPROVED PARK
TRAILS
1 MARSH CREEK TRAIL
2 SAND CREEK TRAIL
3 DEER CREEK TRAIL
4 DRY CREEK TRAIL
SPECIAL NOTE:
THIS PLAN IDENTIFIES EXISTING, APPROVED, AND FUTURE PROPOSED PARK, TRAIL AND BIKEWAY RESOURCES IN 2001. THE CITY WILL UPDATE PARK, TRAIL AND BIKEWAY INFORMATION AS APPROPRIATE. PARKS ARE SHOWN BY CLASSIFICATION AND STANDARDS SET FORTH BY THIS MASTER PLAN.
SCALE
CITY OF BRENTWOOD
EXISTING AND PROPOSED PARKS AND TRAILS 2001
RRM DESIGN GROUP
Creating Environments People Enjoy

Transit Plan

Future transit needs in Brentwood include both service for internal circulation and longer distance commute services. The City must continue to work with Tri-Delta Transit to increase and improve service along major Brentwood arterials as the City grows, in order to ensure that residents have access to shopping and community activity centers. It is possible that the City will outgrow its Dimes-a-Ride service and require fixed bus route service with specific scheduled stops and times. Fixed stops with rider shelters will need to be identified and incorporated into existing and future developments as the City grows.

Longer distance commute services will need to be expanded to include major commute destinations currently not served, such as Livermore, Pleasanton, San Ramon and Santa Clara County. In addition to working with regional transit operators to obtain this service, the City must allow for additional park-and-ride facilities, especially near new freeway interchanges.

The City shall be alert to opportunities to utilize the UPTCo track for commute services. There are two potential future locations for passenger service stations: one in or near downtown, possibly at the BART park and ride or the old train station site downtown, and one at Empire Avenue near Neroly Road.

To facilitate additional transit services, the Circulation Element includes policies relating to site design and layout so that future transit services can be more effective. Such site features include: clustering office buildings together and placing them near arterial streets, and providing pedestrian walkways to bus stop locations, including cut-through opportunities between cul-de-sacs.

Rail Service Plan

Rail service is of value to any community in east Contra Costa County. Rail service provides opportunities for workers to use an alternate transportation mode to travel between work and home, and also provides alternatives for recreational trips. For example, the Capitol Corridor ridership at several East Bay stations is split 50/50 between work-related and recreation-related trips. Rail service also provides an alternative to driving a vehicle on SR 4, which is a highly congested traffic corridor through East Contra Costa County. Brentwood should consider opportunities to support the use of the rail lines that cross the City's Planning Area, and to encourage additional freight service, passenger service, or both.

Goals and Policies

The following goals, policies, action programs and implementation mechanisms will serve to ensure that City decisions lead to developing an efficient and balanced circulation system.

GOAL 1: MOVEMENT OF PEOPLE AND GOODS

A transportation system that provides safe and efficient movement of people and goods within and through the City of Brentwood and promotes the use of alternatives to the single-occupant vehicle.

Policy 1.1 **Balanced Transportation System:** Develop and maintain a balanced transportation system within the City that provides a choice of transit, bicycle, equestrian, pedestrian and private automobile modes.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism (Numbers refer to descriptions of mechanisms, which follow table)
1.1.1 Level of Service: Maintain a level of service standard of "D" or better throughout the vehicular street system.	City of Brentwood Community Development and Engineering Departments	Ongoing	▪ Growth Management Element (8) ▪ General Plan Roadways Map (7) ▪ Traffic Management Guidelines (TMG) (16) ▪ Capital Improvement Program (2) ▪ Development Review (4) ▪ Traffic Monitoring (17) ▪ Intergovernmental Coordination (9) ▪ Travel Demand Management (TDM) (19)

GOAL 1: MOVEMENT OF PEOPLE AND GOODS (continued)

Policy 1.1 Balanced Transportation System (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.1.2 Bicycle Circulation: Develop a complete, interconnected bicycle circulation system that facilitates commuter as well as recreational travel. Improve bicycle routes and access to and between major destinations. Ensure safe bicycle access to local schools.	City of Brentwood Parks and Recreation, Community Development, and Engineering Departments	Adopt a Bicycle Master Plan within 18 months of General Plan adoption Other actions are ongoing	▪ Bicycle Master Plan (1) ▪ Intergovernmental Coordination (9)
1.1.3 Pedestrian Circulation: Develop a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City. Ensure safe pedestrian access to local schools.	City of Brentwood Engineering, Community Development, and Parks and Recreation Departments	Ongoing	▪ Pedestrian Circulation Enhancements (12) ▪ Streetscape Design Standards (15) ▪ Parks, Trails, and Recreation Master Plan (10)
1.1.4 Equestrian Circulation: Develop a safe and convenient equestrian circulation system throughout the City.	City of Brentwood Parks and Recreation and Community Development Departments	Ongoing	▪ Parks, Trails, and Recreation Master Plan (10)
1.1.5 Transit System: Encourage transit providers to improve service by increasing the number of existing transit routes service frequencies and development of convenient rider shelters at bus stops. Encourage the use of park-n-ride lots and other transit incentives for Brentwood commuters. Support regional transit priorities focused on East Contra Costa County.	City of Brentwood Engineering Department	Revise CIP annually Other actions are ongoing	▪ Intergovernmental Coordination with Tri Delta Transit & BART (9) ▪ Capital Improvements Program (CIP) (2) ▪ Development Review (4)

GOAL 1: MOVEMENT OF PEOPLE AND GOODS (continued)

Policy 1.1 Balanced Transportation System (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
1.1.6 Goods Movement: Maintain a transportation system, consistent with the City Truck Routes Map, that provides truck mobility to serve Brentwood commerce, and support infrastructure improvements to separate regional goods movement from local circulation.	City of Brentwood Engineering and Community Development Departments	Ongoing	▪ General Plan Truck Routes Map (8) ▪ Intergovernmental Coordination (9)
1.1.7 Emergency Services: Maintain and improve critical transportation facilities for emergency vehicle access and emergency evacuation needs.	City of Brentwood and East Diablo Fire District	Revise CIP annually Other actions are ongoing	▪ General Plan Roadways Map (7) ▪ Capital Improvement Plan (2)

GOAL 2: TRANSPORTATION ALTERNATIVES

A transportation system that encourages walking, bicycling and public transit use and encourages shorter commute trips for Brentwood residents.

Policy 2.1 **Development Patterns:** Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize well-designed high-density and mixed land use patterns that promote transit and pedestrian travel. Where feasible, emphasize the following land use measures:

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
2.1.1 Density and Mixed Uses: Emphasize transit-oriented development, high-density and mixed land use patterns that promote transit and pedestrian travel.	City of Brentwood Community Development and Engineering Departments	Ongoing	▪ General Plan Land Use Map (6) ▪ Development Review (4) ▪ Design Review Guidelines (3)
2.1.2 Neighborhood Complexes: Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and along transit corridors.	City of Brentwood Community Development Department	Ongoing	▪ General Plan Land Use Map (6) ▪ Development Review (4)
2.1.3 Assembling Uses: Promote land-use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs.	City of Brentwood Community Development Department	Ongoing	▪ General Plan Land Use Map (6) ▪ Development Review (4)
2.1.4 Land Use and Urban Design: Encourage pedestrian-oriented land use and urban design that can have a demonstrable effect on transportation choices.	City of Brentwood Community Development Department	Ongoing	▪ General Plan Land Use Map (6) ▪ Development Review (4) ▪ Design Review Guidelines (3)
2.1.5 Transit Corridors: Encourage growth to occur along existing transit corridors.	City of Brentwood Community Development Department	Ongoing	▪ General Plan Land Use Map (6) ▪ Development Review (4)

GOAL 2: TRANSPORTATION ALTERNATIVES (continued)

Policy 2.1 Development Patterns (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
2.1.6 Design to Allow Choices: Design developments to include features that encourage walking, bicycling, and transit use. Design features shall include bus turnouts, transit shelters and benches, and pedestrian access points between subdivisions and between adjacent related land uses.	City of Brentwood Community Development Department, Engineering, Parks and Recreation, and Police Departments	Ongoing	▪ Development Review (4) ▪ General Plan Bikeways & Trails Map (5)
2.1.7 Safe Crossings: Design safe crossings where trails and roads meet.	City of Brentwood Community Development Department, Engineering, Parks and Recreation, and Police Department	Adopt a Bicycle Master Plan within 18 months of General Plan adoption	▪ Parks, Trails, & Recreation Master Plan (10) ▪ Bicycle Master Plan (1) ▪ Intergovernmental Coordination with Contra Costa County, Cities of Antioch and Oakley, EBRPD, CHP, & Caltrans (9)

GOAL 3: LIVABILITY

A transportation system, including safe and adequate streets, trails, signals, sidewalks, pathways, curbs, gutters, streetlights, transit amenities, and signage that maintains and enhances the livability of the City.

Policy 3.1 Integrated Transportation System: Integrate the transportation system into the physical structure of the City in order to enhance livability, while providing an efficient and safe means of moving people and goods.

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
3.1.1 Improve Circulation: Improve circulation in locations with high levels of congestion, but avoid major increases in street capacities unless necessary to remedy severe traffic congestion on major arterial corridors.	City of Brentwood Engineering and Community Development Departments	Revise CIP annually Other actions are ongoing	▪ General Plan Roadways Map (7) ▪ General Plan Bikeways & Trails Map (5) ▪ General Plan Truck Routes Map (8) ▪ Capital Improvement Program (2) ▪ Traffic Management Guidelines (16) ▪ Intergovernmental Coordination with Contra Costa County, Cities of Antioch and Oakley, TRANSPLAN, CCTA, MTC, & Caltrans (9)
3.1.2 Streets as Public Spaces: Recognize the role of streets not only as vehicle routes but also as parts of a system of public spaces, with quality landscaping, street trees, and bicycle and pedestrian paths.	City of Brentwood Engineering, Community Development, and Parks and Recreation Departments	Ongoing	▪ Development Review (4) ▪ General Plan Bikeways & Trails Map (5) ▪ Design Review Guidelines (3) ▪ Specific Plans (14) ▪ Intergovernmental Coordination with Tri-Delta Transit (9)

GOAL 3: LIVABILITY (continued)

Policy 3.1 Integrated Transportation System (continued)

Action Program	Responsible Agency/ Department	Time Frame	Implementation Mechanism
3.1.3 Residential Streets: Maintain the existing and planned system of arterial and collector streets to discourage cut-through traffic while maintaining neighborhood connectivity. Where necessary, emphasize traffic management and calming techniques to control vehicle speeds on residential streets as well as collector streets with residential development.	City of Brentwood Engineering and Police Departments	Adopt a Bicycle Master Plan within 18 months of General Plan adoption Other actions are ongoing	▪ Bicycle Master Plan (1) ▪ Development Review (4)
3.1.4 Street Maintenance: Provide high quality regular maintenance for existing and future transportation facilities including streets, sidewalks, and paths.	City of Brentwood Public Works, Engineering, and Parks and Recreation Departments	Revise CIP annually Other actions are ongoing	▪ Capital Improvement Plan (2) ▪ Pavement Management Program (11) ▪ Intergovernmental Coordination (9)
3.1.5 Noise: Ensure that the noise information in other elements of the General Plan remains consistent with the Circulation Element.	City of Brentwood Engineering and Community Development Departments	Adopt any necessary amendments within 18 months of General Plan adoption	▪ Update of Noise Element (21)

Summary of Implementation Mechanisms

These implementation measures relate to the last column of the previous table.

1. **Bicycle Master Plan.** Prepare a comprehensive Bicycle Master Plan to comply with the thirteen (13) elements of the California Bicycle Lane Account (BLA). Elements shall include an active public input process to develop a comprehensive bicycle circulation system with support facilities; bicycle facility design standards; bicycle support facility standards; bicycle education and promotion programs in Brentwood; bicycle accident analysis in Brentwood; and a capital improvement program. The Bicycle Master Plan should encourage local access to transit facilities by bicycling as an alternative to short-distance driving. Develop a strategic approach to pursuing state and federal funding for bicycle projects, working closely with surrounding jurisdictions and Contra Costa County.

2. **Capital Improvements Program.** The Capital Improvement Program (CIP) is a compilation of the capital improvement planned for construction over the next five years. It includes cost estimates, the phasing of specific improvement and associated costs and methods with which specific improvement will be financed. The City conducts annual reviews of the CIP and adds money for transportation, infrastructure, and public facility improvements as funding sources are identified. The CIP also provides the basis for planning for funding of civic and community facilities.

3. **Design Review Guidelines.** Design guidelines are a tool for ensuring that development is compatible with the surrounding area and that it functions well for the community. To the extent possible, the guidelines should be specific: guidelines that are quantifiable shall be considered for incorporation into the development regulations.

4. **Development Review.** The City undertakes development reviews to ensure compliance with applicable local, regional, state, and federal laws and adopted policies. This process ensures that developers contribute their fair share of funding for needed on-site and off-site improvements. This measure requires developers to:
   a) Construct transportation improvements along their property frontages when appropriate;
   b) Pay traffic mitigation fees to fund off-site roadway improvements; and
   c) Fund traffic impact studies that identify on-site and off-site project

effects and mitigation measures.

5. **General Plan Bikeways and Trails Map.** The General Plan Bikeways and Trails Map indicates locations of existing and proposed bikeways and trails in the City of Brentwood. This map is also a component of the Parks, Trails and Recreation Master Plan, and provides a plan for safe multi-modal linkages throughout the City.

6. **General Plan Land Use Map.** The General Plan Land Use Map indicates the locations for future development and growth, as well as the density and intensity of this growth. This is critical information in terms of planning for circulation systems within the City, since it is necessary to link future circulation needs with Brentwood's projected future growth patterns.

7. **General Plan Roadways Map.** The General Plan Roadways map indicates future locations and road classifications for roads within the City of Brentwood. The Roadways Map provides a linked transportation system for the City and is based on the location and intensity of planned future growth and development.

8. **General Plan Truck Routes Map.** A truck routes map indicates the routes that trucks travel within and through the City of Brentwood. It is necessary to consider this map in terms of ensuring that truck traffic does not conflict with other modes of transportation.

9. **Growth Management Element.** The Growth Management Element designates methods of ensuring that public facilities and services, including transportation infrastructure, keep pace with future development in the City of Brentwood.

10. **Intergovernmental Coordination.** The City shall take part in efforts to expand the regional transportation system, including bicycle, pedestrian, and equestrian trails, to meet anticipated demands. The City shall coordinate with adjacent jurisdictions, the City of Antioch, the City of Oakley, Contra Costa County, Tri-Delta Transit, the State Route 4 Bypass Authority, TRANSPLAN, Caltrans, and other applicable agencies. The Contra Costa County Transportation Authority (CCTA) East County Action Plan for Routes of Regional Significance defines a regional vision for the area. This document defines many of the City's positions with respect to regional transportation improvements.

11. **Parks, Trails, and Recreation Master Plan.** The Parks, Trails and Recreation Master Plan sets a framework for the location of future parks, trails and recreation facilities in the City of Brentwood based on the existing facilities and the projected future need. The Master Plan

also helps to create integrated parks, trails, and recreation systems throughout the City and identifies service delivery methods.

12. **Pavement Management Program.** Maintain a systematic pavement management program and identify and prioritize maintenance projects in the City's CIP. Street maintenance should also include maintenance and regular cleaning of bicycle routes to remove debris and repair poor pavement conditions that discourage bicycle riding. The Pavement Management Plan should also address signage and pavement on the data system throughout the City.

13. **Pedestrian Circulation Enhancements.** Review existing pedestrian circulation within the City to identify constraints to walking, develop improvement plans at constrained locations (including pedestrian street crossings), and incorporate pedestrian enhancement projects into the City CIP. Encourage local access connections between neighborhood parks and commercial areas by walking as an alternative to short-distance driving. Develop new sidewalk width standards consistent with the type and intensity of adjacent land use. Attention shall be paid to the issue of tree damage to sidewalks and obstruction of sidewalks by signs. When constructing or modifying sidewalks the following objectives shall be evaluated and addressed:

    a) Maintain accessibility for all users.
    b) Within commercial, office, and mixed-use areas, provide or improve sidewalk pedestrian amenities, such as seating, bicycle parking, pedestrian-scale lighting, street trees, flower boxes, trash receptacles, drinking fountains, and bus rider shelters. In many cases, this may be in combination with the development of adjacent properties.
    c) Systematically inspect and maintain sidewalk facilities to clean and repair damaged surfaces and remove or relocate impediments, such as poles and newspaper racks that interfere with pedestrian flow.
    d) Build at sufficient width to allow at least two people to walk side-by-side. Make sidewalk widths in commercial areas more generous.
    e) Where possible, channel or guide pedestrian traffic along sidewalks to increase commercial opportunities.

14. **Preference for Cut-through Street.** In conjunction with the Neighborhood Traffic Management Plan, neighborhoods along residential streets, which bear cut-through traffic (as measured by up-to-date traffic study data) shall be given priority for neighborhood improvements to compensate for the effects of traffic. In addition to traffic management techniques, such improvements might include amenities such as street tree planting and utility under grounding.

15. **Specific Plans.** Certain areas of a Brentwood need to be planned comprehensively, but in more detail than can be done in a general plan. A specific plan can integrate land use, design, transportation, utilities and other issue into an action strategy. For example, the Downtown and the Northwest Area of Brentwood may benefit from implementation of Specific Plans. A specific plan may be used to pay special attention to and address circulation and transportation issues within a neighborhood or region of the City.

16. **Streetscape Design Standards.** Develop street standards and specifications to protect public health, safety and the role of the street as a public space.

17. **Traffic Management Guidelines.** The City shall develop Traffic Management Guidelines (TMG) as needed to respond to identified problems in a consistent and methodical way when Caltrans traffic control warrants are not met. The TMG shall have a strong citizen participation element so residents can follow the guidelines and understand various improvement measures and participate in the decision-making process. The TMG will describe the improvement process and identify specific steps. At a minimum, the TMG shall define the standard procedure, type of data collection, toolbox of potential traffic calming measures, prioritization methodology, and funding mechanism(s).

18. **Traffic Monitoring.** Ensure regular monitoring of traffic accidents, traffic levels and intersection capacity to update base data and respond to safety problems and changing conditions.

19. **Transportation System Performance Measures**. The City shall maintain a level-of-service standard for traffic operations set forth by Contra Costa County Transportation Agency (CCTA) and the Institute of Traffic Engineers (ITE) Highway Capacity Manual that assesses service levels for all street users, including automobiles, buses, pedestrians, and bicyclists. The City shall take necessary actions to reduce automobile congestion during peak hours in order to reduce the need for improvements that decrease opportunities for alternative transportation modes or reduce parking supply. The City shall continue to pursue current LOS D for existing and future intersections.

20. **Travel Demand Management (TDM).** Support and promote TDM measures to reduce the percentage of person trips made by automobile and to reduce the annual vehicle miles of travel. Reduce the percentage of trips made by automobile and provide the opportunity and facilities to divert trips from single occupancy automobiles to other modes. Encourage small business in areas of employment concentration to form

cooperatives that can collectively provide effective TDM options to employees.

21. **Update of Noise Element.** Consolidate the noise information from the 2001 General Plan update and its Environmental Impact Report, conduct any necessary additional analysis, and update the Noise Element, as required.

CONSERVATION/OPEN SPACE ELEMENT

CONSERVATION/ OPEN SPACE ELEMENT

SETTING

Agriculture is the primary land use of the Brentwood Planning Area and the historic industry for the community. This, coupled with increasing development pressures throughout the Bay Area, leads to Brentwood's desire to balance these two interests.

An initiative was approved by Contra Costa County voters in 1990 (Measure C, 65/35 Initiative), establishing Urban Limit Lines throughout Contra Costa County. Urban development can only occur within these designated areas, which are in many cases consistent with City spheres of influence. The measure further requires that 65% of the County remain undeveloped.

Another major resource in the Brentwood community is its waterways: four creeks traverse the Planning Area. Sand, Deer, and Dry Creeks flow into the major water course, Marsh Creek. Marsh Creek is dammed in the southern portion of the Planning Area, at Marsh Creek Reservoir. A major reservoir is planned for the area south of Camino Diablo Road by the Contra Costa Water District. The Los Vaqueros Reservoir watershed is partially within the Planning Area.

The creeks offer fish and wildlife habitat, and improvements have been identified in Brentwood's Creek Trail and Revegetation Master Plan.

The south and southwestern portions of the Planning Area offer the greatest areas of wildlife habitat, through a combination of vegetation and hillsides. The southwestern area provides habitat for San Joaquin kit fox.

Mineral resource production is limited to mining of sand, and extraction of coal, oil and natural gas.

FORECAST

This General Plan responds to Brentwood's desire to maintain the productivity of agricultural lands while providing for the community's growth and expansion. This is accomplished by protecting agricultural uses so that they do not prematurely develop. The plan incidentally meets the intent of the 65/35 initiative: urban land use designations fall within the established Urban Limit Line.

Development along waterways will be required to respect water courses through a combination of preservation and restoration. Creek corridors will also be used as a basis for the community's trail system. The greater biological and habitat issues of the region will be addressed through a habitat conservation plan for the southwestern portion of the Planning Area.

Open spaces should weave through the community and connect via trails. Open space will take the form of active recreation/ parks, passive recreation, joint facilities (with other agencies) and golf courses. Open space opportunities are shown in Figure 16 (Open Space/Conservation).

GOALS AND POLICIES

The following goals and policies address Brentwood's plans for Conservation and Open Space in its Planning Area.

Goal 1: Preserve productive agricultural lands in Brentwood's Planning Area.

Goal 2: Preserve and enhance prehistoric, historic and cultural resources in and around the Brentwood community.

Goal 3: Maintain the quality of Brentwood's ground and surface water.

Goal 4: Ensure that water resources are used efficiently.

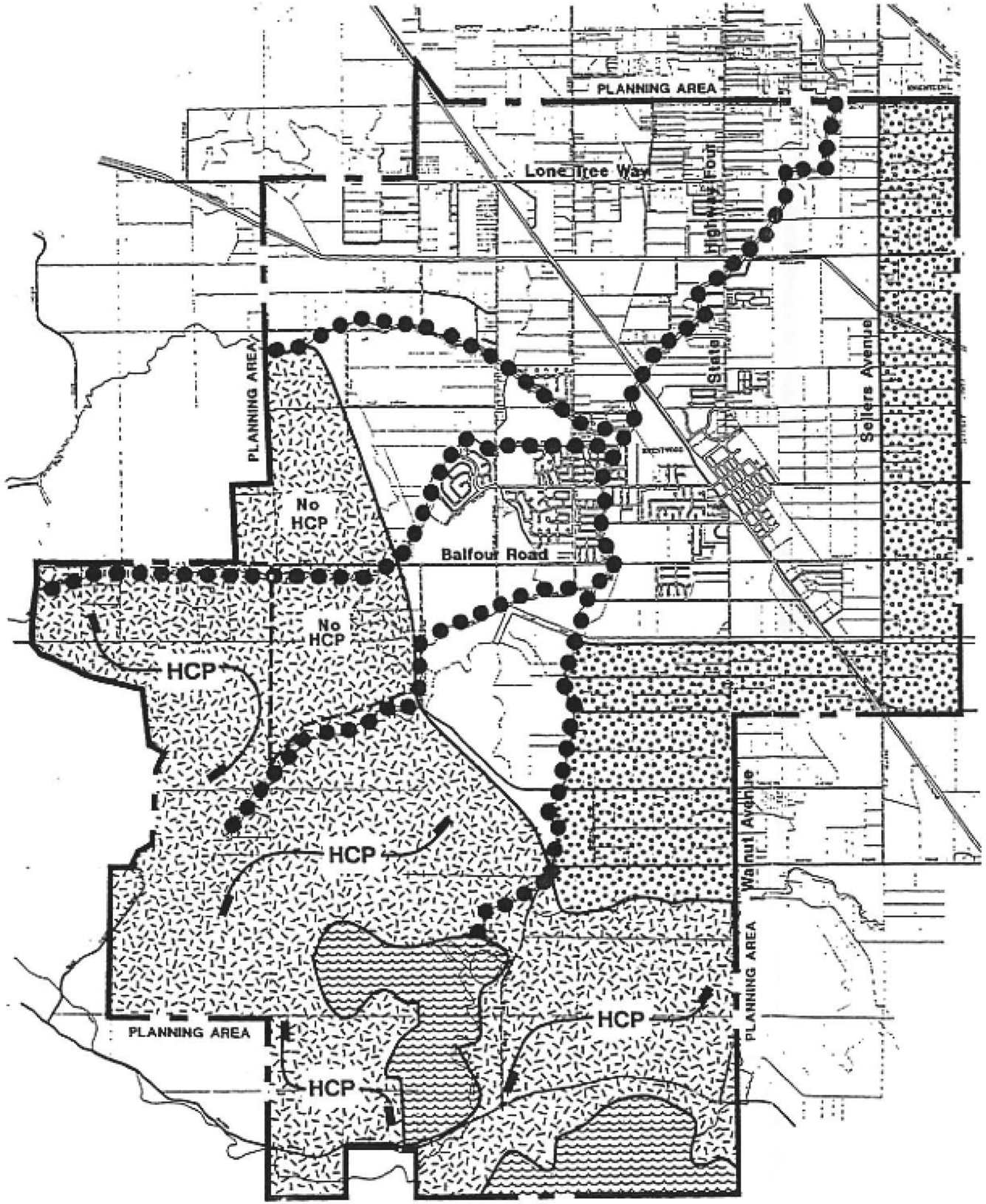
Goal 5: Create an environment in Brentwood wherein energy resources are efficiently utilized.

Goal 6: Utilize Brentwood's mineral resources while preserving development and conservation options for the future.

Goal 7: Protect the Brentwood Planning Area's natural resources.

Goal 8: Preserve and enhance natural open space in and around the Brentwood Planning Area.

Goal 9: Create an urban form that is based on open space throughout and around the community.



Open Space / Conservation

LEGEND:

- Area Of Expected Significant Natural Open Space
- Agricultural Open Space
- Proposed Flooding/New Reservoir
- Drainage Corridors (See Trails Master Plan)
- HCP — Expected Habitat Conservation Plan
- Urban Densities (Open Space Via Parks)

CITY OF BRENTWOOD

GENERAL PLAN

FIGURE: 16

GOAL 1 - CONSERVATION: Preserve productive agriculture lands in Brentwood's Planning Area.

POLICY 1.1 - Agricultural Preservation: Support preservation of productive agricultural lands and provide appropriate programs.

1.1.1 - Consistency with County: Work with the County of Contra Costa to establish consistent policies for agricultural lands in Brentwood's Planning Area.

1.1.2 - 65/35 Strategy: Implement the 65/35 growth management strategy and require urban development to only occur within the designated Urban Limit Line.

1.1.3 - Intergovernmental Cooperation: Cooperate with Contra Costa County, Antioch, and Oakley in programs which establish community separators and other permanent agricultural areas.

1.1.4 - Secure Agricultural Lands: Establish a program which secures permanent agriculture on lands designated for agriculture in the City and/or County General Plan. The program should include joint use concepts (e.g. wastewater irrigation), land dedication (e.g. secured through development agreements) and a transfer of development/in-lieu fee ordinance. The program should also create incentives for continuing agriculture (e.g. long-term irrigation water contracts) and assurances that potential ag-urban conflicts will be mitigated.

1.1.5 - Maintain Prime Agricultural Land: Maintain prime agricultural lands south of ECCID main channel and east of Sellers Avenue and direct urban growth to the west and the north.

POLICY 1.2 - Minimize Conflicts: Minimize conflicts between agricultural and urban land uses.

1.2.1 - Landscape Buffers/Greenbelts: Require the use of landscape buffers in developments and trails abutting agricultural lands.

1.2.2 - Structural Setbacks: Require new development to have structural setbacks that respect agricultural operations.

1.2.3 - Compatible Uses: Limit incompatible uses (including schools, hospitals, and high density residential) near agriculture.

1.2.4 - Developer Responsibility: Developers shall be responsible for mitigating impacts upon nearby agriculture. Setbacks and buffers shall be provided by the developer and not encroach upon productive agricultural areas. Liability insurance and bonds shall be provided which indemnify farmers and ranchers from losses due to urban uses, theft, or crop damage caused by proximity to urban population.

POLICY 1.3 - Development Impacts: Minimize impacts of development on agricultural uses.

1.3.1 - Homebuyer Notification: Adopt a policy requiring homebuyers to be notified of agricultural operations on nearby sites.

1.3.2 - Right-to-Farm: Adopt a "Right to Farm" ordinance protecting farming uses from encroaching urban uses.

1.3.3 - Development Review: Consider agricultural productivity when reviewing general plan amendments and rezoning proposals.

1.3.4 - Zoning Ordinance: Amend the zoning ordinance to include criteria addressing the conversion of agricultural lands.

POLICY 1.4 - Landowner Programs: Assist agricultural landowners with a variety of programs.

1.4.1 - Density Transfer: Investigate the use of a density transfer program for agricultural preservation.

1.4.2 - Land Purchase: Provide for fee purchase of agricultural lands.

1.4.3 - Williamson Act: Provide incentives to property owners to participate in Williamson Act contracts.

GOAL 2 - CULTURAL RESOURCES: Preserve and enhance prehistoric, historic and cultural resources in and around the Brentwood Community.

POLICY 2.1 - Historic Structures: Retain and maintain historic structures.

2.1.1 - History Programs: Work with community organizations, including the historical society, to provide programs oriented to the preservation of Brentwood's history.

2.1.2 - Restoration Funds: Use Redevelopment funds and other mechanisms to promote historic restoration.

2.1.3 - Flexible Zoning: Consider the use of flexible zoning regulations to encourage preservation of structures and architectural styles.

POLICY 2.2 - Archaeological Preservation: Preserve archeological resources that are known to the community.

2.2.1 - Archaeological Surveys: Require archeological surveys to be completed as part of development submittals.

2.2.2 - Mitigate Impacts: Use mitigation programs for potential effects on archeological resources.

GOAL 3 - WATER QUALITY: Maintain the quality of Brentwood's ground and surface water.

POLICY 3.1 - Control Pollution: The City should control the amount and quality of non-point source pollution.

3.1.1 - Grading Ordinance: Implement the City's grading ordinance.

3.1.2 - Public Education: Educate the public regarding water quality, runoff, and drainage effects.

3.1.3 - Waste Oil: Provide a program to collect waste oil and other toxic fluids.

3.1.4 - Mitigate Water Quality: Monitor storm drain and wastewater disposal impacts and provide appropriate mitigation.

POLICY 3.2 - Water Quality: Protect Brentwood's water quality.

3.2.1 - Groundwater: Monitor the quality and quantity of groundwater.

3.2.2 - Development Impacts: Consider development's effect on ground and surface water quality, and consider controlling pesticides and fertilizers.

POLICY 3.3 - Air Quality: Preserve and improve air quality in the Brentwood Planning Area.

3.3.1 - Program Implementation: Work with Contra Costa County and the Bay Area Air Quality Management District to implement programs aimed at improving regional air quality.

3.3.2 - Development Review: Discourage development that does not support alternative transportation modes and improve the jobs/housing balance with the Planning Area.

3.3.3 - Current Data: Establish current air quality data to determine and minimize significant local impacts.

GOAL 4 - CONSERVE WATER: Ensure that water resources are used efficiently.

POLICY 4.1 - Water Conservation: Promote the conservation of water.

4.1.1 - New Development: Require new development to incorporate water efficient fixtures into design and construction.

4.1.2 - Decrease Use: Provide incentives for water users to decrease consumption.

4.1.3 - Landscape Ordinance: Implement a water conserving landscape and irrigation ordinance.

4.1.4 - Public Education: Educate the public regarding ways to reduce water consumption and advantages of water-conserving landscape.

POLICY 4.2 - Reclaimed Water: Promote the use of reclaimed water and other non-potable water sources.

4.2.1 - Dual Water Systems: Encourage large-scale developments and golf course developments to incorporate dual water systems.

4.2.2 - Incentives: Provide incentives to developers and individuals that use reclaimed water and other non-potable water for landscaping.

4.2.3 - Agency Coordination: Work with other public agencies.

GOAL 5 - ENERGY RESOURCES: Create an environment in Brentwood wherein energy resources are efficiently utilized.

POLICY 5.1 - Bicycle Use: Promote the use of bicycles as an alternative transportation mode.

5.1.1 - Bikeways: Adopt specifications for Brentwood's bikeways.

5.1.2 - Community Information: Establish information programs throughout the community regarding bicycle use and routes.

5.1.3 - Route Maps: Design bicycle route maps and distribute throughout the community.

5.1.4 - Pedestrian Connections: Encourage developments to incorporate pedestrian and bicycle connections between adjacent land uses.

POLICY 5.2 - Efficient Development: Encourage the design and construction of energy efficient development.

5.2.1 - Passive Solar: Encourage new construction to incorporate passive solar features.

5.2.2 - Building Codes: Enforce building codes (e.g. Title XII) through development planning, including convenient, balanced neighborhoods.

GOAL 6 - MINERAL RESOURCES: Utilize Brentwood's mineral resources while preserving development and conservation options for the future.

POLICY 6.1 - Mine Reuse: Ensure that areas of mineral resources can be mined while productive, and are ultimately reused for urbanization or open space.

6.1.1 - Resource Extraction: Allow resource extraction of gas and oil as an interim use.

6.1.2 - Reclamation Plans: Work with property owners to develop reclamation plans for areas with mineral resources.

6.1.3 - Mining Ordinance: Implement the Oil and Gas Mining ordinance.

6.1.4 - Identify and Evaluate Resources: Identify and evaluate areas within the planning area with potential resource value, including oil, gas, sand, and gravel.

GOAL 7 - NATURAL RESOURCES: Protect the Brentwood Planning Area's natural resources.

POLICY 7.1 - Reduce Solid Waste: Minimize the disposal of solid waste into landfills.

7.1.1 - Recycling: Provide incentives including differential solid waste rate structures, to encourage recycling (to help implement the Source Reduction and Recycling Element).

7.1.2 - County Cooperation: Cooperate with the County to decrease solid waste generation.

POLICY 7.2 - Preserve Vegetation: Preserve vegetation and associated wildlife habitat in the Brentwood Planning Area.

7.2.1 - New Development: Encourage new development to consider effects on the ecosystem in their plans and propose mitigation to potential effects on the biological environment.

7.2.2 - Habitat Preservation: Utilize Specific Plans and Natural Preserve areas to preserve wildlife habitat.

7.2.3 - Landscape Buffers: Incorporate natural landscape buffers into project design at the urban/rural interface.

7.2.4 - Setbacks: Require special setbacks for structures on the edges of biological habitats.

7.2.5 - Restoration: Restore riparian habitat values.

POLICY 7.3 - Waterways: Maintain and improve wildlife and plant values along waterways and within flood control facilities.

7.3.1 - Channel Restoration: Restore creek channels to their natural condition.

7.3.2 - Bank Stabilization: Use natural techniques, including restoration of riparian vegetation to stabilize banks.

7.3.3 - Ordinance: Prepare and adopt a stream modification ordinance.

7.3.4 - Master Plan: Implement the Brentwood Creek Trails and Revegetation Master Plan.

GOAL 8 - OPEN SPACE: Preserve and enhance natural open space in and around the Brentwood Planning Area.

POLICY 8.1 - Open Space Planning: Promote the preservation of open space and natural features through land use planning and development proposals.

8.1.1 - Cluster Development: Allow cluster development as a means of encouraging the preservation of open space.

8.1.2 - Development Proposals: Utilize Planned Developments and Specific Plans to incorporate open space into development proposals.

8.1.3 - Minimize Conflicts: Utilize open space areas to minimize conflicts between adjacent land uses.

POLICY 8.2 - Tree Protection: Protect mature trees and areas of natural vegetation.

8.2.1 - Tree Ordinance: Prepare and adopt a tree preservation ordinance that establishes guidelines for the planting, care and removal of trees.

8.2.2 - Education: Prepare educational materials regarding the significance of trees to a community, including open space and aesthetic values and shade.

POLICY 8.3 - Hillsides: Preserve steep hillsides from development and mass grading.

8.3.1 - Grading Ordinance: Prepare and adopt a hillside grading ordinance.

8.3.2 - Hillside Preservation Plan: Prepare a hillside preservation plan that addresses methods of preserving hillsides, while accommodating limited growth.

8.3.3 - Hillside Development Policies and Standards: Prepare and adopt hillside development policies and standards that provide guidance to future hillside development.

POLICY 8.4 - Drainage Facilities: Provide for the multiple use of drainage facilities, including retention and detention basins.

8.4.1 - Basin Landscaping: Promote landscaping of basins, and incorporate park facilities, to the extent possible.

GOAL 9 - URBAN OPEN SPACE: Create an urban form that is based on open space throughout and around the community.

POLICY 9.1 - Parkway Corridors: Provide for the multiple use of transportation and utility corridors with parkways.

9.1.1 - Master Plan: Implement the Trails Master Plan.

9.1.2 - Open Space for Drainage: Incorporate open space use into the design and construction of drainage corridors.

9.1.3 - Corridor Design: Establish a mechanism that ensures open spaces are included in the design and construction of transportation corridors.

SAFETY ELEMENT

SAFETY ELEMENT

SETTING

Hazards are man-made and natural occurrences that have the potential to bring harm to a community's population and/or property. Man-made hazards come in the form of noise, air pollution and hazardous materials. Natural hazards include geologic and seismic activity, landslides and soil erosion, flooding, and fire. These hazards are further explained below:

FIRE

The Brentwood Planning Area is protected by three fire protection districts. East Diablo Fire Protection District, administered by Contra Costa County, encompasses all of the incorporated and most of the unincorporated Planning Area. Portions of the Planning Area are protected by the Oakley Fire Protection District (about one (1) square mile). The East Diablo Fire Protection District has an adopted Fire Protection Master Plan. This Plan addresses fire safety standards for new urban development, as well as disaster preparedness and response, educational programs, natural hazards (including fire and earthquakes) and hazardous materials.

Like most rural/urban areas, the greatest concern for the East Diablo Fire Protection District is the urban/wildland interface - the edges of development that meet rural areas. These edge areas tend to have a greater amount of vegetation, while building materials tend to be more prone to fire (e.g. shake roofs, wood siding). Emergency vehicle access is often limited (due to narrow, private and unmaintained streets) and water is inadequate in either amount or pressure.

GEOLOGIC/SEISMIC

The San Francisco Bay Area as a whole experiences significant seismic activity. This activity lessens in eastern Contra Costa County, in which Brentwood is located. Nonetheless, the Planning Area is subject to significant groundshaking and ground rupture along fault lines.

Active faults are defined as showing evidence of activity in the last 11,000 years. A potentially active fault displaces deposits of Quaternary age (the last 2 million years) but does not show indications of recent activity. Active faults are more likely to produce earthquakes than faults which do not show evidence of recent activity.

Two earthquake faults are located in Brentwood's Planning Area. The Antioch-Davis fault is active and is located in the low hills in the western portion of the Planning Area. Its northern portion is identified as an Alquist-Priolo Special Studies Zone. The Brentwood-Sherman Island Fault is potentially active, and is located approximately 2 miles east of the Antioch-Davis fault. This is partially within the City limits. It has been recommended that the Brentwood-Sherman Island Fault be considered active for planning purposes. The Brentwood Planning Area is subject to seismic activity due to regional faults as well. These include the San Andreas fault (active, 45 miles west, moderate groundshaking); Hayward fault (27 miles west, active, moderate groundshaking); Calaveras fault (18 miles southwest); Greenville fault (10 miles southwest, moderate to strong groundshaking); Concord-Green Valley (15 miles west, active, moderate groundshaking); and Midland fault (2 miles east, no evidence of recent activity).

The faults in and around the Brentwood Planning Area can have effects on

Brentwood's emergency services, transportation facilities, and ability to respond to local and regional disasters. The community is also susceptible to structural failures, although this threat is not as great.

LANDSLIDES AND SOIL EROSION

Slope stability is a concern in the hilly western and southwestern portions of the Planning Area. There are a number of slides in the Planning Area. Sloping ground subject to instability is generally limited to the low hills along the western and southern borders of the Planning Area. There is also localized slope instability along the steep stream banks of Marsh Creek and on steep slopes within dune sands.

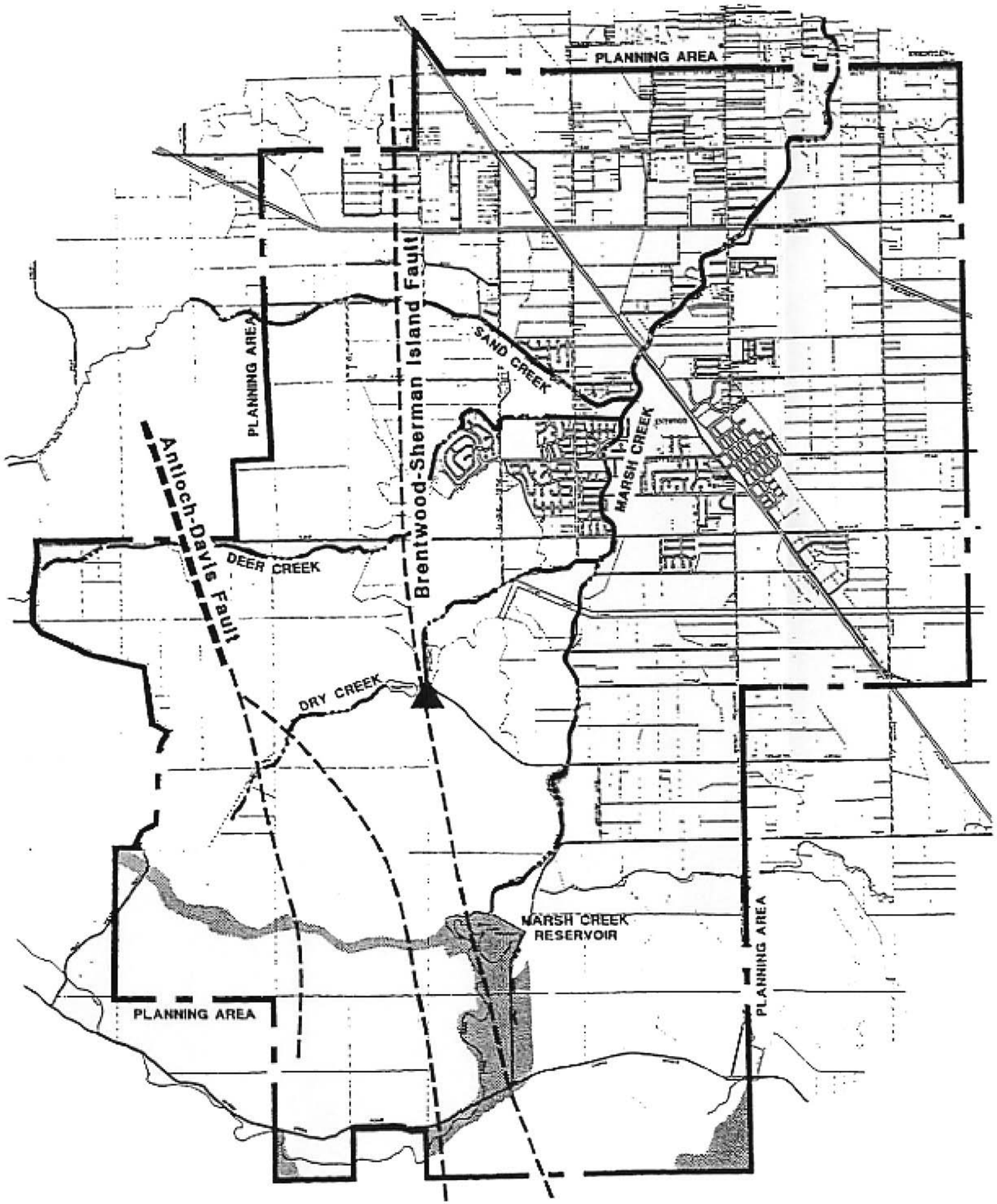
FLOODING

Four creeks traverse the Planning Area: Marsh Creek, Deer Creek, Dry Creek and Sand Creek. The City of Brentwood's creeks have not been mapped by the Federal Emergency Management Agency (FEMA), and therefore have no designated flood zones. The Infrastructure Element in Chapter 3, Public Facilities contains policies that address the need to map floodplains. These mapping efforts will help the City protect itself against flooding hazards.

Figure 17 (Environmental Hazards) illustrates the Planning Area's earthquake faults and the limited amount of floodplains that have been identified through studies undertaken by private property owners.

FORECAST

The Safety Element identifies measures to reduce the risks associated with new and existing development. These policies and goals will help ensure that Brentwood protects the safety of its residents and visitors, providing protection to lives and properties.



Environmental Hazards

LEGEND:

- Active Fault
- Potentially Active Fault
- Main Drainage Tributaries
- 100 Year Flood Plain
- Potential Subsidence Due To An Abandoned Coal Mine

Note: Current Flood Plain Information Not Available For Main Tributarie As Of 1992

CITY OF BRENTWOOD

GENERAL PLAN

FIGURE: 17

GOALS AND POLICIES

The following goals and policies identify ways to protect Brentwood's natural and manmade environment.

Goal 1: Protect the Brentwood community from hazards associated with the natural environment.

Goal 2: Maintain Brentwood safe from risks associated with hazardous materials.

Goal 3: Protect the safety of life and property throughout the Brentwood community by providing high quality emergency services.

GOAL 1 - PROTECT FROM HAZARDS: Protect the Brentwood community from hazards associated with the natural environment.

POLICY 1.1 - Minimize Risks: Minimize risks of personal injury and property damage associated with natural hazards.

1.1.1 - Educate: Educate the community on procedures regarding preparedness and response to natural disasters.

1.1.2 - Evacuation routes: Maintain evacuation routes for disaster response and feasible alternative routes where congestion or road failure could occur.

1.1.3 - Design Criteria: Establish design criteria for publicly accessible stream corridors, detention basins and drainage facilities to minimize potential for accidents and injury.

1.1.4 - Preserve Open Space: Preserve open space areas along waterways, active fault zones, and in areas of high wildlife and known geologic hazards.

POLICY 1.2 - Land Movement: Protect life and property from potential landslides and earthquake hazards within the Planning Area.

1.2.1 - Grading Ordinance: Adopt a hillside grading ordinance.

1.2.2 - Critical Facilities: Prohibit development of critical facilities and high-occupancy structures in geologically hazardous areas.

1.2.3 - Alquist-Priolo Requirements: Develop ordinances administering the Alquist Priolo Special Studies Zone Act.

1.2.4 - Building Codes: Require new construction to meet all applicable building codes related to seismic safety.

1.2.5 - Upgrade Buildings: The City shall comply with its 3-year upgrade program for earthquake-damaged buildings, per Redevelopment Agency Resolution 92-5.

POLICY 1.3 - Land Subsidence: Prevent land subsidence and maintain adequate groundwater supplies.

1.3.1 - Overdraft: Monitor withdrawal of groundwater, oil and gas, maintain land elevation records, and regulate overdraft to prevent subsidence.

1.3.2 - Abandoned Wells: Regulate abandoned wells and the removal of abandoned underground irrigation and drainage systems.

1.3.3 - Hazards Inventory: Maintain an inventory of all natural hazards, including active faults, Alquist-Priolo Special Study Zones, 100-year flood plains, and projected dam failure inundation areas.

POLICY 1.4 - Flood Hazards: Protect the community from flood hazards.

1.4.1 - FEMA Mapping: Work with the U.S. Army Corps of Engineers to develop floodplain information and maps for the Federal Emergency Management Agency (FEMA).

1.4.2 - Adopt Ordinance: Adopt a floodplain ordinance to address flood zones established by FEMA maps.

1.4.3 - Dam Failure: Map dam failure inundation areas and develop, maintain and inform the public of an evacuation procedure, for all affected areas, in the event of failure of dams.

POLICY 1.5 - Fire Hazards: Minimize fire hazards within the Planning Area.

1.5.1 - Fuel Modification Ordinance: Work with the East Diablo Fire Protection District to prepare a Fuel Modification Ordinance and require fire-resistant, native vegetation as buffers for developments proposed in hillside, open space and rural areas with moderate to high fire risk.

1.5.2 - Development Review: Coordinate with Contra Costa County to submit building plans to the Fire Protection District for all developments occurring in the unincorporated portions of the Brentwood Planning Area.

1.5.3: - Roof Ordinance: Work with the East Diablo Fire District to develop a fire retardant roof ordinance.

GOAL 2 - HAZARDOUS MATERIALS: Maintain Brentwood safe from risks associated with hazardous materials.

POLICY 2.1 - Hazardous Substances: Protect the community of Brentwood from hazards associated with the use, transport, treatment, and disposal of hazardous substances.

2.1.1 - Training: The City and East Diablo Fire Protection District should work together to train local police and fire departments for specialized handling and cleanup procedures in the event of radioactive, toxic and hazardous substance spills.

2.1.2 - Educate: Provide educational opportunities for generators of small quantity, household, and agricultural waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management.

2.1.3 - Provide Information: Provide the public, industry, agriculture, and local government with the information needed to take rational steps to minimize, recycle, treat, dispose, and otherwise manage hazardous wastes in Brentwood.

2.1.4 - Regulate Storage: Regulate the storage of hazardous substances.

2.1.5 - Household Hazardous Waste: Provide a program for the disposal of household hazardous wastes.

POLICY 2.2: - Disaster Planning: Plan for City and citizen actions to respond effectively to and recover from a disaster.

2.2.1 - Response Plans: Maintain effective disaster response plans that address emergency response and traffic control and security of damaged areas.

2.2.2 - Mutual Aid: Maintain effective mutual aid agreements for fire, police, medical response, mass care, heavy rescue, and other functions as appropriate.

GOAL 3 - EMERGENCY SERVICES: Protect the safety of life and property throughout the Brentwood community by providing high quality emergency services.

POLICY 3.1: Efficient Service: Provide for effective and cost efficient fire and emergency medical service to the City to minimize potential injury, loss or destruction to persons or property.

3.1.1 - Fees: Provide funding for fire facilities through such mechanisms as Capital Improvements Financing Program and Fire Facility Impact Fees.

3.1.2 - Boundaries: Brentwood's expansion of its city limits should include adjustments to the Fire Protection District that serves the City.

3.1.3 - Emergency Preparedness: Work with the East Diablo Fire Protection District to prepare and adopt an Emergency Preparedness Plan.

3.1.4 - Volunteer Programs: Establish a program to train and educate volunteers to assist the community with disaster preparedness and response.

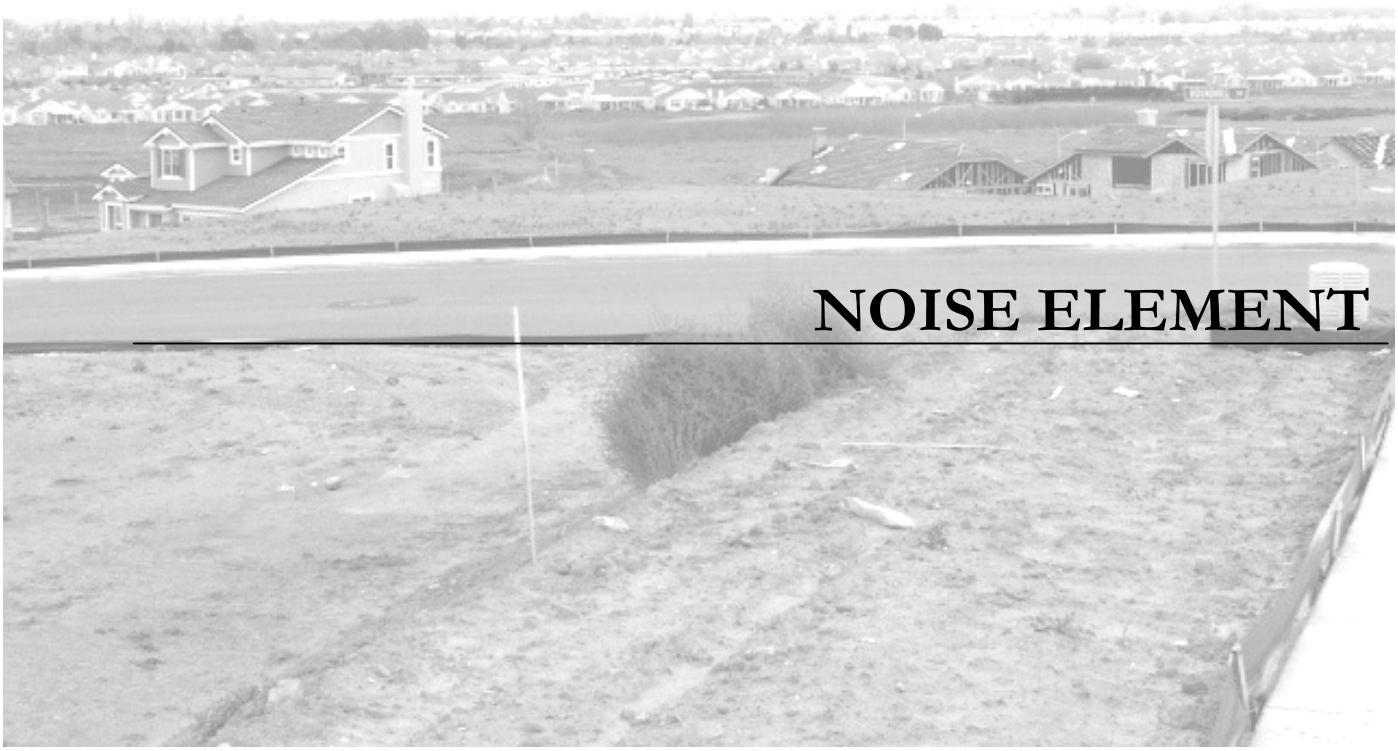
POLICY 3.2 - Safety From Crime: Promote community order by preventing criminal activity, enforcing laws, and meeting community police service demands.

3.2.1 - Community Protection Programs: Promote the 911 emergency system, Neighborhood Watch programs, and similar crime prevention activities and programs.

3.2.2 - Safe Design: Design public and private spaces to minimize opportunities for criminal activity.

POLICY 3.3 - Emergency Communications: Provide an effective communications system to properly respond to emergencies.

3.3.1 - Command Center: Work with the Fire Protection District and County to develop a command center for local disasters.



NOISE ELEMENT

NOISE ELEMENT

SETTING

Noise pollution is recognized as a significant source of environmental degradation. Exposure to high noise levels can cause hearing loss, annoyance, discomfort, and interference with normal activities such as sleep, communication, and relaxation. In an effort to improve the quality of life in urban areas, California planning law requires every general plan to address local noise issues. This section of the Brentwood General Plan Policy Document identifies the community's noise goals and establishes its policies to reduce noise pollution.

THE MEASUREMENT OF NOISE

Sound intensity is typically measured in decibels (dBA). The higher the decibels, the greater the intensity. A zero on the decibel scale represents the lowest level of sound a human can hear. Some common examples of decibel levels are as follows:

Description	dBA	Example
Just Audible	10	Leaves Rustling
Very Quiet	40	Birds Singing
Quiet	50	Typical Suburban Background
Intrusive	70	Freeway Traffic
Very Annoying	105	Power Mower
Discomfort	120	Jet Takeoff

Noise is rated in a variety of ways depending on the type of noise that is generated and the type of use that it is impacting. A simple decibel rating would not adequately compare the difference between a 105 decibel (dBA) power mower for ten or fifteen minutes and the 70 dBA, constant noise of living next to a freeway. Although the mower is louder, most people would agree that they would rather withstand the mower on Saturday mornings than the constant annoyance of living adjacent to a freeway.

The most common noise rating systems include the Noise Equivalent Level (Leq), the Day-Night Average Sound Level (Ldn), and the Community Noise Equivalent Level (CNEL). All these systems utilize decibels (dBA) to measure the noise, but average them in different ways to account for the type of noise and the use it is impacting. For example, the Noise Equivalent Level (Leq) is the average noise over a specified time period (such as an hour). The Leq descriptor would be useful to measure the impact that a noise, such as a freeway, might have on a use such as a church for the hour that the sermon is being given.

The Day-Night Average Sound Level (Ldn) is the average noise level over a 24 hour period. This rating system factors in a 10 dBA "penalty" in the night time hours (10 p.m. to 7 a.m.) to account for the fact that people typically find noise more disturbing at night while they are trying to sleep. The Ldn descriptor is useful for measuring the impacts that road noise might have on a use that may be constantly occupied, such as a house or a nursing home.

The Community Noise Equivalent Level (CNEL) is similar to the Ldn but includes an additional 5 dBA penalty for evening hours (from 7 p.m. to 10 p.m.). The Ldn and CNEL descriptors are typically used interchangeably. For the purposes of this element, the Ldn descriptor will be most commonly used.

EXISTING NOISE LEVELS IN BRENTWOOD

Noise modeling techniques and noise measurements were used to develop generalized Ldn noise contours for the major roadways, railroads, and fixed noise sources in the Brentwood General Plan Planning Area for existing (1990) conditions. Table 30 (Existing Traffic Noise Levels) and Figure 18 (Existing Traffic Noise Contours) show existing noise levels due to traffic on major routes within the City. Table 31 (Distance to Railroad Noise Contours) shows noise contours due to railroad operations.

There are several different types of fixed noise sources in the Brentwood General Plan Planning Area. These include gas wells, pump stations operated by the East Contra Costa County Irrigation District (ECCID), farming operations, and a concrete batch plant located near the north Brentwood city limits. Table 32 (Typical Noise Levels for Fixed Noise Sources) shows the noise levels associated with these sources.

A community noise survey was conducted which indicated that typical noise levels in noise sensitive areas of the Brentwood General Plan Planning Area range from 44 dB to 53 dB Ldn. Noise from traffic on local roadways, as well as neighborhood activities, are the controlling factors for background noise levels in the Planning Area. In general, the areas of Brentwood and the General Plan Planning Area which contain noise sensitive uses are relatively quiet.

FORECAST

The City of Brentwood is exposed to noise from many sources. The more significant noise sources include roadway noise from major roadways, such as Highway 4, Lone Tree Way, and Balfour Road; railroad noise from the Southern Pacific Railroad; and fixed noise sources such as those from farming operations and a concrete batch plant along Highway 4. Through site planning for noise-sensitive developments (such as schools, hospitals, and residences) it is necessary to consider noise impacts and mitigate those impacts to acceptable levels. Noise impacts can be mitigated through a variety of methods including earthen berms, increased setbacks, masonry sound walls, and construction methods (such as double paned windows or wall insulation). Noise impacts can also be avoided through siting of noise-sensitive uses so that they are not located adjacent to noise generating areas. The details of noise mitigation can be established through adoption of a noise control ordinance.

It is also necessary to consider the impacts that new noise producing uses (such as an auto body repair shop or a factory) will have on existing noise-sensitive uses (such as a home). It is also important to consider the noise generating effects that are created when existing two-lane, rural roads are widened to four-lane arterials. By simply widening and improving a street, the street will become more desirable for commuters and other vehicles. This will result in the creation of additional noise impacts. The impacts created by the new uses and street widenings should be taken into consideration and appropriately mitigated.

Future noise level projections along the City's major roadways are shown in Table 33 (Future Traffic Noise Levels) and Figure 19 (2010 Noise Contours). As can be seen from

the table, the greatest noise impacts will be generated from the future Delta Expressway and Lone Tree Way as a result of the high traffic volumes. Traffic noise along the existing Highway 4 may actually reduce over time due to diversion of traffic to the Delta Expressway.

One of the greatest challenges the City will face as it grows will be to balance the demand for growth and the resulting noise from roads and other noise generating uses with the need to preserve and maintain a quiet noise environment.

GOALS AND POLICIES

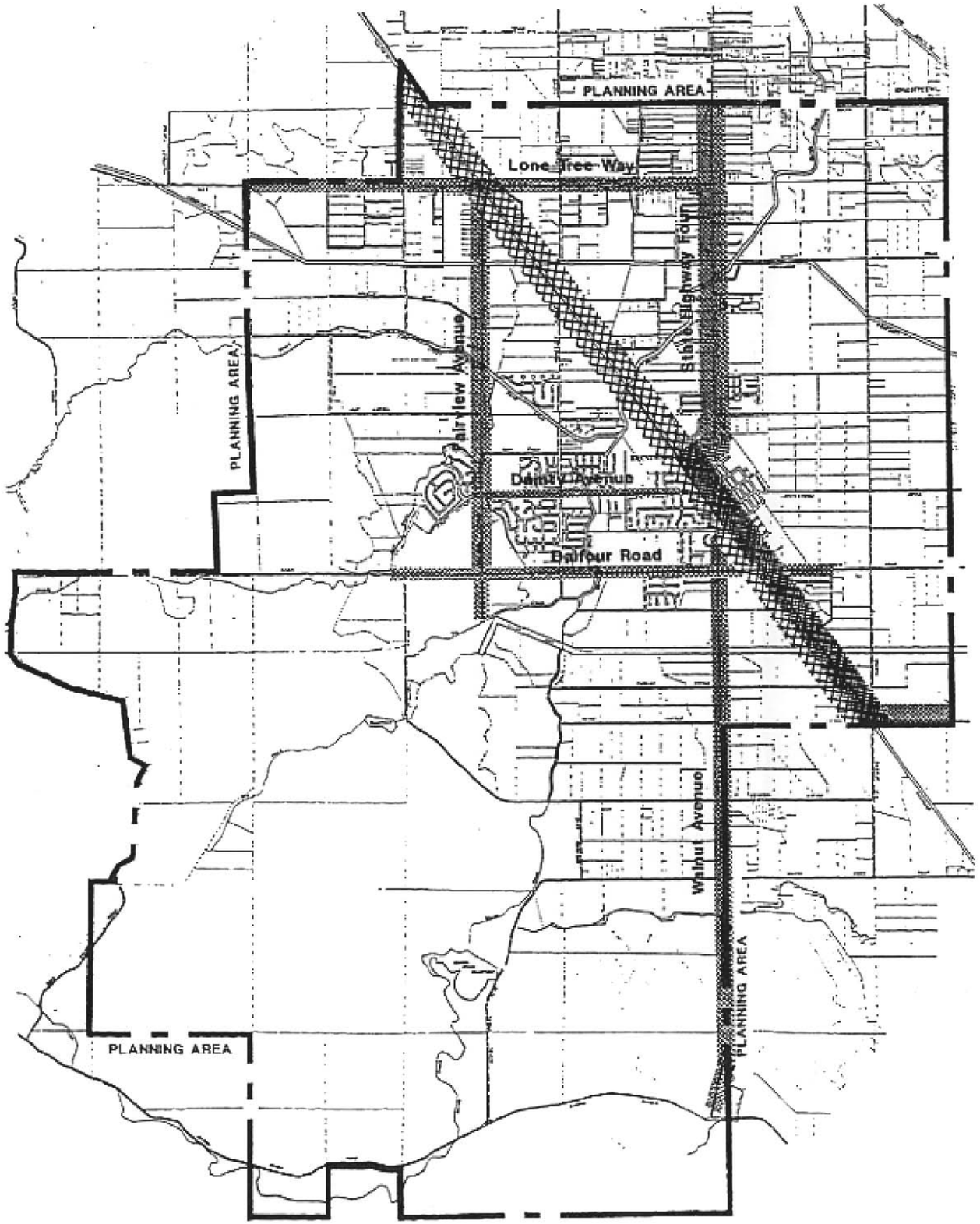
The goals of the Noise Element are to (1) protect new and existing noise-sensitive uses from the adverse impacts created by noise producers and (2) preserve the existing, rural noise environment. Through the various policies and actions that follow, the City anticipates being able to mitigate noise to acceptable levels.

Goal 1: Protect noise-sensitive uses from the harmful and annoying effects of exposure to excessive noise.

Goal 2: Preserve the rural noise environment of the City and surrounding areas.

TABLE 30
EXISTING TRAFFIC NOISE LEVELS
DISTANCE IN FEET
FROM CENTER OF ROADWAY
TO L_{dn} CONTOURS

Segment	Description	60 dB	65 dB
SR 4: 1	Sellers Avenue to Balfour Road	351	163
2	Balfour Road to Oak Street	239	111
3	Oak Street to Sunset Road	344	160
4	Sunset Road to Lone Tree Way	333	153
5	Lone Tree to N. Planning Area Boundary	368	171
Fairview Avenue: 6	Entire Length	147	68
Balfour Road: 7	Entire Length	96	45
Walnut Boulevard: 8	Entire Length	125	58
Dainty Avenue 9	Entire Length	88	41
O'Hara Avenue 10	Entire Length	40	19
Lone Tree Way 11	Entire Length	109	51



Existing Noise Contours

LEGEND:

60 dB Ldn Contours (Roadways)

60 dB Ldn Contours (Railroad)

Note: Edge of shading represents the outer limits of the 60 dB Ldn contours

CITY OF BRENTWOOD

GENERAL PLAN

FIGURE: 18

TABLE 31
DISTANCE TO RAILROAD NOISE CONTOURS

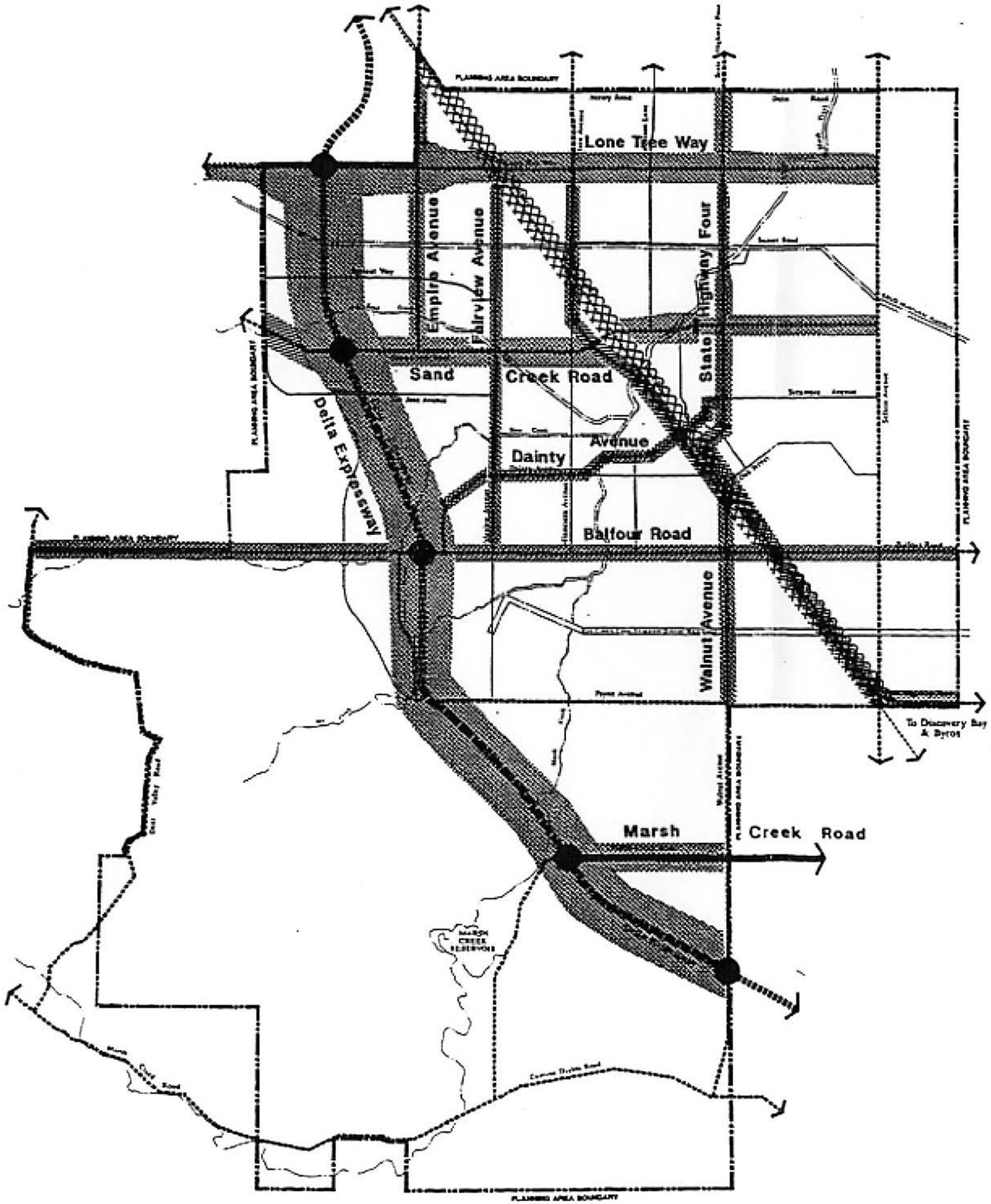
	Distance in Feet to	
Scenario	60 dB Ldn	65 dB Ldn
SPTCo Tracks: 8 trains/day	420	230
2 trains/day	68	36
AT&SF Tracks: 12 freights/6 Amtrak	500	264

TABLE 32
TYPICAL NOISE LEVELS FOR FIXED NOISE SOURCES

Equipment	Distance in feet	Sound Level in dB
Gas Wells	50	55
ECCID Pump Stations One Pump Five Pumps	 10 40	 54.5 50
Concrete Mixing Truck	45	71.5
Sand and Gravel Truck	35	91
Concrete Batch Plant Operations	40	87
Front-end Loader	35	89
Concrete Mixing Truck (washing down)	30	85
Diesel Wheel Tractor - with Disc - with Furrow	 150 50	 72-75 69-79

TABLE 33
FUTURE TRAFFIC NOISE LEVELS
DISTANCE (FEET) FROM CENTER OF ROADWAY
TO L_{dn} CONTOURS

Segment/Roadway	Description	Future	
		60 dB	65 dB
S.R. 4			
1	Sellers Avenue to Balfour Road	139	64
2	Balfour Road to Oak Street	187	87
3	Oak Street to Sunset Road	113	53
4	Sunset Road to Lone Tree Way	108	50
5	Lone Tree Way to North Planning Area Boundary	218	101
Fairview Avenue:			
6	Entire Length	119	55
Balfour Road:			
7	West of Delta Expressway	282	131
8	Delta Expressway to Fairview Road	230	107
9	Fairview Road to S.R. 4	176	82
10	S.R. 4 to East Planning Area Boundary	129	60
Walnut Boulevard:			
11	S.R. 4 to East Planning Area Boundary	172	80
Dainty Avenue:			
12	Entire Length	127	59
O'Hara Avenue:			
13	Walnut Boulevard to Lone Tree Way	112	52
14	Lone Tree Way to Laurel Road	97	45
Lone Tree Way:			
15	Hillcrest Road to West Planning Area Boundary	298	138
16	Hillcrest Road to Delta Expressway	867	402
17	Delta Expressway to Empire	935	434
18	Empire to S.R. 4	592	275
Delta Expressway:			
19	Balfour Road to Sand Creek Road	1160	539
20	Sand Creek Road to Lone Tree Way	1380	641
21	Lone Tree Way to Laurel Road	1391	646
22	Laurel Road to North Terminus	1521	706
Marsh Creek Road:			
23	West of Walnut	167	78
24	East of Walnut	154	72
Empire Avenue:			
25	Entire Length	192	89
Sand Creek Road:			
26	West of Minnesota	328	152
27	East of Minnesota	200	93



2010 Noise Contours

LEGEND:

60 dB Ldn Contours (Roadways)

60 dB Ldn Contours (Railroad)

Note: Edge of shading represents the outer limits of the 60 dB Ldn contours

CITY OF BRENTWOOD

GENERAL PLAN

FIGURE: 19

GOAL 1 - NOISE EXPOSURE: Protect noise-sensitive uses from exposure to excessive noise.

POLICY 1.1 - Transportation Noise: Protect residential, office, and other noise sensitive land uses from excessive transportation noise.

1.1.1 - New Development: Require mitigation in new developments so that transportation noise exposure on site does not exceed the levels shown below.

MAXIMUM ALLOWABLE NOISE EXPOSURE
TRANSPORTATION NOISE SOURCES

Land Use	Outdoor Activity Areas[1] Weighted Daily Average[2] dBA	Interior Spaces	
		Weighted Daily Average[2] dBA	Use Period Average[3] dBA
Residences	60	45	--
Transient Lodging	60	45	--
Hospitals, Nursing Homes	60	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60	--	40
Office Buildings	60	--	45
Schools	60	--	45
Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

[1] Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

[2] Using the Ldn or CNEL noise scale.

[3] Leq, as determined for a typical worst-case hour during periods in which the facility is used (e.g. school is in session).

[4] Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table

1.1.2 - Existing Development: Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Action 1.1.1 at existing sensitive land uses.

1.1.3 - Acoustical Analysis: An acoustical analysis shall be prepared for projects that may produce or be exposed to noise levels exceeding the standards of Action 1.1.1. This acoustical analysis shall:

A. Be the responsibility of the applicant.

B. Be prepared by a qualified acoustical analyst.

C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.

D. Estimate existing and projected (20 years) noise levels in terms of L_{dn} or CNEL, hourly Leq, and/or maximum noise level and compare these levels to the adopted

E. Recommend mitigation to comply with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

F. Estimate noise exposure after the prescribed mitigation measures have been implemented.

G. Describe a monitoring program to evaluate the effectiveness of the proposed mitigation measures.

POLICY 1.2 - Industrial-Related Noise: Industrial and other non-transportation noise sources shall be mitigated to an acceptable standard.

1.2.1 - Performance Standards: New non-transportation noise sources including uses such as concrete plants, generators, and compressors and excluding agricultural operations on appropriately zoned lands, shall not exceed the following levels at the property line of lands designated for noise-sensitive uses:

MAXIMUM

INDUSTRIAL-RELATED NOISE LEVELS

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Average (L_{eq}, dBA)	50	45
Maximum level (dBA)	70	65

1.2.2 - Acoustical Analysis: An acoustical analysis shall be performed for projects that may produce or be exposed to noise levels exceeding the standards in Action 1.2.1. The acoustical analysis shall meet the standards specified in Action 1.1.3.

1.2.3 - Protect Existing Uses: Discourage the siting of new development on property that is subject to noise levels in excess of the standards shown in Actions 1.1.1 and 1.2.1.

1.2.4 - Ordinance: The City of Brentwood shall adopt a noise control ordinance establishing standards for the enforcement of this Noise Element, regulation of highly annoying noise sources, and regulation of residential noise environments.

1.2.5 - Construction: Construction activities near sensitive land uses should be limited to the hours of 9 a.m. to 7 p.m. on weekdays and 8 a.m. to 7 p.m. on Saturday. Construction shall be prohibited on Sundays.

GOAL 2 - NOISE ENVIRONMENT: Preserve the rural noise environment of the City and surrounding areas.

POLICY 2.1 - Site Design: Noise mitigation shall emphasize site planning and project design rather than noise barriers.

2.1.1 - State Standards: Enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC).

2.1.2 - Building Placement: Encourage the placement of noise tolerant land uses such as open space buffers and parking lots between noise sources and sensitive receptors.

2.1.3 - Architecture: Encourage development architecture that places noise-sensitive rooms away from major roadways.

2.1.4 - Soundwalls: The use of soundwalls along thoroughfares is often necessary to maintain noise standards. However, the City's preferred method of attenuating adverse noise levels is to utilize a combination of frontage roads, earth berming and larger building setbacks along thoroughfares in new subdivision design.

When soundwalls must be constructed, they should be designed in a meandering pattern and setback a minimum average distance of ten (10) feet from the adjacent right-of-way with extensive landscaping in front of the wall.

APPENDIX A
HOUSING ELEMENT REVIEW WORKSHEET FROM STATE HCD

This appendix has been excerpted with permission from the State of California, Department of Housing and Community Development.

Locality _____ Draft _____ Adopted _____ HCD Receipt Date _____
Contact Person _____ Phone # _____ Coastal Zone _____

Section numbers refer to the Government Code Article 10.6. Please provide the information referred to and the element page number(s) where the information is located.

I. Review and Revision

Page #

A. Evaluation and revision of the previous element according to the criteria of Section 65588(a) and (b). _____

"Effectiveness of the element" (Section 65588(a)(2)): a review of the actual results of the previous element's goals, objectives, policies, and programs. The results should be quantified where possible (e.g., mitigation of governmental constraints). _____

"Progress in implementation" (Section 65588(a)(3)): An analysis of the significant difference between what was projected or planned in the previous element and what was achieved. _____

"Appropriateness of goals, objectives and policies" (Section 65588(a)(1)): A description of how the goals, objectives, policies and programs of the updated element incorporate what has been learned from the results of the previous element. _____

II. Housing Needs (65583(a))

	Owner	Renter	Total	Page #
A. Number of existing households and housing units				
1. Households	_____	_____	_____	_____
2. Housing units			_____	_____
B. Lower income households overpaying for housing				
1. Total number	_____	_____	_____	_____
2. percent lower income			_____	_____
C. Special housing needs analyses and estimated number of households				
1. Disabled			_____	_____
2. Elderly	_____	_____	_____	_____
3. Large households	_____	_____	_____	_____
4. Farmworkers			_____	_____
5. Families with female head			_____	_____
6. Homeless			_____	_____
7. Other _____	_____	_____	_____	_____
D. Number of overcrowded households	_____	_____	_____	_____
E. Number of housing units needing rehabilitation			_____	_____
F. Number of housing units needing replacement			_____	_____
G. Analysis of existing assisted housing projects at-risk			_____	_____

II. Housing Needs (continued)

Page #

H. Five-year projected new construction needs, including the locality's share of the regional housing needs as determined by COG or HCD, specify the time frame of the projections _____ and enter the construction need figures in the table below. _____

Income Category	*Five Year Construction Needs*
Very low (0-50% of median income)	
Other lower (50-80%)	
Moderate (80-120%)	
Above Moderate (over 120%)	
Total Units	

I. Employment and population trends _____

III. Land Inventory (Sections 65583, 65583(a))

Summarize in the table below the information on sites suitable for residential development within the five-year planning period of the element. List page(s) where this topic is discussed, including the discussion of availability of services and facilities for the sites identified in the land inventory.

Zoning/permitted housing type	Number of acres	Density range (units/acre)	Availability of services & facilities (e.g., infrastructure)	Dwelling unit capacity	Page No.
Single family					
Multifamily and rental					
Mobilehomes, manufactured housing, mobile-home parks					
Emergency shelter and transitional housing					
Farmworker Housing					
Sites with residential redevelopment potential and or mixed-use (within timeframe of element)					
Currently non-residential					
Other					
TOTAL					

IV. Constraints on Housing (Section 65583(a)(4) and (5))

List pages where the housing constraints listed below are discussed: Page #

A. Governmental Constraints

Land use controls (e.g., zoning, growth controls, open space requirements) _____
Codes and enforcement (e.g., any local amendments to UBC, degree or type of enforcement) _____
On/Off-site improvements (e.g., curbing requirements, street widths, circulation improvements) _____
Fees & exactions (permit fees & land dedication or other requirements imposed on developers) _____
Processing and permit procedures (e.g., processing times, approval procedures) _____
Other governmental constraints _____

B. Nongovernmental Constraints

1. Availability of financing _____
2. Price of land _____
3. Cost of construction _____
4. Other nongovernmental constraints _____

V. Quantified Objectives (Section 65583(b))

List quantified objectives for the maximum number of housing units (by income level) over the five-year time frame of the element to be:

	Very Low	Low	Moderate	Above Moderate
A. Constructed	_____	_____	_____	_____
B. Rehabilitated	_____	_____	_____	_____
C. Conserved	_____	_____	_____	_____

VI. Other Topics

List pages where the following topics are discussed:

A. Efforts to achieve public participation of all economic segments of the community in the development of the element (Section 65583(c)) _____

B. Analysis of opportunities for energy conservation in residential development (Section 65583(a)(7)) _____

C. Description of means by which consistency will be achieved with other general plan elements (Section 65583(c)) _____

E. For Coastal Zone localities, list the pages where the required information regarding construction, demolitions, and conversions within the coastal zone are provided Section (65583(c) and (d)). _____

VII. Housing Programs (65583(c)). Summarize programs in the element.

Program Purpose	Program Action(s)	Agency Responsible	Time Frame	Page No.
Provide adequate sites (65583(c)(1)) 1 Insure total dwelling capacity equal to new construction need 2 Provide sites suitable for a variety of types of housing for all income levels, including rental housing and manufactured housing, homeless shelters and transitional housing, farmworker housing				
Assist in the development of adequate housing to meet the needs of low and moderate income households (65583(c)(2)) 1 Utilize federal and state financing and subsidies 2 Provide regulatory concessions and incentives				
Address and, where appropriate and legally possible, remove governmental constraints (65583(c)(3)) 1 Land use controls 2 Building codes 3 Site improvements 4 Fees and exactions 5 Processing and permit procedures				
Conserve and improve the condition of the existing affordable housing stock (65583(c)(4))				
Preserve Units At-Risk (65583(c)(6))				
Program to promote equal housing opportunities (65583(c)(5))				

APPENDIX B

Regional Housing Needs 1999-2006 Allocation

Final Official Release 3/15/2001

Use the selection box below to see each jurisdictions RHND Allocation by county.

County: CONTRA COSTA >>

Jurisidiction	Jurisdiction Need	Uninc. SOI Need	Total Projected Need	Very Low	Low	Moderate	Above Moderate	Average Yearly Need
ANTIOCH	4,430	29	4,459	921	509	1,156	1,873	595
BRENTWOOD	4,069	4	4,073	906	476	958	1,733	543
CLAYTON	446	0	446	55	33	84	274	59
CONCORD	2,224	95	2,319	453	273	606	987	309
DANVILLE	1,110	0	1,110	140	88	216	666	148
EL CERRITO	185	0	185	37	23	48	77	25
HERCULES	792	0	792	101	62	195	434	106
LAFAYETTE	194	0	194	30	17	42	105	26
MARTINEZ	1,308	33	1,341	248	139	341	613	179
MORAGA	214	0	214	32	17	45	120	29
OAKLEY	1,208	0	1,208	209	125	321	553	161
ORINDA	221	0	221	31	18	43	129	29
PINOLE	288	0	288	48	35	74	131	38
PITTSBURG	2,360	153	2,513	534	296	696	987	335
PLEASANT HILL	641	73	714	129	79	175	331	95
RICHMOND	2,521	82	2,603	471	273	625	1,234	347
SAN PABLO	494	0	494	147	69	123	155	66
SAN RAMON	4,387	62	4,447	599	372	984	2,492	593
WALNUT CREEK	1,352	301	1,653	289	195	418	751	220
CONTRA COSTA UNINCORPORATED	5,160	277	5,436	1,101	642	1,401	2,292	725
CONTRA COSTA COUNTY TOTAL			34,710	6,683	3,782	8,596	15,649	4,628

Notes:
RHND Allocation based upon ABAG Projections 2000 Jurisdiction Boundaries.

Low Income Concentration Study

Prepared for

The City of Brentwood

October 4, 1996

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1. SUMMARY

The Low Income Concentration Study, commissioned by the City of Brentwood, addresses whether there is or will be an overconcentration of lower income households in neighborhoods located in the City of Brentwood. This determination is undertaken in the context of criteria specified in the State Government Code Section 65589.5 which states that a jurisdiction cannot "disapprove a housing development project affordable to low- and moderate-income households or condition approval in a manner which renders the project infeasible for development for the use of low- and moderate-income households unless it finds, based on substantial evidence," that one of six criteria specified in the Code is met. One of these criteria is whether the approval of the project would increase the concentration of lower income households in a neighborhood that already contains a disproportionate number of such households.

METHODOLOGY AND INFORMATION SOURCES

The study relies primarily on 1989 income information compiled by the U.S. Census for neighborhood statistical areas, call "block groups". Projections of household income for statistical areas within the City's planning area, prepared as part of continuing planning undertaken by the Association of Bay Area Governments and the Contra Costa Transportation Authority, also have been obtained and analyzed to determine how anticipated trends in income groups may affect these concentrations, assuming no specific actions are taken by the City.

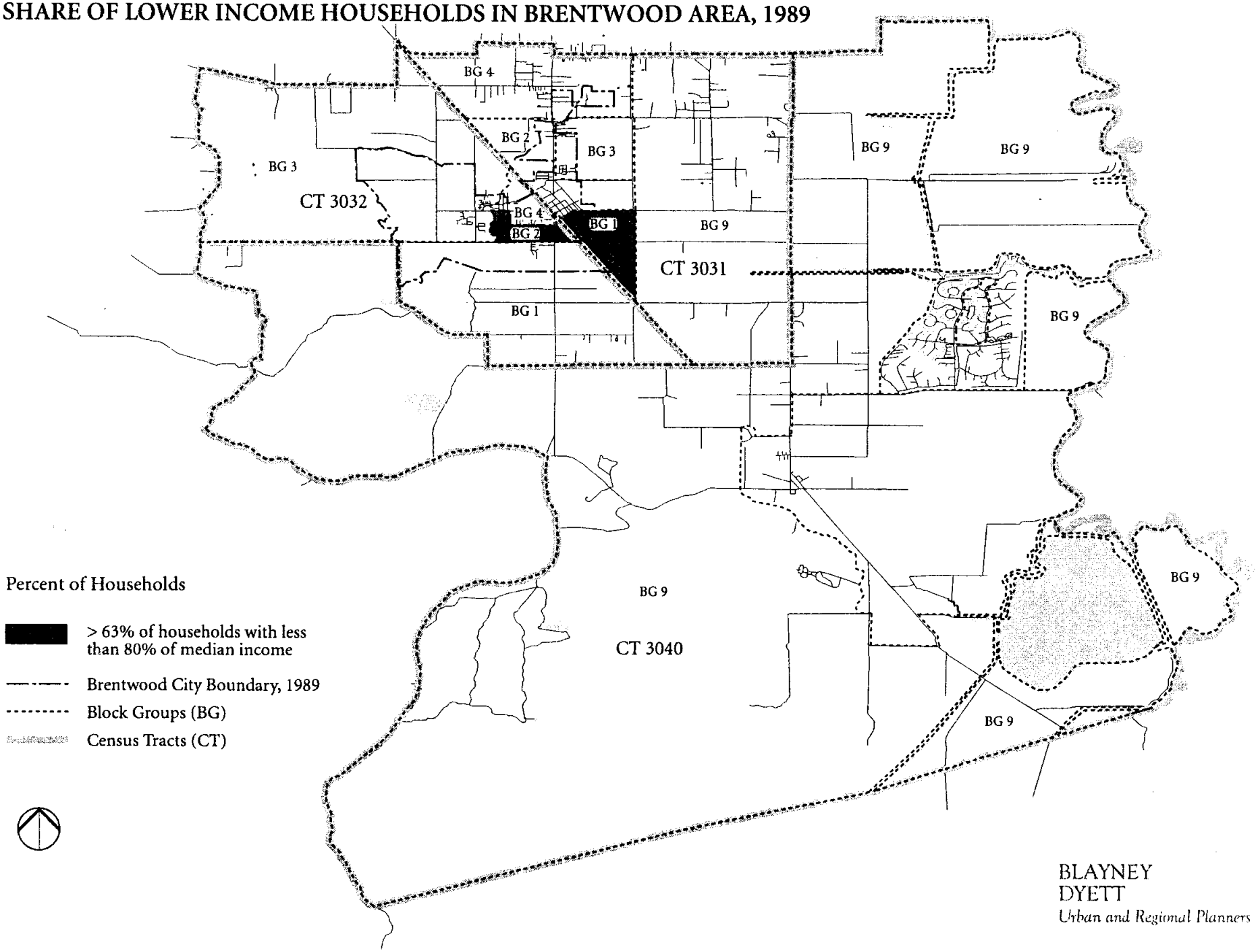
FINDINGS

The principal finding of the study is that several of the neighborhood block groups within the City had a statistically significant concentration of lower income households[1]. These neighborhoods are concentrated within the residential area around downtown Brentwood, specifically neighborhood block groups 3031.1–4 and 3032.2. The greatest concentrations are found within neighborhood block groups 3031.1 and 3032.2; these are depicted in Figure S-1. Colored maps showing tests applied in the analysis and details on the findings of the statistical tests conducted are in Section 4.

[1] This finding is statistically significant at a 95 percent confidence level, meaning that the error range is only +/- five percent. Details on the statistical methodology used are in the Appendix.

Figure S-1

NEIGHBORHOOD BLOCK GROUPS WITH HIGHEST DISPROPORTIONATE SHARE OF LOWER INCOME HOUSEHOLDS IN BRENTWOOD AREA, 1989



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Household incomes within Brentwood are forecast to increase significantly over the next 20 years, although not as rapidly as in Contra Costa County as a whole. The city's increase is relatively slow despite the fact that the majority of unbuilt housing units with development entitlements in the City are for single family housing.

CONCLUSIONS AND IMPLICATIONS

This analysis suggests that the City should consider emphasizing market rate housing development within those neighborhoods that contain disproportionate concentrations of lower income households and identifying additional housing sites for low/moderate income housing in other areas of the City where such housing would be appropriate, considering the availability of public services and facilities and land use compatibility. Currently, five of the 11 housing sites identified in the Housing Element as potential locations for low and moderate income housing are located in neighborhoods without concentrations of lower income households.

2. BACKGROUND

REASON FOR STUDY

The City of Brentwood is one of the fastest growing cities in Contra Costa County – and the state – in large part because eastern Contra Costa County is one of the Bay Area's main locations for affordable housing. The developers of both market-rate and subsidized housing have found the lower land costs in Brentwood attractive, and the City has consequently seen growth in both types of housing.

This past year, the City turned down the Marsh Creek Apartments, a proposed subsidized housing project in the northern part of Brentwood. The developer sued, arguing that the City's action violated State law. The City reconsidered the issues and ultimately approved the Marsh Creek Apartments project; however, the City chose at that point to undertake a more detailed analysis of the issue of concentration of lower income households in individual neighborhoods. This report represents the results of that analysis.

Government Code Section 65589.5 states that a jurisdiction cannot "disapprove a housing development project affordable to low- and moderate-income households or condition approval in a manner which renders the project infeasible for development for the use of low- and moderate-income households unless it finds, based on substantial evidence," that one of six criteria is met. The City argued that indeed one of those criteria was met, specifically the fourth criteria which states:

> Approval of the development project would increase the concentration of lower income households in a neighborhood that already has a disproportionately high number of lower income households. . .

"Lower income households" in this context is defined as those households with incomes 80 percent or less than the median income for Contra Costa County. In 1996, the State Department of Housing and Community Development established an annual income limit for the County of $41,600 for a family of four to qualify as a lower income household. (Separate limits are set for different family sizes.) In 1989, the corresponding limit was an annual income of $33,900 for the same family size.

The basic research question is whether this criterion is met. To answer this general question, we addressed two specific questions:

- Does the neighborhood in which the project would be developed have a disproportionately high number of lower income households?

- Would the proposed project increase that concentration?

No legal definition of a "disproportionately high number of lower income households" exists. It is possible to set a standard proportion, such as 50 percent, that would classify a neighborhood's concentration of lower income households as disproportionate. However, the term "disproportionate" is relative, implying a concentration of lower income households different than the proportion of such households in a wider area. Because there will naturally be some variation between the concentration in a neighborhood and concentration in the wider area, for the purposes of this analysis, a neighborhood with a "disproportionate" concentration of lower income households was defined as one where the difference between the proportion of lower income households in the neighborhood and in the wider area to which it is being compared is statistically significant. (See Appendix A for a complete discussion of statistical significance).

The Marsh Creek Apartments site is adjacent to one of the 11 sites identified in the Housing Element of the General Plan as a potential site for low/moderate income housing in Brentwood. The General Plan Housing Sites are shown in Figure 1. Four of these sites, in addition to the Marsh Creek Apartments site, are located within one U.S. Census block group: 3031.2. These neighborhood block groups are the smallest statistical unit for which median income data is available. Figure 2 shows the distribution of neighborhood block groups within the City and its planning area, and the numbers assigned to each neighborhood block group for easy reference.

This study assesses whether the concentration of lower income households within neighborhood block groups in the City and surrounding area, especially those neighborhood block groups in Census Tract 3031 east of the railroad tracks, is significantly larger than would be expected if households were randomly distributed throughout the 10 block groups within the City's planning area. It also looks at forecast changes in the concentration of lower-income households for that neighborhood, the City and the county.

Figure 1

LOW/MODERATE INCOME HOUSING SITES IN BRENTWOOD AREA

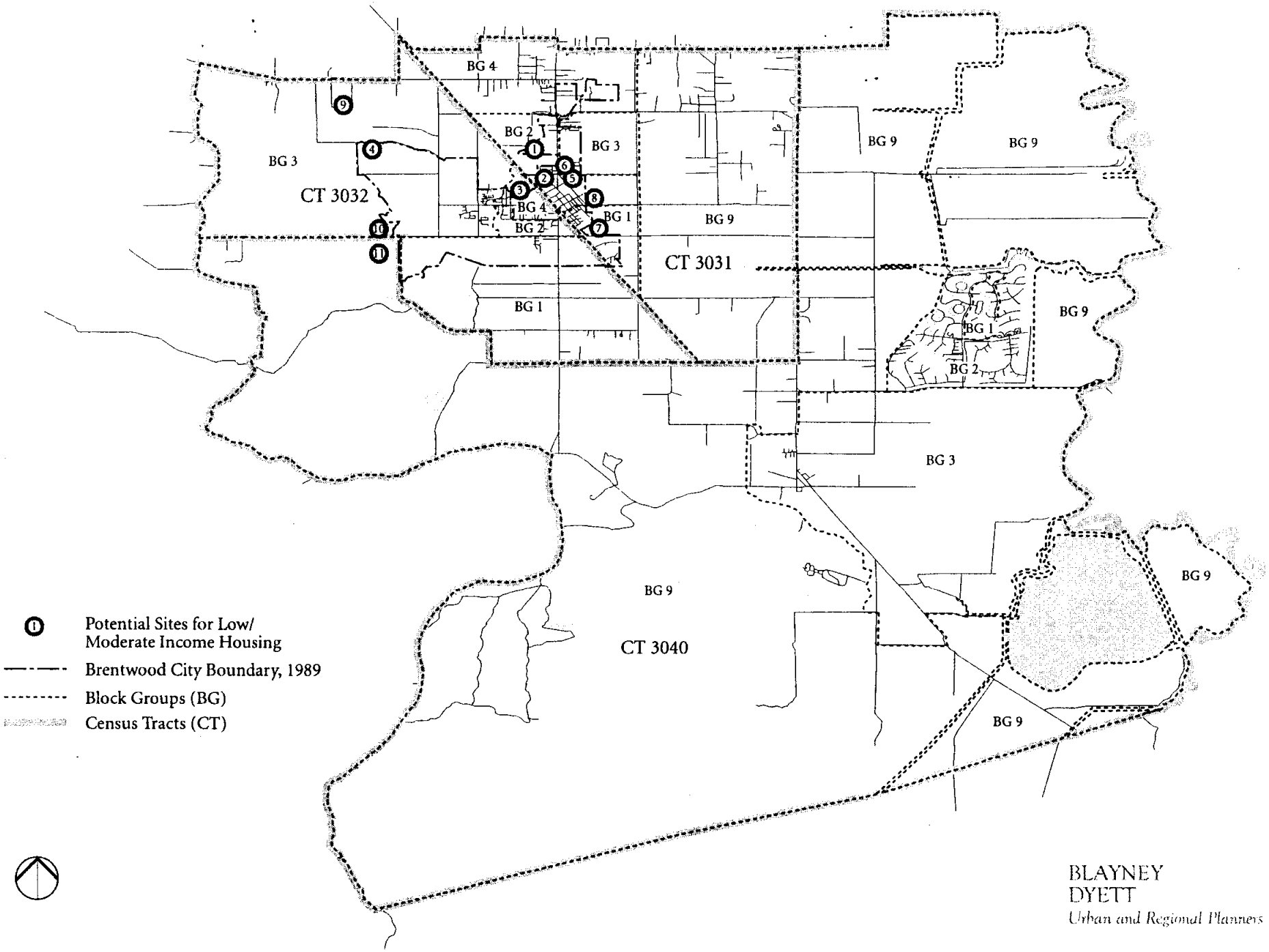
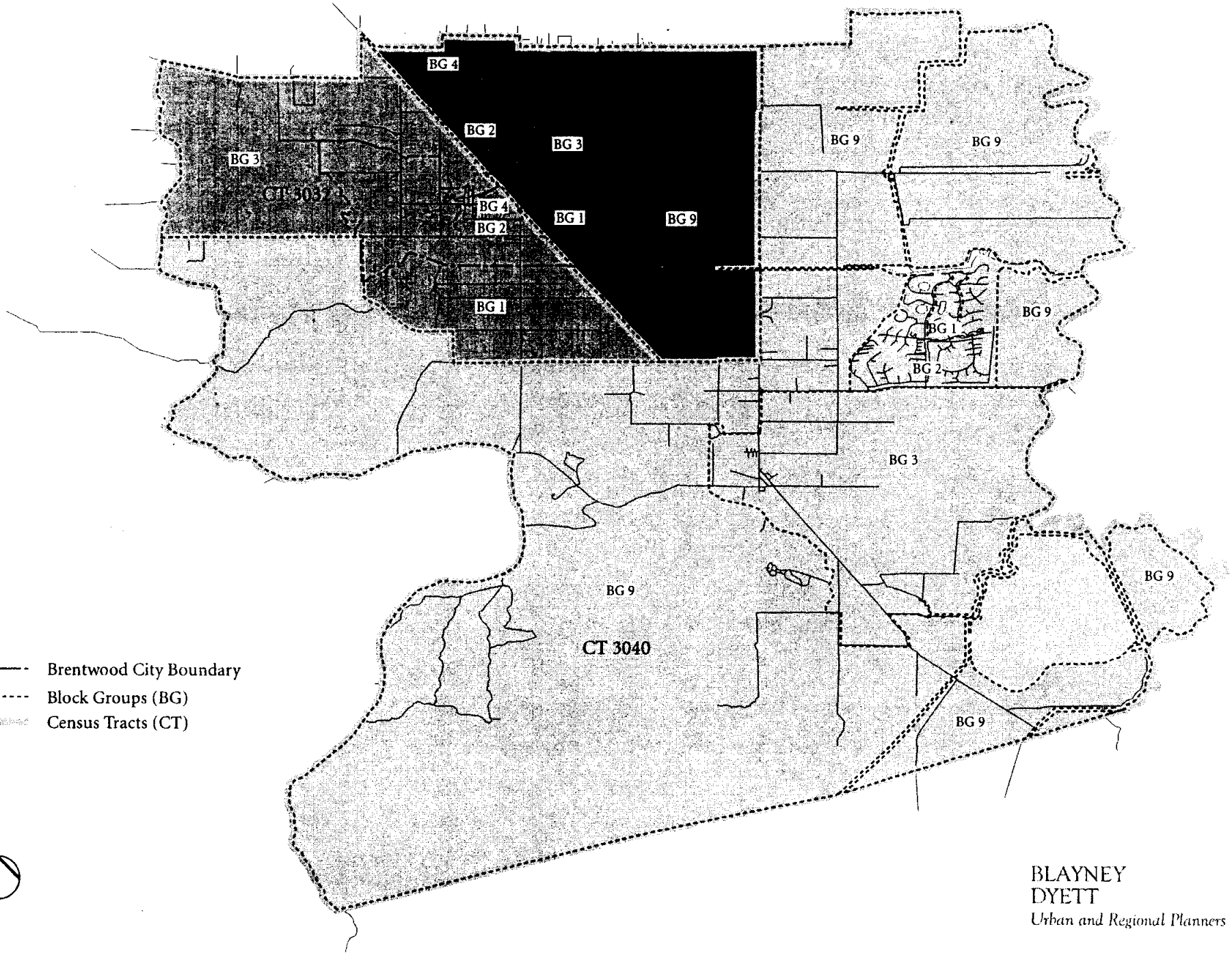


Figure 2

CENSUS TRACTS AND NEIGHBORHOOD BLOCK GROUPS IN BRENTWOOD AREA, 1989



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3. STUDY QUESTIONS AND ANALYTICAL APPROACH

This study frames several specific questions, stated as research hypotheses, and then analyzes available statistical data to determine whether they confirm our study hypotheses. In the following sections, we first present the specific question or research hypothesis and then describe the analytical approach taken to answer it.

The scope of work called for three tests: 1) comparison of existing households with existing entitlements for unbuilt dwelling units, 2) existing concentration of lower income households in the different neighborhoods of the city, and 3) the availability of alternative sites outside of neighborhoods with disproportionate concentrations of lower income households that can be feasibly developed for such households.

This study reframed these three tests to fit available data and State criteria for review of low- and moderate-income housing projects established in the Government Code.

DISPROPORTIONATE CONCENTRATION

The first test is whether the percentage of lower-income households in the various neighborhood areas within Brentwood is disproportionately large when compared to other neighborhoods, the larger East County area and the county as a whole. This test speaks directly to the criteria in State law which focuses on the **existing** concentration of lower income households within neighborhoods.

Study Techniques Used. To answer the question of whether some neighborhoods have a disproportionate concentration of lower income households, we have used two descriptive statistics – the share of lower-income households and the location quotient – and the "difference in proportions" test to assess the significance of the concentration of lower-income households in block group 3031.2[2].

The first of the two descriptive statistics used illustrates simply the percentage of households within each neighborhood statistical unit studied. The second further sharpens this analysis by showing the location quotient. The location quotient

[2] Appendix A describes these statistical techniques in greater detail.

(LQ) shows the relative concentration of lower-income households as the ratio between the share for the neighborhood and the average share for all neighborhoods.

The "difference in proportions" test assesses the statistical significance of the differences among the neighborhoods. This inferential statistical technique evaluates whether the difference in the share of lower income households between each neighborhood and all neighborhoods is greater than would be expected if such households were distributed through the community in a "normal" distribution. We have designed the test to achieve a 95 percent confidence level or certainty in the results. (Appendix A contains a detailed explanation of this technique and the underlying statistical concepts and procedures.)

Study Neighborhoods. The criteria in State law focus on "neighborhoods". This study looks at neighborhood block groups defined in the 1990 U.S. Census. These block groups are the smallest area for which household income data is available for both the City and the surrounding East County and all county areas. The neighborhood block groups in and around Brentwood are shown in Figure 2.

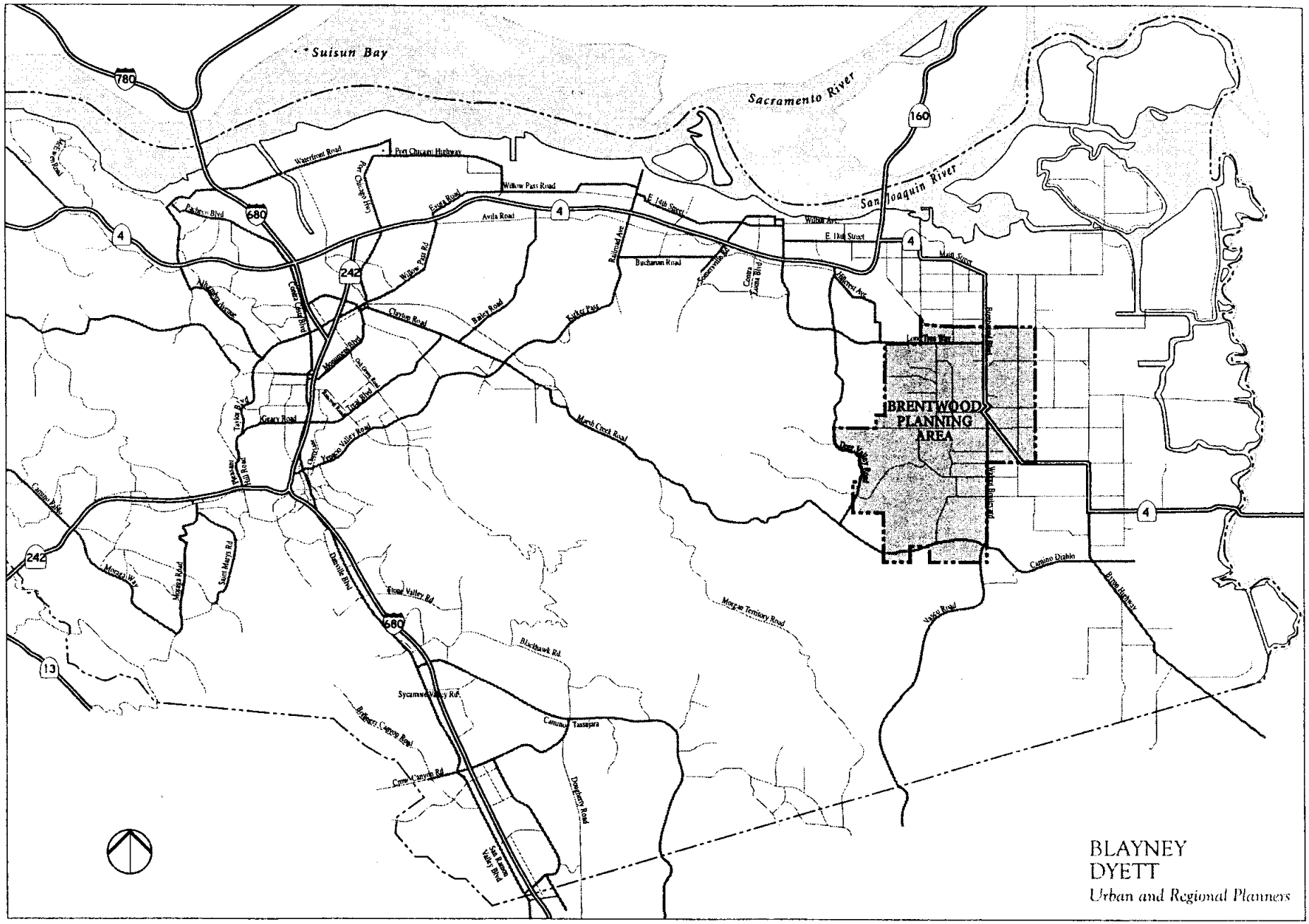
The U.S. Census provides information on households by income category, generally in $2,500 increments (such as between $17,500 and $19,999) for each of the neighborhood block groups. The Census does not provide income information for groups of smaller increments[3]. Knowing the County's median income, these categories can be used to divide households into the lower income and other income categories.

The City's planning area contains all or part of 10 neighborhood block groups, which are illustrated in Figure 2. While there are actually 13 block groups in the census tracts containing the Brentwood Planning Area, three of those block groups contain Discovery Bay, which is not considered part of the planning area. The study looked at three levels – "greater Brentwood" (the 10 block groups), east Contra Costa County, and all of Contra Costa County. Figure 3 illustrates the relationship between the City, its planning area, and eastern Contra Costa County.

[3] While more recent information on lower income households is available from the Union Elementary School District, this information is based on voluntary responses to questionnaires developed for enrollment in the "free and reduced meal program" and uses a low income household criteria that differs from the State criteria that is the focus of this study. Consequently, this information was not used in the study.

Figure 3

BRENTWOOD PLANNING AREA AND EAST CONTRA COSTA COUNTY



Of the 11 potential lower/moderate income housing sites identified in the Housing Element of the General Plan, six (in addition to the Marsh Creek Apartments site) are located in Census Tract 3031 east of the railroad tracks and four are located in one of the tract's block groups, 3031.2. The remaining five sites are located west of the railroad tracks in Census Tract 3032.

Study Years. The U.S. Census data is available for the income year 1989. While the school district household income data were developed in August 1995 for the 1995-96 school year, they are not useable for this study (see Footnote 3 on Page 9).

FUTURE CHANGES IN INCOME

The second issue addressed in this study is how the concentration of income levels is expected to change in the future. While the Association of Bay Area Governments (ABAG) has prepared forecasts of household income by income category, forecasts of median income at the block group level necessary to estimate proportions of lower income households in individual neighborhoods are not available. Consequently, the discussion of forecast changes in income focuses on information at the Census Tract level, since no more geographically detailed information is available for future years.

In addition, while housing unit entitlements are discussed, consistent with the State criteria which emphasizes household income instead of housing unit affordability (see letter from Mark Lovington, HCD Senior Staff Counsel, January 26, 1996), this study focuses on forecast changes in household income because these are most germane.

4. FINDINGS

This section of the study presents the findings of the analysis, related first to the tests focusing on the disproportional distribution of lower income households within the City and, then, the analysis of forecast changes in household income.

DISPROPORTIONALITY

Median income. Of the 10 block groups in the "greater Brentwood" area, the four neighborhoods with the lowest median income in 1989 were located around or near downtown. The neighborhood block group with the lowest median income is 3031.1, situated southeast of downtown, followed by 3032.2, located west of the railroad tracks along the north side of Balfour Road, 3031.4 at the northern edge of the planning area and 3031.2, which is north and west of downtown. Figure 4 illustrates the distribution of median income among neighborhood block groups within the larger area. Relevant statistics are in Table 1, below.

TABLE 1
MEDIAN INCOME AND PERCENTAGE OF LOW INCOME HOUSEHOLDS BY NEIGHBORHOOD BLOCK GROUP, 1989

Neighborhood Block Group (Map Ref.)	Median Income	Number Of Households	Low Income Households[1] Number	Percent Of Total	Concentrated[2]
3031.1 (CT 3031 BG 1)	$16,554	232	181	78%	■
3031.2[3] (CT 3031 BG 2)	$28,828	311	163	52%	■
3031.3 (CT 3031 BG 3)	$38,125	427	197	46%	
3031.4 (CT 3031 BG 4)	$32,813	449	242	54%	■
3031.9 (CT 3031 BG 9)	$47,426	344	104	30%	
3032.1 (CT 3032 BG 1)	$48,958	289	110	38%	
3032.2 (CT 3032 BG 2)	$22,216	383	264	69%	■
3032.3 (CT 3032 BG 3)	$57,104	747	122	16%	
3032.4 (CT 3032 BG 4)	$46,587	559	148	26%	
3040.9 (CT 3040 BG 9)	$44,583	307	127	41%	
Citywide		**4,048**	**1,658**	**41%**	

[1] Low income households had a yearly income in 1989 of $36,070 or less, which represents 80 percent of the County's median income of $45,087.

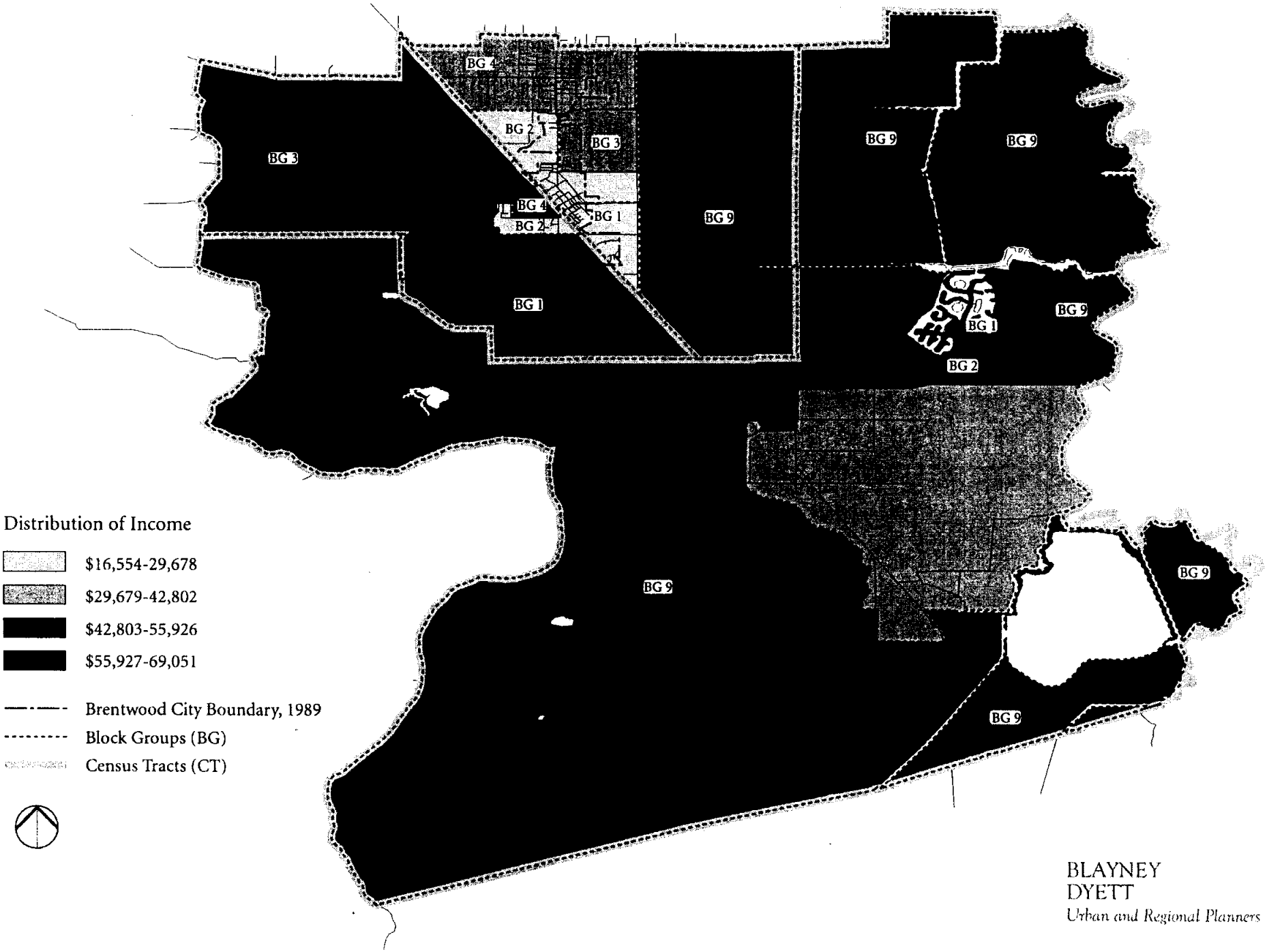
[2] Indicates concentration of lower income households substantially higher than citywide average

[2] Location of Marsh Creek Apartments

Source: Blayney Dyett, 1990 US Census

Figure 4

MEDIAN INCOME IN BRENTWOOD AREA, 1989



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Proportion of Lower Income Households. Figure 5 illustrates the proportion of households within each neighborhood block group that were lower income in 1989. The greatest concentrations of lower income households (more than two-thirds) are in the neighborhoods south of downtown, Neighborhood Block Groups 3031.1 and 3032.2. Two of the other neighborhoods (Neighborhood Block Groups 3031.2 and 3031.4) also had concentrations of lower income households that exceeded 50 percent. The lowest concentrations of lower income households are further to the west and east of the central parts of the city.

Concentration Analysis—The "Location Quotient". As in the two preceding measures, the analysis of income concentration using "location quotients" shows the same distribution of households in terms of their relative concentration. The location quotients in the city are mapped in Figure 6. The greatest relative concentrations are in the same neighborhoods—Neighborhood Block Groups 3031.1 and 3032.2—with other significant concentrations in Neighborhood Block Groups 3031.2 and 3031.4.

This relationship remains consistent at all three levels of analysis: the Brentwood Planning Area, East County and all Contra Costa County. The location quotients for block groups are almost identical for both the greater Brentwood and East County; they are higher when compared to county average, reflecting the generally lower median income in East County and Brentwood. The location quotients are shown in Table 2.

TABLE 2
RELATIVE CONCENTRATION OF LOW INCOME HOUSEHOLDS BY NEIGHBORHOOD BLOCK GROUP WITHIN BRENTWOOD PLANNING AREA, 1989
For Brentwood Planning Area, East County And Contra Costa County

Neighborhood	Relative Concentration Index (Expressed As Location Quotient)[1]		
Block Group (Map Ref.)	**Brentwood**	**East County**	**Contra Costa County**
3031.1 (CT 3031 BG 1)	1.90	1.90	2.11
3031.2[2] (CT 3031 BG 2)	1.28	1.28	1.42
3031.3 (CT 3031 BG 3)	1.13	1.12	1.25
3031.4 (CT 3031 BG 4)	1.32	1.31	1.46
3031.9 (CT 3031 BG 9)	0.74	0.74	0.82
3032.1 (CT 3032 BG 1)	0.93	0.93	1.03
3032.2 (CT 3032 BG 2)	1.68	1.68	1.86
3032.3 (CT 3032 BG 3)	0.40	0.40	0.44
3032.4 (CT 3032 BG 4)	0.65	0.65	0.72
3040.9 (CT 3040 BG 9)	1.01	1.01	1.12

[1] The location quotient is the ratio of the proportion of low income households within the neighborhood block group to the proportion of low income households in the Planning Area, East County, or County. A location quotient of 1.00 indicates an equal concentration of low income households in the neighborhood block group and in the wider area. The higher the value of the location quotient, the greater the relative concentration of lower income households.

[2] Location of Marsh Creek Apartments

Source: Blayney Dyett, 1990 US Census

Figure 5

HOUSEHOLDS WITH LESS THAN 80% OF MEDIAN INCOME IN BRENTWOOD AREA, 1989

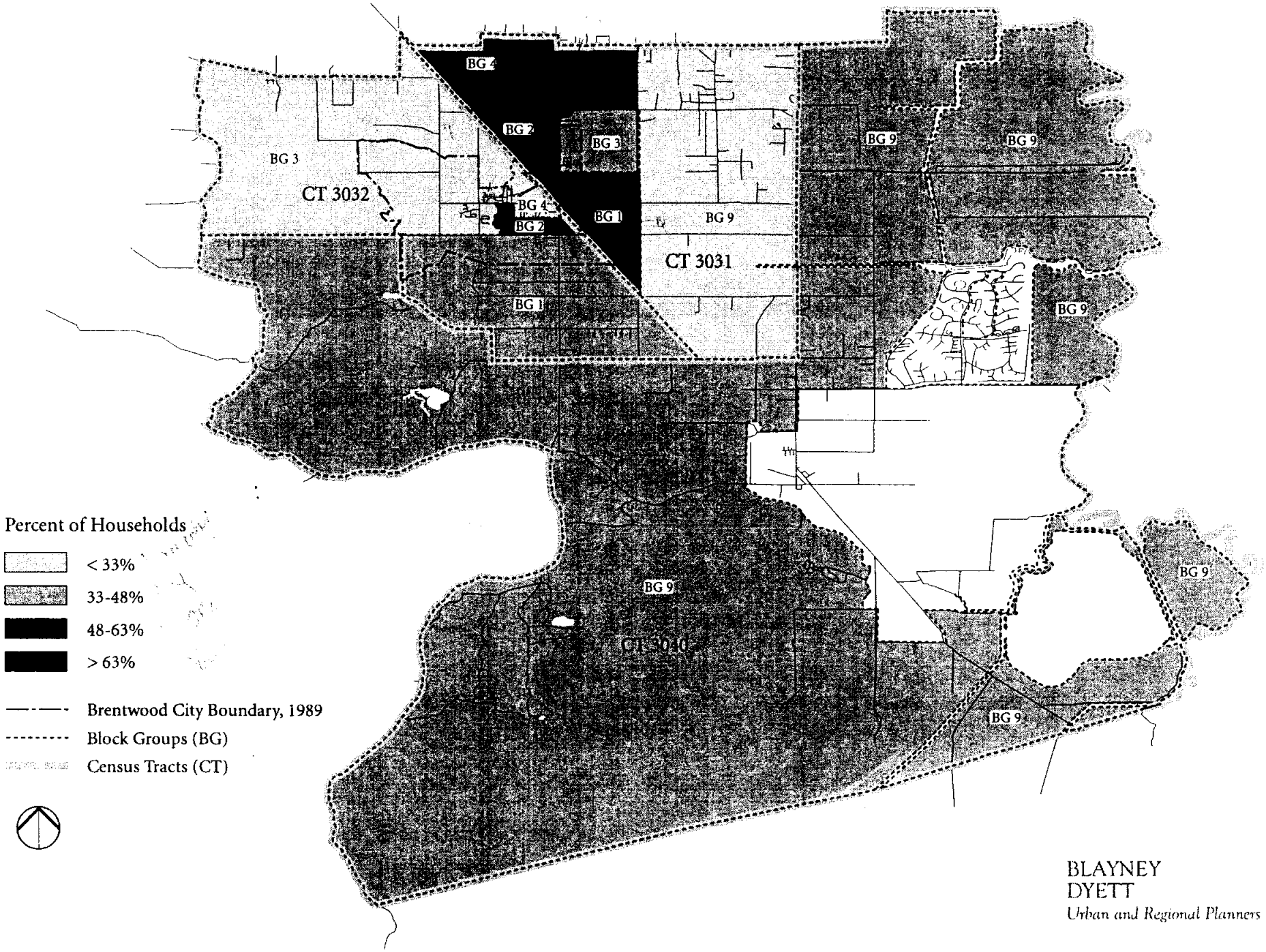

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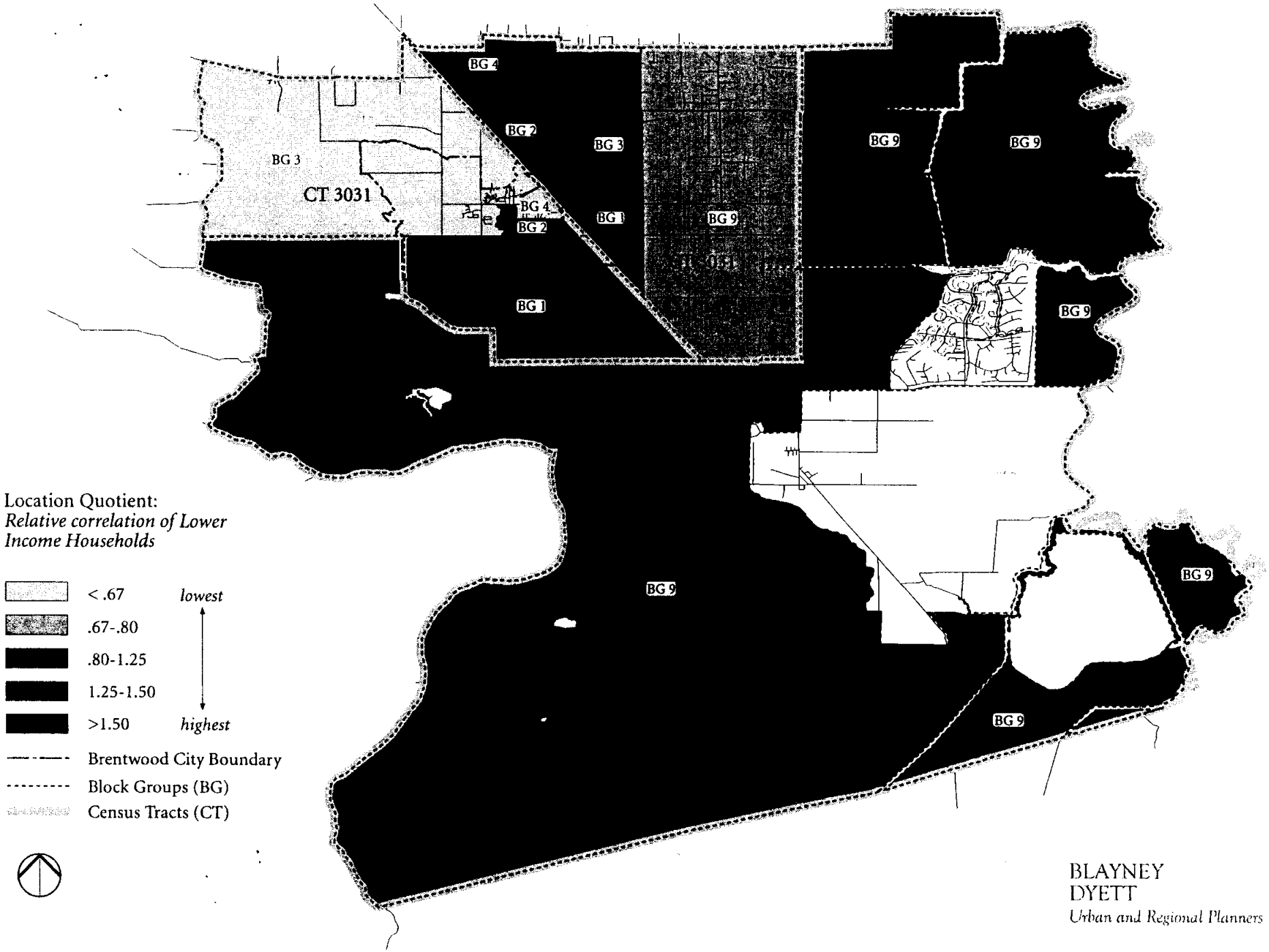
Figure 6

RELATIVE CONCENTRATION OF LOWER INCOME HOUSEHOLDS IN BRENTWOOD AREA, 1989



Difference of proportions. The difference of proportions test found statistically significant concentrations of lower income households in several of the neighborhood block groups in the City; these are specifically noted in the last column in Table 3. This observation holds true at all three levels of analysis: greater Brentwood, East County and Contra Costa County.

A statistically significant difference of concentration is found when the significance level is greater than 1.96 or less than -1.96, at a 95 percent confidence level. As significance level increases, the likelihood that differences in the proportion of lower income households can be attributed to statistically significant differences between the composition of the neighborhood and the composition of the wider area also increases. Table 3 shows that Neighborhood Block Group 3031.2 was found to have significance levels greater than 4.00 for all three levels, indicating a statistically significant difference in the concentration of lower income households in the neighborhood block group. Other neighborhood block groups with positive significance levels over 1.96, indicating disproportionate concentrations of lower income households, include 3031.1, 3031.3, 3031.4, and 3032.2.

Neighborhood block groups showing a negative significance level below -1.96 have a statistically significant lower concentration of lower income households than that found in the area as a whole. These block groups include 3031.9, 3032.3, and 3032.4. Overall, eight of the 10 neighborhood block groups in the Brentwood Planning Area have statistically significant differences in the concentration of lower income households, indicating a substantial degree of variation in the current composition of Brentwood's neighborhoods.

TABLE 3
DIFFERENCE OF PROPORTIONS IN LOW INCOME HOUSEHOLDS, 1989
Neighborhood Block Groups Compared To Brentwood Planning Area, East County, And Contra Costa County

Neighborhood Block Group (Map Ref.)	Low Income Household Share	Significance Level[1] Brentwood	East County	Contra Costa	Statistically Significant Difference[2]
Population Proportion		0.41	0.41	0.37	
3031.1 (CT 3031 BG 1)	0.78	11.48	11.45	12.94	■
3031.2[3] (CT 3031 BG 2)	0.52	4.11	4.08	5.63	■
3031.3 (CT 3031 BG 3)	0.46	2.17	2.14	3.91	■
3031.4 (CT 3031 BG 4)	0.54	5.57	5.54	7.42	■
3031.9 (CT 3031 BG 9)	0.30	-4.05	-4.07	-2.60	■
3032.1 (CT 3032 BG 1)	0.38	-1.00	-1.03	0.37	
3032.2 (CT 3032 BG 2)	0.69	11.13	11.10	12.94	■
3032.3 (CT 3032 BG 3)	0.16	-13.69	-13.73	-11.70	■
3032.4 (CT 3032 BG 4)	0.26	-6.96	-7.00	-5.15	■
3040.9 (CT 3040 BG 9)	0.41	0.15	0.12	1.59	

[1] The significance level is the number of standard deviations between the proportion of low income households in the population (i.e., the Planning Area, East County or County) and the proportion of low income households in the neighborhood block group. The higher the significance level, the more likely the chance of a statistically significant difference between the share of lower income households in the neighborhood block group and the share of such households in the wider area. Negative significance levels indicate a neighborhood block group concentration that is lower than that in the wider area.

[2] The significance level is statistically significant at a 95% confidence level if it is greater than 1.96 or less than -1.96.

[3] Location of Marsh Creek Apartments

Source: Blayney Dyett, 1990 US Census

FORECAST CHANGES TO HOUSEHOLD INCOME

The Association of Bay Area Governments (ABAG) forecasts future income for both cities and census tracts. The city and county forecasts are published in their periodic *Projections* series. Census tract projections are not published but are available from ABAG by request. Table 4 on the next page lists the forecast mean household income for Census Tracts 3031 and 3032 in Brentwood and the whole of the Brentwood Sphere of Influence.

Table 4 shows that household incomes in the two central census tracts in Brentwood are forecast to grow faster than incomes in the surrounding parts of the City's sphere of influence. Household incomes in Brentwood, however, are forecast to grow more slowly than the rest of Contra Costa County where ABAG forecasts an increase of 41 percent between 1990 and 2015.

TABLE 4
MEAN HOUSEHOLD INCOME
Constant 1989 Dollars

	1990	2000	2010	2015
HOUSEHOLD INCOME				
Census Tract 3031.00	36,940	40,772	47,752	49,167
Census Tract 3032.00	50,277	52,618	59,152	70,574
Brentwood[1]	46,281	50,492	57,972	59,162
PERCENT INCREASE FROM 1990				
Census Tract 3031.00		10%	29%	33%
Census Tract 3032.00		5%	18%	40%
Brentwood[1]		9%	25%	28%

[1] Brentwood Sphere of Influence;
Source: Association of Bay Area Governments *Projections' 96*; unpublished forecasts.

The ABAG forecasts incorporate expected growth in housing units within the various parts of the Bay Area as well as available infrastructure and travel times among the different areas within the region. The City of Brentwood has a significant "reservoir" of unbuilt housing units with development entitlements. In 1990, the U.S. Census reported that the City contained about 2,630 housing units of which 2,475 were occupied. ABAG estimated that in 1995 there were 4,490 households occupying housing units within the City. As of the summer of 1996, the City estimated that development entitlements had been granted for the construction of over 3,600 additional housing units, of which only 152 are multi-family units. The approval of the Marsh Creek Apartments project added another 126 units.

Except for those subsidized projects like the Marsh Creek Apartments, however, it is difficult, if not impossible, to determine how many of those "entitled" units will be occupied by low- or very-low-income households.

5. CONCLUSIONS

There is a disproportionate concentration of low-income households in Neighborhood Block Groups 3031.1, 3031.2, 3031.3, 3031.4, and 3032.2. The difference of proportions test found that the share of lower-income households within these neighborhoods was statistically significant within a five percent certainty. These neighborhood block groups are the location of six of the 11 potential sites for low/moderate income projects. Four of the 11 sites (and 76 or one-third of the 221 acres) identified are located within a single neighborhood block group 3031.2. This is the neighborhood that contains the Marsh Creek Apartments site.

The concentration analysis (location quotient "rankings") and median income statistics also found that two other neighborhoods in Brentwood—Neighborhood Block Groups 3031.1 and 3032. 2—have even greater concentrations of lower-income households than did the Marsh Creek Apartments neighborhood. Only one 38-acre site identified for potential low/moderate income housing is located in these two neighborhoods, however. Currently, five of the 11 housing sites identified in the Housing Element are located in neighborhoods without concentrations of lower income households.

As a consequence, as a matter of City policy, it may be appropriate to encourage market rate housing in these neighborhoods and target other areas of the City, where the concentration of lower-income households is not as great for potential low/moderate income housing. The actual site selection should reflect not only the findings of the statistical analysis of neighborhood block groups but also land use planning principles, availability of sites and community services, and other factors that reflect infill development potential.

APPENDIX A: STATISTICAL AND ANALYTICAL METHODS

DIFFERENCE IN PROPORTION TEST

The statistical method used in the Low Income Concentration Study for the City of Brentwood is a basic test that determines whether or not a discrepancy in value describing the same characteristic in two groups is or is not statistically significant. It is based on the concept of inferential statistics, that is, a category of analysis that assumes the presence of certain characteristics in a group based on the presence of these characteristics in randomly selected members of the group.

Within a "population," a term that refers to all possible members of a group (such as all females, all cars built in 1985, or all residents of Contra Costa County), it is possible to study "samples" in order to identify attributes and infer their presence in the larger population. A "sample" is a subset of the population whose traits represent those of the population as a whole. Each individual observed in a sample is called a "case."

Inferential statistical methods consist of procedures for making generalizations about characteristics of a population, based on the information found in a sample. The types of characteristics analyzed are usually either the mean (or average) incidence of an attribute or the proportion of cases who display the identified attribute. In a population, these types of characteristics are known as parameters; in a sample, they are called statistics. An example of a parameter would be the average price of all new automobiles in the United States; a statistic is, for instance, the percentage of persons in a sample who work more than five miles from their homes. It is assumed that the value of a statistic observed in a sample will be different from the actual value of that parameter in the population; statistical tests are used to discern differences which can be attributed to normal variation of samples from those which indicate actual discrepancies between the attribute of a tested sample and those of the population as a whole.

FREQUENCY DISTRIBUTIONS AND THE NORMAL DISTRIBUTION

Variations in the incidence of characteristics across a sample or across a population are often displayed graphically as frequency distributions; a frequency distribution graph has a horizontal axis on which the possible values for a variable are plotted (such as number of books read in a year) and a vertical axis representing the number of cases displaying each possible value. When a sample or population is sufficiently large, the frequency distribution will appear as a single curve.

There are a number of measures with which to describe and define a frequency distribution curve. The first is the measure of central tendency, i.e., the typical measurement found in the sample. For variables represented by an actual number value, such as income or years of education, the mean or average can be used as a measure of

central tendency. The mean is the sum of measured values divided by the number of cases in the sample or population.

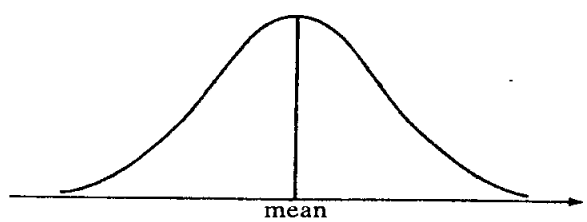
The second measurement used to describe the frequency distribution is the measure of dispersion, which describes the amount of variation in the observed values. A school with a mean class size of 30 children, but that has classes with six children and classes with 50 children, would have a class size frequency distribution curve with much greater dispersion than one that has the same mean class size but all classes have between 25 and 35 children.

The most commonly used measure of dispersion is the standard deviation. The term "deviation" refers to the quantity of the difference between the value of an observation and the mean. The standard deviation is the square root of the average of all possible deviations squared. The deviations are squared to prevent the deviation of values below the sample mean (negative deviations) from canceling out the deviation of values above the sample mean. Standard deviation is represented by the formula:

$$s = \sqrt{\frac{\Sigma(\text{observed values-sample mean})^2}{(n-1)}}$$

Where s represents the sample standard deviation, n represents the number of cases in a sample and Σ represents the sum of all possible values.

The normal distribution is defined by a bell-shaped frequency distribution curve, with the highest point of the curve located at the mean and the other observations distributed symmetrically around the mean with the curves sloping downward. The curve takes this shape because, in the normal distribution, values close to the mean occur most frequently and values farthest from the mean are rare. A normal distribution will have the following appearance:



STANDARD DEVIATIONS AND THE AREA UNDER THE NORMAL CURVE

If the frequency of observations is distributed normally around the mean, then the connection between the standard deviation and the proportion of the area between the curve and the horizontal axis contained between the standard deviation and the mean is known. This proportion can be multiplied by two to determine the proportion of the area

below the curve contained between a given number of standard deviations on either side of the mean. In other words, the standard deviation of the normal curve represents the distance from the mean associated with a certain percent of the area under the curve. Table A1 below defines the relationship between standard deviation and the area below the normal curve.

TABLE A1
STANDARD DEVIATION AND AREA BELOW THE NORMAL CURVE

Standard Deviations from Mean	Percent of Area Below Curve
1.00	68%
1.28	80%
1.65	90%
1.96	95%
2.58	99%

The number of standard deviations between an observation and the mean is defined by the following formula:

$$z = \frac{\text{observation value-mean value}}{\text{standard deviation}}$$

Where z represents the number of standard deviations between the observation and the mean. This value is known as the z-score or z-value.

The area under a curve is synonymous with the probability of an observation being located within or outside the associated distance from the mean. There is a 90 percent chance that an observation will fall within 1.65 standard deviations of the mean of a curve. Similarly, there is only a five percent chance that an observation will be located more than 1.96 standard deviations away from the mean.

CENTRAL LIMIT THEOREM

The Central Limit Theorem provides the basis for all inferential statistics because it states the assumption that allows the mathematical relationship between the z-score and the area under the normal curve to be applied to a "population" of sample statistics, with the population mean or proportion acting as the mean value in the frequency distribution. The Central Limit Theorem states the following:

> "If repeated random samples of size n are drawn from any population having mean m and standard deviation s, then [regardless of the distribution of observations in the population,] the sampling distribution of sample means will approach normality with mean m and standard deviation $s/(n^{1/2})$."

This theorem also applies to sample proportions. Sample proportions are assumed to be normally distributed along a curve with a mean equal to the population

proportion and a standard deviation equal to $(P_u*(1-P_u)/n)^{1/2}$, where P_u equals the population proportion.

HYPOTHESIS TESTING

The Central Limit Theorem links sample statistics to the normal curve and thus allows for the formulation of assumptions regarding the probability of achieving a known sample mean or sample proportion. By knowing the number of standard deviations away from the population mean or population proportion the sample mean or proportion is located, the likelihood that any difference between the population parameter and sample statistic is simply due to normal sampling variation and does not indicate statistically significant differences between the sample and the population is known. These statistical methods provide a means to determine whether or not a sample is truly representative of the population.

Testing for statistically significant differences involves the use of a formal process to test the null hypothesis that there is no statistically significant difference between the sample statistic and the population parameter. The steps involved in the hypothesis test for sample proportions are:

- **State assumptions.** To conduct a hypothesis test for difference of proportions, it is necessary to assume that: the test is being conducted on a random sample of a population; the type of variable being tested is nominal (i.e., it has no number variable assigned to it and simply represents inclusion in a group); and the sampling distribution of sample statistics is normal.

- **State null and alternate hypotheses.** The null hypothesis, or "no difference" hypothesis, states that there is no difference between the sample proportion and population proportion, and therefore the sample is representative of the population. The alternate hypothesis, which must be accepted if the null hypothesis is ultimately rejected, states that there is a true difference between the sample and population proportions and the sample is thus not representative of the population.

- **Choose critical region and critical z-value.** The critical region is the area under the normal curve within which the null hypothesis will be rejected, and the alternative hypothesis that there is a statistically significant difference between the population proportion and the sample proportion will be accepted. A critical region of, for example, 10 percent, implies that there is a 10 percent chance that a true null hypothesis will be rejected. A critical region of 10 percent represents a 90 percent "confidence interval," or 90 percent level of confidence that the decision

to accept or reject the null hypothesis will be true. The critical z-value for the confidence interval chosen is the z-score associated with the area under the normal curve represented by the confidence interval. Maintaining the example of a 90 percent confidence interval, the critical z-value would be 1.65

- **Calculate z-score associated with sample proportion.** The sample proportion will be located at some distance from the population proportion, represented by the z-score. The obtained z-score can be calculated using the following formula:

$$z = \frac{P_s - P_u}{(P_u * (1 - P_u)/n)^{1/2}}$$

Where P_s is the sample proportion and P_u is the population proportion.

- **Accept or reject null hypothesis.** If the obtained z-score is larger than the critical z-score, then the sample statistic falls outside the identified confidence interval and the null hypothesis is rejected. If the obtained z-score is smaller than the critical z-score, then the sample statistic is within the identified confidence interval and the null hypothesis is accepted.

Applying this analysis to the question of whether or not there is a disproportionate concentration of low income households in Neighborhood Block Group 3031.2 relative to the rest of Brentwood yields the following result:

- **State assumptions.** The analysis assumes that the neighborhood block group is a representative sample of the city's population; that the status of a household as low income (i.e., annual income less than 80 percent of the area median income) is a nominal variable; and the sampling distribution of sample proportions is normal.

- **State null and alternate hypotheses.** The null hypothesis is that there is no significant difference between the concentration of low income households in Neighborhood Block Group 3031.2 and the concentration of low income households in Brentwood. The alternate hypothesis is that the differences in concentration between the sample and the population are statistically significant.

- **Choose critical region and critical z-value.** The critical region chosen was 0.05, or 5 percent; therefore, the critical z-score is 1.96.

- **Calculate z-score associated with sample proportion.** The z-score associated with the proportion of low income households in Neighborhood Block Group 3031.2 was calculated at 4.11, which is significantly higher than the critical z-value of 1.96.

- **Accept or reject null hypothesis.** Because the obtained z-score was higher than the critical z-score, the null hypothesis was rejected and the alternate hypothesis, that there is a disproportionate concentration of low income households in Neighborhood Block Group 3031.2 relative to Brentwood, was accepted.

The same analysis was conducted for Neighborhood Block Group 3031.2 relative to East Contra Costa County and Contra Costa County, resulting in obtained z-scores of 4.08 and 5.63, respectively. Therefore, it was determined that Neighborhood Block Group 3031.2's concentration of low income households is disproportionate to the overall concentration of such households in both the immediate subregional area and in the County as a whole.

LOCATION QUOTIENT ANALYSIS

The location quotient is a commonly-used measure of concentration. Although it is most frequently used as a means to express the concentration of industries in a particular location, it can be used to express the concentration of any type of attribute.

The location quotient is essentially a ratio of the percentage of individuals, organizations or objects within a location (such as a city) who display an identified characteristic to the percentage of individuals, organizations or objects in a wider area (such as the surrounding county) that contains the specific location who display the same characteristic. Location quotients are derived using the following formula:

$$LQ = \frac{\text{Proportion of individuals with attribute in location}}{\text{Proportion of individuals with attribute in wider area}}$$

Ratio figures which emerge from the analysis reveal the magnitude of concentration within a particular area. A location quotient of 1.00 means that the concentration of individuals in a location bearing an identified attribute is equal to the concentration of individuals with that attribute in the wider area. If the location quotient is greater than 1.00, the concentration of the identified attribute is higher than the concentration in the wider area by the amount above 1.00 in the ratio; for example, a location quotient of

1.75 indicates that the concentration in the location is higher than that in the surrounding area by 75 percent. Conversely, a location quotient less than 1.00 indicates a concentration in the location less than that in the surrounding area by the amount less than 1.00 in the ratio; a location quotient of 0.90 indicates a 10 percent lower concentration in the location than in the surrounding area.

This analysis calculated the location quotient for the proportion of low income households in Neighborhood Block Group 3031.2 relative to Brentwood, East County, and Contra Costa County. These ratios were found to be 1.28, 1.28, and 1.42, respectively, indicating that Neighborhood Block Group 3031.2 has a 28 percent higher concentration of low income households than the City or East County and a 42 percent higher concentration than the County.

The location quotient is also a useful measure for comparison of concentrations. Because it provides a sense of the scale of a concentration, it can be a useful tool for comparing concentrations across locations or between attributes. For example, the location quotient analysis conducted for all neighborhood block groups in Brentwood reveals that, while Neighborhood Block Group 3031.2 has a higher than average concentration of low income households, other neighborhood block groups in the planning area have even greater concentrations of such households relative to the planning area, East County, and Contra Costa County.

ATTACHMENT TO APPENDIX "F"
Prepared by Blayney Dyett, Urban and Regional Planners

LOW INCOME CONCENTRATION STUDY
UPDATE – NOVEMBER 5, 1996

At the October 22nd City Council meeting at which the findings of the *Low Income Concentration Study* were presented, concerns were expressed about the fact that more recent data were not available. The study had relied on 1990 U.S. Census information. In response to these concerns, City staff and the consultants have updated the analysis using information on development that has occurred in the City since April 1990, when the Census was conducted. Two assumptions are made:

- That the income distribution of residents today who are living in housing that existed in 1990 remains the same, and the percentage of those residents whose incomes are 80 percent or less of current median income is the same as those surveyed in 1990; and

- That the income of residents in housing constructed after 1990, including residents who will be living in housing that is approved or under construction, will be above the low income threshold (80 percent of median) <u>unless they are living in income restricted units.</u> Income restricted units are defined as units where applicants have to submit income information to qualify for housing assistance.

The results of this update show substantial evidence that a disproportionate share of low income households reside in two block groups (3031.2 and 3032.2). In the other two block groups where analysis of 1990 data suggested a disproportionate concentration, this more recent information reveals that the percentage has decreased, so while the concentration in these other block groups remains higher than the citywide average, the concentration does not exceed 50 percent of the total number of residents.

Further details on this analysis, including revised statistical tables, are presented in the following sections.

This analysis uses three methods to determine degrees of concentration of low income housing. The first is simple observation of the proportion of low income housing in each of the City's census tract block groups. Any block group with a proportion of low income households above a stated level is considered a block group in which low income housing is "concentrated," The other two methods, the location quotient and the difference of proportions test, involve manipulation of the low income household proportion data to gain a better understanding of low income housing in block groups relative to one another and relative to the City's overall concentration of low income housing. Because these methods allow for assessment of concentration based on quantitatively generated standards and in relation to the specific conditions in Brentwood, they provide strong and supportable findings on which to base policy conclusions.

Low Income Units. Incorporating existing units (as of 1996) and units approved or under construction into the analysis of the concentration of low income households significantly reduces the citywide concentration of low income units from 41 percent (based solely on 1990 Census data) to 19 percent, as shown in Table 1 (see page 3). However, there are considerable differences between neighborhood block groups in the proportion of lower income units. Although all neighborhood block groups have experienced growth over the past six years, the vast majority of new development, particularly market-rate housing, has occurred on the City's west side with the addition of developments such as Black Hawk, Apple Hill, Edgewood, and Spinnaker Ridge, among others. Over 60 percent of Brentwood's existing or approved housing is located in Block Groups 3032.1 and 3032.3.

In 1990, lower income households comprised more than 50 percent of the households in four of Brentwood's neighborhood block groups: 3031.1, 3031.2, 3031.4 and 3032.2. In 1996, low income units exceeded 50 percent of total units only in block groups 3031.2 and 3032.2. However, with low income unit concentrations of 34 percent and 47 percent, respectively, Block Groups 3031.1 and 3031.4 still have substantially higher concentrations of low income units than the citywide average of 19 percent. The geographic distribution of Brentwood's lower income housing has remained much the same, despite substantial increases in the city's housing units.

The case of Block Group 3031.3 illustrates the extent of the shifts in residential development in Brentwood over the past six years. This block group, located in the central part of Brentwood, had a concentration of low income households (46 percent) relatively equivalent to the citywide figure in 1990 (41 percent). The concentration of low income households in this block group is not substantially higher than the citywide average, despite the fact that the block group has experienced fairly low amounts of growth and the proportion of low income units has only varied by three percentage points over that time.

Construction of the proposed 160 units of low income housing in Block Group 3031.2 would increase the neighborhood's concentration of low income units to 75 percent, giving it the highest concentration of low income units in the city.

TABLE 1 (REVISED)
MEDIAN INCOME AND PERCENTAGE OF LOW INCOME HOUSEHOLDS BY NEIGHBORHOOD BLOCK GROUP, 1996

Neighborhood Block Group (Map Ref.)		Median Income (1989)	Number of Units	Low Income Units[1] Number	Percent of Total	Concentrated[2]
3031.1	(CT 3031 BG 1)	516,554	622	209	34%	
3031.2[3]	(CT 3031 BG 2)	528,828	743	400	54%	▪
3031.3	(CT 3031 BG 3)	538,125	548	237	43%	
3031.4	(CT 3031 BG 4)	532,813	654	307	47%	
3032.1	(CT 3032 BG 1)	548,958	1,151	110	10%	
3032.2	(CT 3032 BG 2)	522,216	471	264	56%	▪
3032.3	(CT 3032 BG 3)	557,104	4,551	122	3%	
3032.4	(CT 3032 BG 4)	546,587	620	148	24%	
	Citywide		9,353	1,797	19%	

[1] Low Income unit estimates based on 1990 Census data and more recent income-restricted unit construction.
[2] Indicates proportion of lower income households of 50 percent or higher.
[3] Location of proposed 160 unit low income development.

Source: City of Brentwood, Blayney Dyett, 1990 US Census

Concentration Analysis – The "Location Quotient". The location quotient analysis reveals the degree of difference in low income housing across Brentwood's neighborhood block groups. Essentially all of the city's block groups had substantially higher or lower concentrations of low income households than the City, East County or Contra Costa County. The differences in concentration are also more pronounced in 1996 than they were in 1990; the highest location quotient for low income housing in 1990 was 1.90 for Block Group 3031.0; as Table 2 shows, the relative concentration in some block groups has increased significantly, with four block groups having location quotients over 2.00.

The relative concentration of low income households in Brentwood's block groups is much lower when compared to East County or Contra Costa county, illustrating the magnitude of difference in the concentration of low income households across Brentwood's eight block groups.

TABLE 2 (REVISED)
RELATIVE CONCENTRATION OF LOW INCOME HOUSEHOLDS BY NEIGHBORHOOD BLOCK GROUP WITHIN BRENTWOOD PLANNING AREA, 1996
For Brentwood Planning Area, East County and Contra Costa County

Neighborhood Block Group (Map Ref.)		Relative Concentration Index (Expressed As Location Quotient)[1]		
		Brentwood	East County	Contra Costa County
3031.1	(CT 3031 BG 1)	1.77	0.82	0.91
3031.2[2]	(CT 3031 BG 2)	2.83	1.31	1.46
3031.3	(CT 3031 BG 3)	2.28	1.05	1.17
3031.4	(CT 3031 BG 4)	2.47	1.14	1.27
3032.1	(CT 3032 BG 1)	0.50	0.23	0.26
3032.2	(CT 3032 BG 2)	2.95	1.37	1.51
3032.3	(CT 3032 BG 3)	0.14	0.07	0.07
3032.4	(CT 3032 BG 4)	1.26	0.58	0.65

[1] The location quotient is the ration of the proportion of low income households within the neighborhood block group to the proportion of low income households in the Planning Area, East County or County. A location quotient of 1.00 indicates an equal concentration of low income households in the neighborhood block group and in the wider area. The higher the value of the location quotient, the greater the relative concentration of lower income households.
[2] Location of proposed 160 unit low income development

Source: Blayney Dyett, 1990 US Census

Difference of proportions. The difference of proportions test found statistically significant concentrations of lower income households in all of the neighborhood block groups in the City, as noted in the last column in Table 3. With two exceptions, this observation holds true at all three levels of analysis: Brentwood, East County and Contra Costa County.

A statistically significant difference of concentration is found when the significance level is greater than 1.96 or less than –1.96 at a 95 percent confidence level. As significance level increases, the likelihood that differences in the proportion of lower income households can be attributed to statistically significant differences between the composition of the neighborhood and the composition of the wider area also increases.

The difference of proportions analysis reemphasizes the findings of the previous two calculations; namely that there is a considerable range in the concentration of low income households across Brentwood, and that lower income households are increasingly becoming concentrated in the City's central and eastern areas. This situation would be exacerbated by construction of the proposed 160 unit affordable housing project whose residents would be lower income.

TABLE 3 (REVISED)
DIFFERENCE OF PROPORTIONS IN LOW INCOME HOUSEHOLDS, 1996
Neighborhood Block Groups Compared to Brentwood Planning Area, East County and Contra Costa County

Neighborhood Block Group (Map Ref.)		Low Income Household Share	Significance Level[1]			Statistically Significant Difference[2]
			Brentwood	East County	Contra Costa County	
Population Proportion			0.19	0.41	0.37	
3031.1	(CT 3031 BG 1)	.34	5.67	-2.30	-1.07	▪
3031.2[3]	(CT 3031 BG 2)	.54	15.66	4.59	6.15	▪
3031.3	(CT 3031 BG 3)	.43	12.77	0.93	2.67	▪
3031.4	(CT 3031 BG 4)	.47	15.09	2.54	4.36	▪
3032.1	(CT 3032 BG 1)	.10	-4.09	-10.88	-9.66	▪
3032.2	(CT 3032 BG 2)	.56	18.48	5.97	7.72	▪
3032.3	(CT 3032 BG 3)	.03	-11.37	-21.31	-19.42	▪
3032.4	(CT 3032 BG 4)	.24	2.94	-8.25	-6.43	▪

[1]The significance level is the number of standard deviations between the proportion of low income households in the population (i.e., the Planning Area, East County or County) and the proportion of low income households in the neighborhood block group. The higher the significance level, the more likely the chance of a statistically significant difference between the share of lower income households in the neighborhood block group and the share of such households in the wider area. Negative significance levels indicate a neighborhood block group concentration that is lower than that in the wider area.
[2]The Significance level is statistically significant at a 95% confidence level if it is greater than 1.96 or less than –1.96.
[3]Location of proposed 160 unit low income development.

Source: Blayney Dyett, 1990 US Census

Appendix D

GLOSSARY OF PLANNING TERMS

Acres, Gross A measure of total land area of any lot including future streets, parks and other land dedications.

Acres, Net The gross area of a site excluding:

1. All public streets and any private streets or streets which provide primary and direct access to a public street.

2. Land which has been determined by geotechnical study, prepared pursuant to City guidelines, to be hazardous and unbuildable based on the City's grading ordinance and policies of the Resource Conservation Overlay District.

3. Land within any existing or planned drainage easement.

4. Schools and parks or other facilities dedicated for public use.

Action Plans Required by the Contra Costa Transportation and Growth Management Program (Measure C, adopted in 1988), these set level of service standards for regional routes throughout Contra Costa County.

Activity Centers Activity Centers are focal points for development in Brentwood. Each center should revolve around a primary purpose or use, such as regional commercial or employment generation. Each Activity Center should also contain a balance of supporting uses. The Activity Center should establish the neighborhood image and character and create a sense of place.

Affordable Housing Housing capable of being purchased or rented by a household with very low, low, or moderate income, as defined by state standards, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Agriculture Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Alquist-Priolo Special Studies Zone A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of any new development.

Ambient Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Aquifer An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological Relating to the material remains of past human life, culture, or activities.

Arterial A major street carrying volumes of relatively high speed traffic from local and collector streets to and from freeways and other major streets. These streets have controlled intersections and generally provide limited direct access to abutting properties.

Basic Routes	All local roads not designated as Routes of Regional Significance. Level of Service standards apply to all signalized intersections on Basic Routes.
Bicycle Lane (Class II facility)	A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.
Bicycle Path (Class I facility)	A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.
Bicycle Route (Class III facility)	A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.
Bikeways	A term that encompasses bicycle lanes, bicycle paths and bicycle routes.
Boundary Agreements	A written understanding between adjacent cities or a city and county that may identify the limits of urban expansion, standards for development, treatment of abutting roadways and buffering landscape. Boundary Agreements may also set forth reviewing procedures for developments within a boundary corridor.
Buffer Zone	An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.
California Environmental Quality Act (CEQA)	A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.
Caltrans	California Department of Transportation.
Capital Improvements Program (CIP)	A program, administered by City government and typically reviewed by the City Council, which schedules permanent improvements five or six years in the future to fit the City's projected fiscal capability. The program generally is reviewed annually.
Capital Improvement Financing	A CIFP is a requirement of Section 17.805 of the City of Brentwood Municipal Code, generally referred to as "Phased Development Plan." A CIFP is a program adopted by the City Council to finance and construct the capital improvements required to serve a certain level of development

Program (CIFP) permitted and planned within the City. CIFP's are generally financed through mechanisms such as Assessment Districts, Mello-Roos Districts, Marks-Roos Districts or other similar programs.

Central Business District Central business districts are defined as those areas designated in the General Plan for high density commercial and residential uses. They consist of either the downtown area of a major city or a large business park. These areas are characterized by large concentrations of jobs and consist of clusters of buildings.

Circular 212 Transportation Research Circulation 212, Interim Materials on Highway Capacity (1980) is the source of the calculation methodology used in this document for intersection levels of service. It compares volume to capacity, resulting in level of service grades A through F, with A being free flow and F being gridlock. Traffic service standards using this method are included in the General Plan.

Circulation Element One of seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

Collector A street serving traffic movements between arterial and local streets, generally providing direct access to abutting properties.

Community Development Block Grant (CDBG) A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL) A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park A park or facility developed primarily to meet the requirements of a large portion of the City. The location serves an area within a three mile radius. The size is generally from six to sixty acres.

Community A local agency created under California Redevelopment Law, or a local

Redevelopment Agency legislative body which has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Compatible Capable of existing together without conflict or ill effects.

Congestion Management Plan (CMP) A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 471, effective June 5, 1990, if Gann Limit changes are approved by the voters, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

Conservation Element One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

Consistent Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Contiguous Abutting or adjacent to. IN the case of Brentwood's General Plan, the City wants new development to adjoin existing development to the extent possible. The policy is based on the concept that contiguous development (1) prevents leapfrogging, and (2) makes the provision of urban services more cost effective.

Contra Costa Transportation Authority (CCTA) The agency responsible for administering special sales tax funds collected in Contra Costa County under Measure C (1988). They are also responsible for carrying out the growth management plan mandated as part of Measure C, and are the Congestion Management Agency designated to implement the County's Congestion Management Plan mandated by state Proposition 111.

Contra Costa More commonly referred to as Measure C, this growth management

Transportation Improvement and Growth Management Program initiative was approved by the voters of Contra Costa County in 1988. The initiative establishes a half-cent sales tax to pay for transportation improvements. It also requires Contra Costa County cities to prepare and adopt a Growth Management Element that establishes performance standards for traffic and other public facilities within each city. Adoption of the element and standards allows a city to receive its share of the sales tax revenue. The initiative also requires the establishment of "Action Plans" which set level of service standards for regional routes throughout the County.

dB Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Density The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per gross acre.

Design Standards Requirements and criteria, often established by ordinance, that govern the improvements of a development from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs.

Design Guidelines General statements of policy direction for site and landscape layout around which specific details regarding the use of materials, colors, lighting and signs may be later established.

Design Review The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site landscape, design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. Design Review usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards, and criteria by a specially established design review board or committee.

Development Constraints Map Identifies community wide constraints to development from a visual or environmental point of view. Constraints identified should include, but not be limited to view corridors, scenic highways, slope conditions to be preserved, vegetation to be preserved, ridgelines, etc.

DU/AC Dwelling units per acre.

Duplex A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit One or more rooms with a single kitchen, designed for occupancy by one family for living and sleeping purposes.

Endangered Species A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environmental Impact Report (EIR) A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Environmental Impact Statement (EIS) Under the National Environmental Policy Act of 1974, a statement on the effect of development proposals and other major actions which significantly affect the environment.

Fault A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Finding of Special Circumstance Under the Measure C Growth Management Program, such findings are to be made by local jurisdictions and the Contra Costa Transportation Authority in cases where a Basic Route intersection exceeds adopted standards and standards will not be met following implementation of the adopted five year Capital Improvement Program of a city.

Fire Protection Master Plan East Diablo Fire Protection District has a Fire Protection Master Plan that addresses current and projected facility and apparatus needs for the District.

Flood, 100-Year The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance For each community, the official map on which the Federal Insurance

Rate Map (FIRM) Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an area of special flood hazard by the Federal Insurance Administration.

Floor Area Ratio (FAR) The net floor area of a building or buildings on a lot divided by the lot area or site area. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft.

Gateway A point along a roadway entering the city at which a motorist gains a sense of having left the environs and of having entered the city.

General Plan A compendium of a city's or a county's policies regarding its long-term physical, social, and economic development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65300 and adopted by the City Council. The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Goal A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

Groundwater Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Growth Management The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

Habitat Conservation Plan A plan designed to offset incidental "taking" of federally listed wildlife species through the implementation of measures which maintain, enhance

and/or preserve habitat for the species. An HCP is a mandatory element of a Federal Endangered Species Act Section 10(a) incidental "take" permit but may be used as a conservation plan for permitting under state endangered species law. "Taking" is defined broadly to include actions that "harm" or "harass" the species, including adverse impacts to its habitat.

Hazardous Material — Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High Activity Uses — Land uses that generate a high level of pedestrian and automotive traffic on a daily basis. Examples include banks, retail stores, post office, movie theaters, etc.

High Occupancy Vehicle (HOV) — Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Historic; Historical — An historic building or site is one which is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation — The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Housing Element — One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under state law, Housing Elements must be updated every five years.

Impact — The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee — A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for

otherwise-unmitigated impacts the project will produce. California Government Code Section 54990 specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation Actions, procedures, programs, or techniques that carry out policies.

Improvement The addition of one or more structures or utilities on a vacant parcel of land.

Industrial The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.

Informational Sign Program A comprehensive signage program designed with a common community theme. These should include Gateway signs, Directional signs (i.e. To Downtown), Location signs (i.e., City Hall, Community Park, Historic Structure).

Infrastructure Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Jobs/Housing Ratio The number of local jobs compared to the number of housing units in a community.

Jobs/Housing Balance (1) The concept of providing an equivalent number of jobs to housing units in a community. It is felt that a balance of jobs and housing minimizes the need for commuting for residents to find job opportunities, while ensuring that regional housing needs are met and that a community has an economic base to help finance services for its residents. (2) The number of local jobs compared to the number of employed residents.

Joint Powers Agreement A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Landscape and Design Standards Requirement, typically found in an ordinance, that govern the suitable design, selection, installation and maintenance of planting, including

trees, shrubs, and ground covers.

Landscaping Planting, including trees, shrubs, and ground covers, suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Land Use The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Element A required element of the General Plan which uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space.

Ldn Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The L_{dn} is approximately numerically equal to the CNEL for most environmental settings.

Leq The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS) A qualitative measure describing operational conditions within a traffic stream, as perceived by motorists. The conditions are generally described in terms of factors such as speed, delay, freedom to maneuver, comfort, convenience, and safety. Six levels of service are defined with letter designations from A to F with A representing the optimal condition and B representing the worst.

Level of Service A Represents free flowing traffic, with little or no limitation on vehicle movement or speed with most vehicles arriving at a signal during the green phase.

Level of Service B Describes a stable flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C Denotes a reasonably stable flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches. The number of vehicles stopping at an intersection is significant,

although many still pass through an intersection without stopping.

Level of Service D Represents high-density, but stable flow of traffic, speed and freedom to maneuver are restricted. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks. Congestion becomes more noticeable with many vehicles required to stop.

Level of Service E Operating conditions at or near the capacity level. Traffic is characterized by slow movement, frequent stoppages, and operations in an unstable flow of traffic. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections. The high delay values are considered the limit of acceptable delay.

Level of Service F Describes unsatisfactory stop-and-go traffic operations which define forced breakdown in flow conditions. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues. The high delay levels are considered unacceptable to most drivers, with traffic flow rates exceeding the capacity of the intersection.

Liquefaction The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo) A five-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public.

Local Street A street which primarily serves as access to abutting properties characterized by traffic with low speeds, low volumes and relatively short trip lengths.

Low-income Household — A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Master Infrastructure Plan — A Master Infrastructure Plan was prepared for the City of Brentwood to evaluate the City's water, wastewater, and drainage systems. The Plan identifies existing deficiencies and improvements that will be required to accommodate future development.

Mixed-use — Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design.

National Ambient Air Quality Standards — The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Flood Insurance Program — A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

Natural Preserve — Open space areas set aside for the protection of native plant and wildlife species. Only uses that are compatible with this objective should be allowed in Natural Preserves.

Neighborhood — According to one widely-accepted concept of planning, the neighborhood should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

Neighborhood Park A park or playground developed primarily to serve the recreation needs of a small portion of the City. The location serves the area within one half mile radius of the park. The park improvements are usually oriented toward the recreation needs of children. The site is generally from two to ten acres depending on the nature of the service area.

Neighborhood Unit According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

Noise Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Noise Element One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

Non-Transportation Noise Any sound generated by machinery or activities not related to the movement of goods or people which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

North Brentwood Redevelopment Area Located on approximately 825 acres north of downtown Brentwood, this area was proposed for redevelopment in 1991, but was defeated by voters. The area is bounded by Sycamore Avenue to the south, Marsh Creek and Anderson Lane to the west, Delta Road to the north and farmland to the east. The area was proposed for redevelopment to finance infrastructure improvements and housing and commercial rehabilitation.

Open Space Open Space is comprised of lands free of structural development that provide visual relief. Areas should be under common maintenance, by a homeowners' association, lighting and landscaping district, or public works department. Open Space does not include engineered slopes (for instance, 2:1 or 3:1 slopes that are contoured for grade changes in developments). Open space must be contiguous, except for specified mini-parks. Access must be available and provided for fire and maintenance. Open Space must also be visually accessible. Park land will qualify for open space, as will golf courses. Open space, including golf courses, will not qualify for park requirements.

Open Space Element One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Parcel A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Park and Recreation Facility Master Plan A Park and Recreation Facility Master Plan inventories a community's existing park and recreation facilities, identifying its current and future needs. Typically, park standards will be identified, as will methods to install and finance improvements and maintenance.

Parks Open space lands whose primary purpose is recreation.

Parkway A system of landscaped easements along arterials, collectors to tie the community together. They are intended to provide pleasing, shaded environments that provide recreation and practical travel for pedestrians, bicycles and automobiles.

Performance Standards Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planned Development (PD) This classification requires that a specific development plan be prepared for a large area prior to any land use approvals by the City. The plan would be required to present land use concepts and road systems. It would not qualify as a Specific Plan, which is regulated by State Law, nor would it be an actual subdivision map. Instead it would allow for a consolidated overall project and environmental review.

Planned Unit Development (PUD) A description of a proposed development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and arrangement of all proposed uses and improvements to be included in the development.

Planning Area The Planning Area is the land area addressed by the General Plan. Brentwood's Planning Area boundary extends beyond the Sphere of Influence encompassing land both within the City Limits and land that is considered to have an impact on the City.

Pre-zone The application of a zoning district, by ordinance of the City Council, to a site within the City's sphere of influence while it is still part of the unincorporated area of the County. The zoning becomes effective upon annexation to the City.

Policy A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Program An action, activity, or strategy carried out in response to adopted policy to achieve a specific objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Public and Semi-public Facilities	Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.
Rare or Endangered Species	A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.
Redevelopment	The purpose of redevelopment is to eliminate physical and economic burdens in a community which cannot be expected to be alleviated by the private sector. See also Community Redevelopment Agency.
Redevelopment Plan	A program for a redevelopment area that identifies the area's objectives, necessary public improvements and a financing program.
Regional	Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.
Regional Commercial	Uses that provide for the sale of goods and services on a large scale that affects a broad homogenous area, greater than that of any one city or county.
Regional Park	A park which has been developed with a wide range of improvements usually not found in local community or neighborhood facilities to meet the needs of the entire City population. The location serves an area within a thirty-minute driving time radius and the size is generally larger than 75 acres.
Residential	Land designated in the General Plan and zoning ordinance for buildings consisting only of dwelling units. May be vacant or unimproved.
Residential, Multiple Family	Usually three or more dwelling units on a single site, which may be in the same or separate buildings.
Residential, Single-Family	A single dwelling unit on a building site.

Right-of-way The strip of land over which certain transportation and public use facilities are built, such as roadways, railroads, and utility lines.

Riparian Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

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Roadway Master Plan Part of the City's Infrastructure Master Plan being developed in parallel with the General Plan, it identifies specific roadway improvement projects to be undertaken in the City to implement the General Plan. It also provides a phasing plan and cost estimates.

Route of Regional Significance Road designated by the Contra Costa Transportation Authority, consistent with procedures described in the Implementation Guide: Traffic Level of Service Standards and Programs for Routes of Regional Significance. These roads are subject to objectives and programs is adopted Action Plans.

Rural Rural areas are defined as generally those parts of the jurisdiction which have been designated in the General Plan for agricultural or open space uses and which are characterized by medium to very large parcel sizes (10 acres to several thousand acres). These areas have very low population densities, usually no more than 1 person per acre or 500 people per square mile.

School Facility Master Plan A School Facility Master Plan inventories existing school facilities and existing needs. In addition, future school facilities are identified, including site requirements, site locations, general site planning considerations and possible financing programs.

Second Unit A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat".

Seismic Caused by or subject to earthquakes or earth vibrations.

Setback Line A line within a lot parallel to a corresponding lot line, which is the boundary of any specified front, side, corner side or rear yard, or the

boundary of any public right-of-way whether acquired in fee, easement or otherwise, or in a line otherwise established to govern the location of buildings, structures or uses. Where no minimum front, side, corner side or rear yards are specified, the setback line shall be continuous with the corresponding lot line. The line is a horizontal distance measured from the respective property line.

Shopping Center A group of commercial establishments, planned, developed, owned, or managed as a unit, with off-street parking provided on the site.

Sign Any representation (written or pictorial) used to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Effect A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Site A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

65/35 Contra Costa County Land Preservation Plan A growth management initiative approved by voters in November, 1990. In general, the initiative was intended to preserve 65% of the Contra Costa County in open space, allowing the remaining 35% to be urbanized areas. In order to meet this requirement, the initiative established "Urban Limit Lines" adjacent to cities and other urbanized areas within Contra Costa County. Lands within the Urban Limit Line are potentially developable. Lands outside the Urban Limit Line are prohibited from development for a period of 20 years. The initiative also established the boundaries of the County's "Agricultural Core." The Agricultural Core area is located immediately south and east of Brentwood and is intended to identify lands which are economically viable for continued agricultural production.

Slope Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Small Scale Office Small scale office generally refers to freestanding, single tenant and multi-tenant office buildings of less than 20,000 square feet, which are not associated with an office/industrial park.

Source Reduction and Recycling Element A.B. 939 requires each city and county in the State to adopt a Source Reduction and Recycling Element. The Element must identify ways to divert 25% of the City's waste stream from landfills by 1995, and 50% by

2000.

Special Planning Areas Areas with special planning goals and for which a plan amendment and either a Specific Plan or a Planned Development rezoning will be required prior to any development.

Specific Plan A specific plan is a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

State Noise Insulation Standards Noise insulation (or sound transmission control) standards are enforced by the State Building Code Part 2, Title 24, CCR). The code provides specific building requirements, including an interior noise standard of 45 dB (Ldn or CNEL) and acoustical analyses for projects exposed to exterior noise levels in excess of 60 dB (Ldn or CNEL).

Structure Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code.

Subdivision Map Act Division 2 (Sections 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Town House A two story attached residential unit.

Topography Configuration of a surface, including its relief and the position of natural and man-made features.

Traffic Model A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory

that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Traffic Service Objectives — As part of the Measure C Growth Management Plan, Routes of Regional Significance are exempt from level of service standards. Instead, an Action Plan for Routes of Regional Significance is being developed by the jurisdictions in eastern Contra Costa County to come up with alternative traffic service standards and actions to achieve those standards. These standards are called Traffic Service Objectives.

Trails Master Plan — The City of Brentwood has a Master Creek Trails and Revegetation Plan that identifies a network of bikeways and trails connecting neighborhoods, parks, schools and commercial centers and adjacent communities and regional park facilities. The plan also provides guidelines for the revegetation of Brentwood's creeks.

Transit, Public — A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

TRANSPLAN — A committee made up of representatives from each eastern Contra Costa County city and the County to provide policy direction on transportation issues of mutual concern. They are responsible for developing and carrying out the Action Plan for Routes of Regional Significance in eastern Contra Costa County.

Transportation Demand Management (TDM) — A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM) — A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Uniform Building Code (UBC) — A national, standard building code which sets forth minimum standards for construction.

Urban — Urban areas are defined as generally those parts of the jurisdiction that are designated in the General Plan primarily for multiple family housing, with smaller areas designated for high density single family homes; low

to moderate density commercial/industrial sues; and many other accompanying uses. Urban areas usually include clusters of residential buildings (apartments and condominiums) up to three or four stories in height and single family homes on relatively small lots. Many commercial strips along major arterial roads are considered urban areas.

Urban Limit Line A boundary, sometimes parcel-specific, located to mark the outer limit beyond which urban development will not be allowed. It has the aim of discouraging urban sprawl by containing urban development during a specified period, and its location may be modified over time.

Urban Services Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Viewshed The area within view from a defined observation point.

Wetlands Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water.

Williamson Act Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the city and an owner of land whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zoning The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Appendix E

HOUSING DEFINITIONS

Adequate Housing Housing which:

1. is structurally sound, water-tight and weather-tight, with adequate cooking and plumbing facilities, heat, light and ventilation; and

2. contains enough rooms to provide reasonable privacy for its occupants. Is within the economic means of the households who occupy it.

Affordability Refers to the amount paid for shelter; a household is considered to have problems with affordability if they occupy a unit at a cost greater than 25 percent of gross household income.

Amenity Any service or facility which extends beyond the definition of adequate housing.

Association of Bay Area Governments (ABAG) The council of governments established by local governments in the Bay Area to facilitate regional planning for the area.

Council of Governments An organization created to undertake planning and whose membership is composed of elected officials of local governments in the planning area; an organization recognized as an areawide planning organization by the Federal Department of Housing and Urban Development.

Department of Housing and Community Development (HCD)

The department of California State Government which has responsibility for housing policy and programs. HCD establishes the guidelines for preparation of local housing elements, prepares the statewide housing element and offers technical assistance to local jurisdictions.

Department of Housing and Urban Development (HUD)

The department of the federal government which administers a variety of housing programs. These include Section 8, Section 202, and the Community Development Block Grant program. HUD also determines the median household income on an annual basis for certain urban areas. In California, HCD and many cities have used this median income to define income groups. These income ranges are used in measuring the extent of housing needs and the effectiveness of housing programs. The median income refers to the point in the range of incomes for an area at which half of the households are earning less and half are earning more.

Deteriorated

Refers to a housing unit which in its present state has obvious defects and moderate evidence of exterior wall, foundation, roof, chimney and doorway wear.

Family

Refers to a householder and one or more persons living in the same household who are related to the householder by birth, marriage or adoption.

Disabled

Persons who have a physical impairment or mental disorder which is expected to be of long or indefinite duration and is of such a nature that the person's ability to live independently could be improved by more suitable housing conditions.

Household

All persons occupying a single dwelling unit.

Housing Costs

For rental units: Gross monthly rent payments, excluding the cost of utilities.

For homeowner units: Gross monthly housing payments, including interest and principal payments on mortgage, property taxes, insurance and monthly fees (e.g., for condominium associations, etc.), but excluding the costs of utilities.

Housing Unit

The place of permanent or customary and usual abode of a person,

including a single-family dwelling, a single unit in a two-family dwelling, multi-family or multi-purpose dwelling, a non-housekeeping unit, a mobile home or any other residential unit which is considered to be real property under State law or cannot be moved without substantial damage or unreasonable costs.

Income Salary and/or wages, interest from assets, tips, pensions, assistance grants.

Large Family A family of five or more persons.

Market-Rate Households Households which, as determined by the allocating entity, have the financial capability to meet their housing needs without sacrificing other essential needs.

Needing Rehabilitation Refers to a housing unit which in its present state materially endangers the health, safety or well-being of its occupants in one or more respects.

Overcrowded Households which have 1.01 or more persons per room are considered to be overcrowded.

Senior Citizen Persons age 65 or over.

Suitability/ Habitability Refers to the condition of a housing unit; households living in units requiring rehabilitation or replacement are considered to have needs with respect to suitability and/or habitability.