



MEMORANDUM December 13, 2013

TO: General Plan Update Working Group

FROM: Beth Thompson and Ben Ritchie, De Novo Planning Group

SUBJECT: December 19th Meeting – Policy Set Review #3

DATE: December 13, 2013

INTRODUCTION

The December 19th meeting is an opportunity for the Working Group to provide feedback, input, and edits to the Draft General Plan Policy Sets that address Land Use (including Community Design), Circulation, and Growth Management. New topics will not be introduced at this meeting.

The Draft General Plan Policy Sets include Goals, Policies, and Actions. These Goals, Policies, and Actions represent the core of the Draft General Plan Elements. The Final General Plan Elements will include the policy sets, and will also include introductory pages explaining the purpose, intent, and scope of the respective element. The Final General Plan Elements will also include graphics, maps, and other items such as call-out boxes with definitions of key terms.

REQUIRED READING

Prior to the December 19th meeting, please read the following attached items:

1. **Land Use (including Community Design)** Draft Policy Set
2. **Circulation** Draft Policy Set
3. **Growth Management** Draft Policy Set

As the Working Group is aware, it is critical that each member come to the next meeting having read the materials identified in this memo and having prepared and organized thoughts, comments, and questions related to these Draft General Plan Policy sets. Please direct any questions regarding the assigned reading materials or the issues to be discussed during this next Working Group meeting to Erik Nolthenius, Planning Manager. Erik can be reached by phone at: 925-516-5137, or by email at: enolthenius@brentwoodca.gov.

WORK EXERCISE

During previous Working Group meetings, the topics of Land Use, Community Design, Circulation, and Growth Management were discussed in detail.

The consultant team has taken the feedback received during these previous meetings, as well as feedback received from the public during the visioning process, and developed the attached Draft General Plan Policy Sets.

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The December 19th meeting provides the Working Group with an opportunity to review these Draft General Plan Policy Sets and provide specific feedback and input. Each member is asked to read each of the Draft General Plan Policy Sets and be prepared to discuss the following:

1. In reviewing the Draft General Plan Policy Sets, do you feel that all of the key issues raised by the Working Group related to this topic have been adequately addressed?
2. Are there Goals, Policies, or Actions that you disagree with?
3. Are there Goals, Policies, or Actions that you feel are missing, and that should be included?

Land Use

Goals, Policies, and Actions

GOAL LU 1 ***ESTABLISH A LAND USE PATTERN IN BRENTWOOD THAT PROVIDES FOR A DIVERSE, SELF-SUFFICIENT COMMUNITY THAT OFFERS A BROAD SPECTRUM OF JOB OPPORTUNITIES, HOUSING TYPES, COMMUNITY FACILITIES, AND COMMERCIAL SERVICES***

Policy LU 1-1: Maintain a supply of developable commercial, business park, mixed-use, and residential lands sufficient to meet desired growth and economic needs over the planning period.

Policy LU 1-2: Assign the following range of land use designations throughout the city and the Planning Area, as shown on the Land Use Map (Figure LU-1):

Residential Land Use Designations

Ranchette Estate (RE) – The RE designation is intended to maintain and/or provide for large residential 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 designation is intended to maintain some of the small town flavor and/or agricultural character of Brentwood's past. The maximum density for this designation is 1.0 unit per gross acre.

Residential Very Low Density (R-VLD) - The R-VLD designation 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. The permitted density range is 1.1 to 3.0 units per gross acre, with a mid-range of 2.0 units per gross acre.

Residential Low Density (R-LD) - The R-LD designation is designed predominantly for single family detached houses, although higher density developments could be accommodated if offset with sufficient open space or other amenities in order to maintain the gross density within the indicated range. The permitted density range is 1.1 to 5.0 units per gross acre, with a mid-range of 3.0 units per gross acre.

Residential Medium Density (R-MD) – The R-MD designation accommodates a variety of housing product types, including duplexes, triplexes, apartments, townhouses, and small lot single family detached. The permitted density range is 5.1 to 11.0 units per gross acre, with a mid-range of 8.0 units per gross acre.

Residential High Density (R-HD) – The R-HD designation provides for multi-family development in structures of two to three stories, with off-street parking and other requirements for higher density living. The level of amenities, the project location, and the unit types will affect the actual density achieved. The permitted density range is 11.1 to 20.0 units per gross acre, with a mid-range of 15.5 units per gross acre.

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Residential Very High Density (R-VHD) – The R-VHD designation provides for multi-family development and is primarily intended for apartments and/or condominiums in mixed-use areas or areas that are in close proximity to services and facilities that serve very high density uses. This designation accommodates structures of two to three stories or greater, with off-street parking and other requirements suitable for pedestrian-oriented, work-live, and/or mixed-use neighborhoods. The level of amenities, the project location, and the unit types will affect the actual density achieved. The permitted density range is 20.1 to 30.0 units per gross acre (there is no applicable mid-range density for this designation).

Commercial, Office, Mixed-Use, and Industrial Land Use Designations

Regional Commercial (RC) – The RC designation includes large-scale retail stores and service uses to serve the general needs of the community and the region, primarily along the State Route 4 corridor on large development sites. This designation is intended for businesses that serve the needs of Brentwood residents as well as neighboring communities. Mixed uses 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.

General Commercial (GC) – The GC designation 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 to 20 acres. Such uses do not lend themselves to being located in regional commercial centers, but are encouraged in orderly clusters in suitable locations proximate to State Route 4 and adjacent to major arterials. Depending upon the size of the development, 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, offices, and restaurants) are also allowed.

Business Park (BP) – The BP designation provides for integrated business and research parks, large individual corporate establishments, professional and administrative office centers, and light industrial complexes. Selected complementary commercial activities and limited residential uses may also be allowed. Examples of allowed uses in this designation include medical supply companies, research laboratories, printing companies, warehousing, auto services, equipment repair, wholesale home furnishings, light manufacturing, retail commercial services, restaurants, and wineries (including associated orchards, row crops, production facilities, packing and shipping facilities, amphitheater and related uses, and catering facilities). Multi-family housing units, senior apartments and living facilities, and institutional levels of congregate care are allowed at a density of 20.1 to 30.0 units per acre, where adjacent to existing or planned residential development and provided that they do not exceed 20% of any contiguous Business Park designation.

Mixed Use Pedestrian Transit (MUPT) – The MUPT designation identifies an area which, because of its strategic location, access, and visibility to SR 4, shall be developed predominately with jobs-generating and commercial uses. This designation is intended to provide high-quality jobs

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in office, professional, research and technology, and light industry sectors, and to allow commercial uses with a regional focus. This area is envisioned to be served by mass transit (i.e., eBART) or at or near a destination point with a regular bus route. Other uses may include integrated medium to very high density residential development and amenities, including services, restaurants, and recreation opportunities, in a pedestrian-friendly environment. Multi-family housing units will be allowed at a density of 5.1 to 30.0 units per acre, in accordance with the policy direction provided by Priority Area 1.

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

Industrial (I) – The I designation provides for industrial uses that tend to have some adverse impacts on the environment, including generating truck traffic, noise, odors, or smoke. Examples of allowed uses include concrete batch plants, trucking operations, and power generators.

Specific Plan and Planned Development Land Use Designations

Downtown Specific Plan (DSP) – The DSP designation provides for the current and future uses of the Downtown area of Brentwood, in accordance with the Downtown Specific Plan. 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 DSP designations required to adhere to the development standards and guidelines established in the Downtown Specific Plan.

Brentwood Boulevard Specific Plan (BBSP) – The BBSP designation provides for the current and future uses along the Brentwood Boulevard corridor, in accordance with the Brentwood Boulevard Specific Plan. The BBSP designation accommodates a range of residential, commercial, office, mixed use, and other complementary uses that encourage the revitalization of the Brentwood Boulevard corridor within the Brentwood Boulevard Specific Plan area.

Planned Development (PD) – The PD designation identifies areas where a master planned project has been approved and entitled, but the entitled projects do not clearly conform to an existing land use designation.

Public, Semi-Public, and Conservation Land Use Designations

Public Facility (PF) - The PF designation applies to land areas reserved for government offices and facilities, public agency offices and facilities, and public utility facilities.

Semi-Public Facility (SPF) - The SPF designation applies to land areas reserved for privately owned uses that serve the community. These uses include religious assembly facilities, golf courses and other privately owned recreation facilities, private schools, and day care centers.

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Park (P) – The P designation includes existing and future park and recreation facilities of varying size, function, and location to serve the entire community. Standards for park sites are described in greater detail in the Community Services and Facilities Element. The Land Use Map does not reflect all potential future park sites. Parks are an allowed land use in all residential, commercial, business park, mixed-use, and public and semi-public facility designations.

School (SCH) – The SCH designation identifies the locations of existing and planned public schools, as well as administrative offices and other facilities that are owned and operated by the respective school district. The Land Use Map does not reflect all potential future school sites.

Community College (CC) – The CC designation identifies the location of a future community college.

Permanent Open Space (P-OS) – The P-OS designation identifies lands that are permanently protected from future urban development through the application of conservation easements or other formal mechanisms to ensure that open space uses are continued in perpetuity. Appropriate and typical uses include grazing land, regional and State parks, wildlife preserves, and habitat areas.

Agricultural Conservation (AC) – The AC designation encompasses lands with continuing commercial agricultural potential. The intent of this designation 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. Examples of 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.

Urban Reserve (UR) – The UR designation serves as a placeholder for future urban development. The land designated as Urban Reserve is located beyond the existing Sphere of Influence (SOI) and outside the Urban Limit Line. Lands designated Urban Reserve shall not be extensively subdivided or developed until it is appropriate to develop the lands with urban levels of residential, commercial, parks and recreation, and public/semi-public uses. It is expected that 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 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;
2. Urban services (i.e., water, wastewater, storm drainage, utilities, and roads) have been extended or are planned to be extended to the majority of adjacent lands designated for urban uses; and

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3. 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.

Special Planning Areas

Special Planning Area (SPA) - Two Special Planning Areas are designated by the General Plan. These areas have been designated as Special Planning Areas for one or more of the following reasons:

1. To facilitate comprehensive planning of large strategic areas utilizing progressive planning techniques to ensure high quality development and integrate development with the provision of infrastructure.
2. They are located in strategic locations that will be impacted by land use decisions not totally within the control of the City of Brentwood.
3. A mix of land uses in the area is desirable and the City desires to maintain the flexibility to adjust to changing market conditions.
4. 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.

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

1. Facilitate high quality development,
2. Allow for coordination of planning efforts between more than one property owner,
3. Allow for infrastructure cost sharing arrangements,
4. Provide developments which are more sensitive to the environment, and
5. Provide special amenities such as golf courses, lakes, hillside open space, park areas, horse staging areas, agricultural preserves, swimming pools, civic centers, etc.

SPA Planning Process

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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 the SPA, timing of development, or other similar factors. However, in no case shall a specific plan or Planned Development zone district contain less than 50 acres or represent less than 25% of the developable acreage of a SPA.
3. Once a specific plan or Planned Development zone district is adopted, discretionary approvals (such as subdivision maps, rezoning, or design review) may be granted by the City.

SPA 2 - SPA 2 is located immediately east of the city limits, north of Chestnut Street, south of Lone Tree Way, and west of Sellers Avenue. The primary land uses within SPA 2 should include Low and Very Low Density Residential, and limited areas of Business Park and General Commercial. Future development within SPA 2 should include adequate buffers and transition areas to avoid land use conflicts with agricultural lands to the east.

SPA 3 - SPA 3 is located to the west of the city limits, north of Balfour Road. SPA 3 should include a significant area of protected open space, with open space protection prioritized for hillsides, sensitive natural habitat, and areas of exceptional scenic beauty. Residential uses may include Ranchette Estate and Very Low Density Residential. Limited areas of local-serving General Commercial may also be allowed within SPA 3.

Priority Areas

Priority Area (PA) – A Priority Area is an overlay designation that identifies an area of the city that warrants particular attention with respect to the land use mix, jobs/housing balance, and overall design and integration of future development projects. In addition to the parcel-specific land use designations assigned to all parcels within a Priority Area, a Priority Area overlay designation establishes a set of overarching guidance policies that shall be used by the City to ensure quality and integrated development that assists in meeting the economic development goals of this General Plan. Development within a Priority Area shall be consistent with the underlying land use designations. Priority Area One is identified in this General Plan.

PA-1 – PA-1 is located in the northwest corner of the city, south of Lone Tree Way, west of Shady Willow Lane, generally north of Sand Creek, and west of Heidorn Ranch Road. State Route 4 traverses PA-1 from north to south and bisects the area nearly in half. PA-1 is depicted as an overlay on the Land Use Map (Figure LU-1). The policy guidance for PA-1 includes the following framework:

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- PA-1 shall be predominately developed with a mixture of uses that generate jobs, including but not limited to regional commercial, general commercial, professional office, business park, and light industrial. At least 80% of the net developable acreage of lands within PA-1 that are designated Mixed Use Pedestrian Transit shall be dedicated for these types of uses.
- State Route 4 interchanges within PA-1 (i.e., Lone Tree Way and Sand Creek Road) should be utilized to provide an optimal mix of jobs-generating uses at these key locations.
- Lands within PA-1 adjacent to SR 4 and the SR 4 interchanges shall be reserved exclusively for jobs-generating and commercial uses. Accordingly, and in order to provide adequate depth for the development of large-scale retail and/or business park development, a minimum depth of 800 feet shall be provided on either side of SR 4 (as measured from the ultimate SR 4 right-of-way).
- Land use plans for this area should contemplate a potential future eBART station, but the land use plan should be valid and beneficial to the City and the area if an eBART station does not materialize.
- Opportunities for mixed-use buildings, including flex live/work space, transit-oriented development, and emerging business flex space should be provided.
- Residential uses within PA-1 shall not exceed 20% of the net developable acreage of all MUPT parcels within the PA.
- Commercial, office, and business park projects within PA-1 are encouraged to include and incorporate vertical mixed residential uses. Commercial, office, and business park projects that incorporate residential uses on the second and third stories shall not be counted towards the 20% maximum residential allocation on MUPT parcels within PA-1.
- Residential uses within PA-1 should be designed to complement the predominant jobs-generating and commercial land uses, and should occur at the medium, high, and very high density levels. Densities should generally increase and transition from the medium density range in the south to the higher-density ranges in the northern area of PA-1.
- Planning for this PA shall include areas of open space, green space connectivity, optimization and protection of creek corridors, an integrated network of trails and open space connections, and good trails and circulation connectivity with areas surrounding the PA. Residential development that results in isolated or stand-alone neighborhoods from the rest of PA-1 or surrounding Brentwood neighborhoods shall be discouraged.

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TABLE LU-1: GENERAL PLAN LAND USE DESIGNATION AND ZONING DISTRICTS/COMBINING ZONES COMPATIBILITY		
GENERAL PLAN LAND USE DESIGNATION	EXISTING ZONING DISTRICTS AND SPECIAL OR COMBINING ZONES¹	FUTURE ZONING DISTRICTS AND SPECIAL OR COMBINING ZONES
Ranchette Estate	RE (Ranchette Estate)	
Residential Very Low Density	R-1-E (Single Family Residential Estate) R-1-12 (Single Family Residential) R-1-10 (Single Family Residential)	
Residential Low Density	R-1-E (Single Family Residential Estate) R-1-12 (Single Family Residential) R-1-10 (Single Family Residential) R-1-8 (Single Family Residential) R-1-6 (Single Family Residential)	
Residential Medium Density	R-1-8 (Single Family Residential) R-1-6 (Single Family Residential) R-2 (Moderate Density Multifamily Residential) R-3 (Moderate Density Multifamily Residential)	
Residential High Density	R-2 (Moderate Density Multifamily Residential) R-3 (Moderate Density Multifamily Residential)	
Residential Very High Density		R-4 (High Density Multifamily Residential)
Regional Commercial	C-3 (Thoroughfare Commercial)	
General Commercial	CO (Administrative/Professional Commercial Office) C-1 (Neighborhood Commercial) C-2 (General Commercial)	
Business Park	CO (Administrative/Professional Commercial Office) COB (Commercial Office/Business) COR (Commercial Office Residential) CR (Commercial Residential) IC (Industrial Commercial) PEC (Planned Employment Center)	R-4 (High Density Multifamily Residential)
Mixed Use Pedestrian Transit	CO (Administrative/Professional Commercial Office) COB (Commercial Office/Business) COR (Commercial Office Residential)	MU (Mixed Use) R-4 (High Density Multifamily Residential)

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TABLE LU-1: GENERAL PLAN LAND USE DESIGNATION AND ZONING DISTRICTS/COMBINING ZONES COMPATIBILITY		
GENERAL PLAN LAND USE DESIGNATION	EXISTING ZONING DISTRICTS AND SPECIAL OR COMBINING ZONES ¹	FUTURE ZONING DISTRICTS AND SPECIAL OR COMBINING ZONES
	CR (Commercial Residential) C-3 (Thoroughfare Commercial) IC (Industrial/Commercial) PEC (Planned Employment Center)	
Professional Office	CO (Administrative/Professional Commercial Office) COB (Commercial Office/Business)	
Industrial	IC (Industrial/Commercial) PEC (Planned Employment Center)	
Downtown Specific Plan	DT (Downtown)	
Brentwood Boulevard Specific Plan	BB (Brentwood Boulevard)	
Planned Development	PD (Planned Development)	
Public Facilities	PF (Public Facility) DT (Downtown) BB (Brentwood Boulevard)	
Semi-Public Facilities	SPF (Semi-Public Facility)	
Parks	DT (Downtown) ² BB (Brentwood Boulevard) ² PF (Public Facility)	
School	DT (Downtown) ² BB (Brentwood Boulevard) ² PF (Public Facility)	
Community College	PF (Public Facility)	
Permanent Open Space	OS (Open Space)	
Agricultural Conservation		
Urban Reserve		
Special Planning Area	PD (Planned Development)	

¹ PD (Planned Development) is consistent with all land use designations, provided that the PD uses are consistent with the land uses allowed in the General Plan land use designation.

² The DT (Downtown) and BB (Brentwood Boulevard) designations are limited to parcels within the respective specific plan for each area.

Policy LU 1-3: The Land Use Map may be amended from time to time in accordance with State law in order to ensure that there is an adequate supply of commercial, business park, industrial, public facility, parks, residential, and other lands to serve the City’s needs.

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Policy LU 1-4: Require new development to occur in a logical and orderly manner, focusing growth on infill locations and areas designated for urbanization on the Land Use Map (Figure LU-1), and be subject to the ability to provide urban services, including paying for any needed extension of services.

Policy LU 1-5: Encourage new development to be contiguous to existing development, whenever possible.

Policy LU 1-6: Encourage early annexation of all lands within the City’s Sphere of Influence, provided the following criteria are met:

- i. The land is within the Sphere of Influence and Urban Limit Line.
- ii. The capacity of the water, sewer, fire, school, and police services are adequate to service the area.
- iv. Area to be annexed is contiguous to existing developed areas.

Policy LU 1-7: Maintain a boundary agreement with the City of Antioch, and develop a boundary agreement with the City of Oakley.

Policy LU 1-8: Maintain and/or establish buffers and open space edges between Brentwood and the neighboring cities of Antioch and Oakley.

Policy LU 1-9: Support and encourage the annexation of SPA 3 (as depicted on the Land Use Map) into the city of Brentwood.

Action LU 1a: Update the City’s Zoning Map to be consistent with the land use designations shown on Figure LU-1.

Action LU 1b: Review the standards provided in the Zoning Ordinance (Chapter 17 of the Brentwood Municipal Code) and amend as necessary for consistency with General Plan policies and allowed uses, including, but not limited to:

- *Establish a zoning district for the Mixed Use Pedestrian Transit land use designation. The standards shall be consistent with the standards and allowed uses identified in Policy LU 1-2;*
- *Either combine the Commercial Office Residential (COR) district and the newly-created Mixed Use Pedestrian Transit district into a single district that accommodates the range of residential and commercial uses allowed in the Mixed Use Pedestrian Transit land use designation, or amend the COR district to limit residential uses to 20 percent of any contiguous COR district area;*
- *Revise the R-1 district to allow for residential development at a maximum density of 5 units per gross acre;*
- *Revise the R-2 district to allow for residential development at a maximum density of 11 units per gross acre;*

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- *Revise the R-3 district to allow for residential development at a maximum density of 20 units per gross acre;*
- *Create an R-4 district to accommodate the Residential-Very High Density land use designation, with a maximum density of 30 units per gross acre.*

Action LU 1c: Prioritize the processing of development applications for infill, underutilized, or vacant parcels designated for urban uses over those projects requiring annexation.

Action LU 1d: Annexation proposals shall be evaluated in the development review process and acted upon in accordance with the criteria set forth in this General Plan.

Action LU 1e: Review and periodically amend, as needed, the existing boundary agreement with the City of Antioch. Prioritize the placement of SPA 3 within Brentwood’s planned expansion boundary.

Action LU 1f: Coordinate with the City of Oakley to establish and adopt a boundary agreement. The boundary agreement should address the Spheres of Influence for both cities, development patterns and land use plans near the cities’ boundaries, land use compatibility, roadway improvement plans, and agricultural preservation.

Action LU 1g: Coordinate with Contra Costa County and the cities of Antioch and Oakley to review development proposals within the Brentwood Planning Area to ensure that future development projects in the Planning Area are compatible with surrounding land uses, and do not result in adverse impacts to Brentwood.

GOAL LU 2 ESTABLISH AND MAINTAIN RESIDENTIAL NEIGHBORHOODS AS SAFE AND ATTRACTIVE PLACES TO LIVE WITH CONVENIENT ACCESS TO COMMERCIAL SERVICES, RECREATIONAL FACILITIES, EMPLOYMENT OPPORTUNITIES, PUBLIC SERVICES, AND OTHER DESTINATIONS

Policy LU 2-1: Maintain Brentwood’s predominant land use of single family residential, while providing for a mix of housing types throughout the community, in accordance with the Housing Element.

Policy LU 2-2: Development at the interface of residential land use designations with other designations shall be designed to ensure compatibility between the uses and to reduce any potential negative impacts associated with aesthetics, noise, and safety.

Policy LU 2-3: Where appropriate, encourage clustering of housing so that larger areas of open space may be permanently preserved.

Policy LU 2-4: Locate residences away from areas of excessive noise, smoke, or dust, and ensure that adequate provisions, including buffers or transitional uses, are made to ensure the health and well-being of existing and future residents.

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Policy LU 2-5: 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.

Policy LU 2-6: Encourage new development that is convenient to bus or future passenger rail transit lines (e.g. eBART service) in order to reduce automobile dependence.

Policy LU 2-7: 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.

Policy LU 2-8: Provide for a variety of residential products through the Zoning Ordinance in order to accommodate the housing needs of all segments of the city's population.

Action LU 2a: Utilize density transitions 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 services, transit, and/or 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;*
 - 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.*

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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 one or more of the following circumstances:*

1. *When the adjacent property 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.

Action LU 2b: Calculate residential densities by gross acre, as outlined in Policy LU 1-2 of this Land Use Element.

Action LU 2c: Through the development review and permit process, screen development proposals for land use compatibility, including conformance with existing development or neighborhoods.

Action LU 2d: Utilize the General Plan and Zoning Ordinance to provide for large lot single-family residential development.

Action LU 2e: Locate medium and high density residential development near activity centers, employment centers, and major transportation corridors.

Action LU 2f: Through the development review and permit process, 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.

GOAL LU 3 PROVIDE FOR 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

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Policy LU 3-1: Ensure that an adequate inventory of vacant industrial, commercial, office, and business park land is designated, zoned, and maintained for targeted employment-generating uses.

Policy LU 3-2: Maintain the Downtown as the community’s dominant local-serving commercial, civic, and cultural center.

Policy LU 3-3: Support the continued development and intensification of employment centers throughout all non-residential areas of the city.

Policy LU 3-4: Preserve lands for economic development and employment opportunities by requiring residential projects, except affordable housing projects, in commercial or business park areas to be incorporated into a larger commercial or mixed use project and to not result in adverse economic or land use compatibility impacts.

Policy LU 3-5: Actively promote implementation of the Downtown Specific Plan and Brentwood Boulevard Specific Plan, and periodically update these long-range planning documents as necessary.

Policy LU 3-6: Establish inviting and attractive regional commercial centers that are exceptionally well designed.

Policy LU 3-7: 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.

Policy LU 3-8: 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 LU 3-9: Ensure that all commercial and other non-residential development is compatible with adjacent land uses, particularly residential uses.

Policy LU 3-10: Require adequate buffers and/or architectural consideration to protect residential areas, developed or undeveloped, from intrusion of non-residential activities that may degrade the quality of life in such residential areas.

Action LU 3a: Retain and emphasize an intensification of retail, office, and entertainment uses in the Downtown. Encourage office, civic, and cultural uses to locate Downtown and emphasize the integration of these high-activity uses.

Action LU 3b: Concentrate major office uses along State Route 4 near the Lone Tree Way, Balfour Road, and Marsh Creek Road interchanges.

Action LU 3c: As part of the City’s development review process, continue to ensure that commercial projects are designed to minimize conflicts between commercial and residential uses. Review of commercial projects should ensure that the following design concepts are avoided in projects that abut residential areas:

**City of Brentwood General Plan Update
Land Use – Goals, Policies, and Actions**

1. *Inappropriate building scale and/or siting on the lot,*
2. *Excessive noise due to long hours of operation or inappropriate location of accessory structures,*
3. *Excessive glare or excessive impacts from light sources onto adjacent properties, and*
4. *Unnecessary loss of community and environmental resources (archaeological, historical, ecological, recreational, etc.).*

GOAL LU 4 MAINTAIN A HIGH QUALITY NATURAL ENVIRONMENT AND RECREATIONAL OPPORTUNITIES IN AND AROUND BRENTWOOD

Policy LU 4-1: Protect those environmental features that make Brentwood an attractive and desirable place to live, work, play, and visit.

Policy LU 4-2: Require development projects to provide adequate and appropriately located land, easements, or other accommodation for recreational uses, including neighborhood parks, existing and planned trails, and connections to existing or planned trails and other recreational resources as set forth in the Conservation and Open Space Element, the Community Services and Facilities Element, and the Circulation Element.

Policy LU 4-3: Provide new opportunities for community gathering and social interaction through park facilities, community centers, and cultural/art facilities.

Policy LU 4-4: Site new park and recreation facilities where they will be accessible by the City's pedestrian and bicycle network and in close proximity to medium and higher density residential uses, where appropriate.

Policy LU 4-5: To the extent feasible, encourage school districts to locate school sites within easy walking distance of a large percentage of the student population and in areas where there are existing or planned safe routes to school (complete sidewalk/bike lane access from the residential neighborhoods within the enrollment boundary).

Policy LU 4-6: Protect selected significant habitat areas for their ecological, educational, scenic, and recreational values.

Action LU 4a: Preserve, enhance, and restore selected existing natural habitat areas.

Action LU 4b: Create new wildlife habitat areas in appropriate locations, which serve multiple purposes.

GOAL LU 5 PRESERVE BRENTWOOD'S AGRICULTURAL HERITAGE BY PROTECTING AND MAINTAINING SIGNIFICANT AREAS OF AGRICULTURAL LANDS AROUND THE CITY

**City of Brentwood General Plan Update
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Policy LU 5-1: Maintain significant areas of permanent agricultural lands and open space surrounding the city limits.

Policy LU 5-2: Protect agricultural land from urban development except where the General Plan Land Use Map has designated the land for urban uses.

Action LU 5a: Continue to designate agricultural lands to the south and east of the city limits as Agricultural Conservation on the Land Use Map.

Action LU 5b: Coordinate with Contra Costa County to encourage and facilitate a variety of agricultural enterprises on lands identified as the Agricultural Enterprise Area in the Brentwood General Plan. Agricultural uses within this area should be flexible in order to maximize the economic vitality of smaller agricultural parcels that may not be suitable for large-scale commercial agricultural operations. Allowed uses should be agricultural in nature and may include, but are not limited to, the following:

- 1. Visitor-serving uses that support and are incidental to agricultural production, such as tasting rooms, including sales and promotion of products grown or processed in the region, educational activities and tours, incidental sales of items related to local area agricultural products, promotional events, and farm homestays, which allow visitors to visit a farm in the form of a vacation, that support and are secondary and incidental to local agricultural production.*
- 2. Commercial uses that directly support agricultural operations, including roadside stands, wholesale and retail agricultural sales, and wineries.*
- 3. Agricultural-based tourism uses, including u-pick farms, dude ranches, lodging, horseshows, rodeos, crop-based seasonal events, and ancillary restaurants and/or stores.*
- 4.*
- 5. Equestrian centers and facilities, including boarding facilities*

GOAL LU 6 MAINTAIN AND ENHANCE THE VISUAL QUALITY OF BRENTWOOD BY PROMOTING THE HIGHEST STANDARDS OF ARCHITECTURE AND SITE DESIGN FOR ALL DEVELOPMENT PROJECTS, BOTH PUBLIC AND PRIVATE

Policy LU 6-1: Create residential areas in Brentwood that include innovative designs which are linked with bikeways and pedestrian trails, commercial and employment centers, and transit stops.

Policy LU 6-2: Maintain the character of existing neighborhoods by ensuring new development is compatible in style, size, color, and footprint with the existing residences in the neighborhood.

Policy LU 6-3: 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 and provide visible functional centers.

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Land Use – Goals, Policies, and Actions**

Policy LU 6-4: Apply design standards regulating setbacks, landscaping, screening, and architectural style to new residential development and rehabilitation projects.

Policy LU 6-5: Avoid strip commercial development on the periphery of Brentwood that detracts from the economic viability of the Downtown.

Action LU 6-6: 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.

Policy LU 6-7: Encourage quality landscape and design.

Policy LU 6-8: The use of soundwalls to attenuate noise is discouraged; however, it is acknowledged that the use of soundwalls along thoroughfares is often necessary to maintain noise standards. 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.

Action LU 6a: Implement the Commercial and Industrial Design Guidelines and Residential Design Guidelines during the review and permitting of all new development projects.

Action LU 6b: Update the Municipal Code and the Commercial and Industrial Design Guidelines for non-residential uses to include standards that promote attractive and sustainable development for commercial, industrial, office, institutional, and other non-residential uses and that address the following provisions:

- 1. Site planning sensitive to the natural environment and that addresses creating functional and attractive places.*
- 2. Criteria to ensure outdoor lighting, trash receptacles, fencing, and seating space are carefully considered as integral elements of the landscape.*
- 3. Landscaping should utilize plant materials in a logical and orderly manner to define spatial organization, relate buildings and other structures, incorporate various site elements, promote consistency throughout the development, and be scaled to site structures.*
- 4. Require separate vehicle access, pedestrian pathways, and secured bicycle parking within the internal site plan of new commercial, office, mixed use, and public facility developments.*
- 5. Criteria for screening rooftop and ground level mechanical equipment (e.g. satellite TV dishes, telephone and electrical boxes, heating, cooling, and ventilating systems, and trash sites, etc.) from public view, unless prohibited by the utility provider.*

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6. *Standards for building design, architecture, and placement that incorporates a pedestrian scale with frontages oriented toward the street front or public gathering areas, varied articulated facades, windows and building features, reduced or zero setbacks where appropriate; and community design features, such as landscaping, entry features, fountains, plazas, pedestrian furniture, and similar features.*
7. *Requirements for larger projects to include community design and gathering features, such as entry features, outdoor benches, art, plazas, seating areas, fountains, etc.*
8. *Minimize vehicular, bicycle, and pedestrian conflicts.*
9. *Maximize access to commercial uses, recreational uses, employment, public services, and other destinations using a minimum of pavement.*

Action LU 6c: Periodically review and update the Residential Design Guidelines and the Commercial and Industrial Design Guidelines to ensure high quality design throughout Brentwood.

Action LU 6d: Implement the Brentwood Boulevard Specific Plan and Downtown Specific Plan to ensure quality design of the built environment within these specific plan areas.

Action LU 6e: Create streetscape and landscaping design standards that will help enhance the character and create a sense of identity for new development within Brentwood.

Action LU 6f: Implement the Brentwood Urban Forest Guidelines to provide for an attractive and healthy mix of street trees and urban landscaping throughout the city.

Action LU 6g: 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.

Circulation

Goals, Policies, and Actions

GOAL CIR 1 *PROVIDE A TRANSPORTATION SYSTEM THAT FACILITATES THE 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 CIR 1-1: Ensure that the City’s circulation network is maintained and improved over time to support buildout of the General Plan in a manner that is consistent with the General Plan Roadways Map.

Policy CIR 1-2: Ensure that the City’s circulation network is a well-connected system of streets, roads, highways, sidewalks, and paths that effectively accommodates vehicular and non-vehicular traffic in a manner that considers the context of surrounding land uses and the needs of all roadway users.

Policy CIR 1-3: When analyzing impacts to the circulation network created by new development or roadway improvements, consider the needs of all users, including those with disabilities, ensuring that pedestrians, bicyclists, and transit riders are considered at an equal level to automobile drivers.

Policy CIR 1-4: Maintain the Multimodal Transportation Service Objective (MTSO) standards set forth for designated regional transportation facilities that pass through Brentwood, as identified in the *East County Action Plan for Routes of Regional Significance*, produced by the TRANSPLAN Committee and Contra Costa Transportation Authority (CCTA).

- Following are the Routes of Regional Significance identified within and surrounding Brentwood by the *East County Action Plan for Routes of Regional Significance*.
 - State Route (SR) 4 Bypass
 - Balfour Road
 - Brentwood Boulevard
 - Deer Valley Road
 - Fairview Avenue
 - Sand Creek Road
 - Lone Tree Way
 - Oak Street-Walnut Boulevard
 - Marsh Creek Road
 - Vasco Road
- Freeway MTSO – The Delay Index should not exceed 2.5 during the peak hour. This applies to SR 4 Bypass freeway segments.
- Signalized Suburban Arterial Routes – Intersection levels of service should be maintained at LOS D or better.
- Non-Signalized Rural Roads – Roadway levels of service should be maintained at LOS D or better.

City of Brentwood General Plan Update Circulation – Goals, Policies, and Actions

Policy CIR 1-5: Maintain LOS D or better operation at intersections within Brentwood that are not on designated Routes of Regional Significance, and LOS E or better operation at intersections in the Downtown Specific Plan area.

- At unsignalized intersections, levels of service shall be determined for both controlled movements and for the overall intersection. Controlled movements operating at LOS E or LOS F are allowable if the intersection is projected to operate at LOS C or better overall, and/or if the “Peak Hour” signal warrant outlined in the California Manual on Uniform Traffic Control Devices remains unmet.

Policy CIR 1-6: Intersections may be exempted from the LOS standards established in Policy 1-5 in cases where the City Council finds that the infrastructure improvements needed to maintain vehicle LOS (such as roadway or intersection widening) would be in conflict with goals of improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements may be required in order to reduce impacts to mobility.

Policy CIR 1-7: 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.

Policy CIR 1-8: Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users.

Policy CIR 1-9: Provide high quality regular maintenance for existing and future transportation facilities including streets, sidewalks, and paths.

Policy CIR 1-10: Maximize the use of matching funding grant sources to provide ongoing maintenance, operation, and management of the City’s circulation network.

Policy CIR 1-11: Consider roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous but moderate traffic flow, reduce accident severity, and enhance pedestrian and cyclist circulation.

Policy CIR 1-12: Maintain and improve critical transportation facilities for emergency vehicle access and emergency evacuation needs.

Policy CIR 1-13: Maintain a transportation system, consistent with the City Truck Routes Map, which provides truck mobility to serve Brentwood commerce, and supports infrastructure improvements to separate regional goods movement from local circulation.

Policy CIR 1-14: Work with the California Public Utilities Commission (CPUC) in evaluating the potential to create additional grade separated roadway crossings on the Union Pacific Railroad (UPRR) line through Brentwood.

Policy CIR 1-15: Support the development of rail spurs along the UPRR corridor in appropriate areas with supporting industrial or business park uses.

**City of Brentwood General Plan Update
Circulation – Goals, Policies, and Actions**

Policy CIR 1-16: Work with major employers and higher-education institutions to implement Transportation Demand Management (TDM) programs.

- Examples of TDM programs may include (but are not limited to) subsidized transit passes, guaranteed ride home, carpool matching, telecommuting, alternative work schedules, car sharing, employer-sponsored vanpools, and preferential parking for carpools and/or low-emission vehicles.

Policy CIR 1-17: Coordinate with local school districts and colleges to minimize traffic impacts through strategic scheduling of class schedules and major events, implementation of TDM measures, and on-campus parking management.

Policy CIR 1-18: Consider the impacts of growth in surrounding jurisdictions when designing Brentwood’s circulation network, and in particular, the impacts created on the Sellers Avenue corridor by growth in Oakley.

Policy CIR 1-19: Participate in regional planning efforts for the future SR 239 highway corridor between Brentwood and Interstates 580/205 in Tracy, recognizing that the importance of the route may increase over time as patterns in regional employment and commerce change.

Action CIR 1a: The City shall cooperate with other jurisdictions in Contra Costa County to reduce transportation congestion through the following actions:

- *Participate in the Contra Costa Transportation Authority's Growth Management and Congestion Management Programs*
- *Continue to serve on the TRANSPLAN Committee*
- *Encourage public input into the congestion management planning process*
- *Participate in future updates to the East County Action Plan for Routes of Regional Significance*
- *Cooperate with CCTA and other jurisdictions in planning for intersections subject to Findings of Special Circumstance*
- *Coordinate with neighboring agencies in efforts to expand regional bicycle, pedestrian, and equestrian networks to meet anticipated demands*

Action CIR 1b: Complete the following roadway improvements to maintain the safety and efficiency of the current circulation system, and to support buildout of the General Plan.

- *List of major roadway projects to be determined upon finalization of Land Use Map*

Action CIR 1c: The Public Works Department shall maintain a systematic pavement management program and identify and prioritize maintenance projects in the City’s CIP.

- *Street maintenance should include upkeep and regular cleaning of bicycle routes to remove debris and repair poor pavement conditions that discourage bicycle riding*
- *The Pavement Management Program data system should address signage and pavement quality throughout the city*

Action CIR 1d: As part of the development review process, the Community Development Department and the Public Works Department shall review development projects to ensure that developers:

**City of Brentwood General Plan Update
Circulation – Goals, Policies, and Actions**

- *Construct transportation improvements along property frontages when appropriate*
- *Address the project’s proportional-share of impacts to the City’s circulation network through payment of traffic mitigation fees*
- *Provide for complete streets to the extent feasible, facilitating walking, biking, and transit modes*
- *Fund traffic impact studies that identify on-site and off-site project effects and mitigation measures*
- *Provide adequate emergency vehicle access*

Action CIR 1e: Update the City’s Capital Improvement Program (CIP) to include, as appropriate, the roadway improvements necessary to support buildout of the General Plan.

Action CIR 1f: Routinely monitor the performance of the circulation network, optimizing traffic signals and utilizing Intelligent Transportation Systems (ITS) measures where beneficial to maximize efficiency of the existing network on a regular basis.

Action CIR 1g: Provide staff support to regional agencies such as CCTA and Caltrans in the implementation of ITS measures that improve the efficiency of roadway and transit networks in east Contra Costa County.

Action CIR 1h: Ensure regular monitoring of traffic accidents, traffic levels, and intersection capacity to update base data and respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.

Action CIR 1i: Continually seek opportunities to fund maintenance of and improvements to the circulation network, including the active pursuit by the Public Works Department of a wide range of grant sources overseen by MTC and other agencies.

Action CIR 1j: Establish specific TDM requirements for new development projects and consider making requirements sector-based (e.g., residential, commercial, industrial).

GOAL CIR 2 PROACTIVELY SUPPORT AND ENCOURAGE TRAVEL BY NON-AUTOMOBILE MODES BY MAINTAINING AND EXPANDING SAFE AND EFFICIENT PEDESTRIAN, BICYCLE, EQUESTRIAN, AND TRANSIT NETWORKS

Policy CIR 2-1: Establish and maintain a system of interconnected bicycle, pedestrian, and equestrian facilities that facilitate commuter and recreational travel, and that are consistent with the City’s parks, trails, and recreation goals and policies in this General Plan and the Contra Costa County *Countywide Bicycle and Pedestrian Plan*.

Policy CIR 2-2: Routinely incorporate sidewalks and enhanced pedestrian crossing facilities as part of new street construction, and incorporate bicycle facilities on new collector and arterial streets (including bicycle lanes where appropriate, bicycle route and destination signs, and bicycle detection at signals).

Policy CIR 2-3: Require development projects to construct on-site sidewalks, paths, and trails in a manner that is consistent with the City’s parks, trails, and recreation goals and policies in this General Plan and the Contra Costa County *Countywide Bicycle and Pedestrian Plan*, and as dictated by the location of transit stops and common pedestrian destinations.

City of Brentwood General Plan Update Circulation – Goals, Policies, and Actions

Policy CIR 2-4: Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users such as the disabled and elderly to safely and effectively travel within and beyond the city.

Policy CIR 2-5: Recognize that the use of Personal Mobility Devices and Neighborhood Electric Vehicles (NEVs) is likely to increase as the nation's population ages, and design the City's on and off-street circulation network to safely accommodate users of such devices and vehicles.

Policy CIR 2-6: Prioritize bicycle and pedestrian safety for students traveling to and from school.

Policy CIR 2-7: Support regional efforts to develop Safe Routes to School Programs for schools that serve Brentwood's population.

Policy CIR 2-8: Provide secure bicycle racks in places such as the Downtown, at commercial areas, park and ride transit facilities, schools, multiple unit residential developments, and other locations where there is a concentration of residents, visitors, students, or employees.

Policy CIR 2-9: Where possible, integrate multi-use path facilities into utility corridor rights-of-way.

Policy CIR 2-10: Work with utility providers to reduce or eliminate barriers to pedestrian and bicyclist mobility created by utility infrastructure (such as utility poles that obstruct accessibility).

Policy CIR 2-11: Design safe crossings where trails and roads meet.

Policy CIR 2-12: Seek opportunities to fund and construct improvements that improve multimodal access to any future mass transit facility (i.e., eBART).

Policy CIR 2-13: Coordinate with Tri Delta Transit to increase the coverage areas and frequencies of bus service in Brentwood.

Policy CIR 2-14: Ensure that effective linkages are in place between any future mass transit facility (i.e., eBART) and the city's primary activity and employment centers.

Policy CIR 2-15: Coordinate with Tri Delta Transit to maintain existing and, where feasible, build new lighted and sheltered seating facilities at bus stops.

Policy CIR 2-16: Ensure that adequate lighting is provided at all bus stops.

Policy CIR 2-17: Encourage the use of park-and-ride lots and other transit incentives for Brentwood commuters.

Policy CIR 2-18: Work with Tri Delta Transit to identify the need for and locations of additional park-and-ride lots in Brentwood in order to increase the number and length of trips made by transit and carpooling.

**City of Brentwood General Plan Update
Circulation – Goals, Policies, and Actions**

Policy CIR 2-19: Provide safe and continuous pedestrian, vehicular, and bicycle access at all transit park-and-ride facilities.

Action CIR 2a: Review development applications to ensure compliance with the parks, trails, and recreation goals and policies in this General Plan and the Countywide Bicycle and Pedestrian Plan.

Action CIR 2b: Review traffic signal timing plans to ensure adequate crossing times for all users at signalized intersections.

Action CIR 2c: Review all transportation improvements to ensure installation in accordance with current accessibility standards.

Policy CIR 2d: Regularly review transportation corridors to identify barriers encountered by persons with disabilities, including locations with damaged sidewalk surfaces and non ADA-compliant curb cuts and ramps, and address such obstacles in the Capital Improvement Program.

Action CIR 2e: Continue to include construction of bicycle and pathway facilities in the City's Capital Improvement Program, prioritizing areas where gaps in the current network need to be filled.

Action CIR 2f: Ensure that bicycle loop detectors are present at traffic signals and clearly identified with stencils.

Action CIR 2g: Assist and coordinate with Tri Delta Transit in seeking funding to increase transit frequencies on key corridors, increase the hours of transit operation, and expand regular transit service in portions of Brentwood that have no public transit service.

- *New or modified routes that connect the Downtown area with major employment centers and Los Medanos College should be prioritized.*
- *New or modified routes connecting residential and employment-based uses to any future mass transit facility (i.e., eBART) should be coordinated to initiate with implementation of rail service.*

Action CIR 2h: Coordinate with the Contra Costa Transportation Authority, Contra Costa Health Services, Brentwood Union School District, and Liberty Union High School District to initiate development of Safe Routes to School Programs in Brentwood.

Action CIR 2i: Monitor national efforts to establish effective multimodal level of service standards for pedestrian, bicycle, and transit modes.

Action CIR 2j: Issue guidelines and incorporate assessment of multimodal LOS as a routine component of transportation impact analyses once the Public Works Department determines a multimodal LOS methodology that is deemed suitable for application in Brentwood.

GOAL CIR 3 COORDINATE CIRCULATION FACILITIES WITH LAND USE AND DEVELOPMENT PATTERNS TO CREATE AN ENVIRONMENT THAT ENCOURAGES WALKING, BICYCLING, AND TRANSIT USE.

City of Brentwood General Plan Update Circulation – Goals, Policies, and Actions

Policy CIR 3-1: 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.

Policy CIR 3-2: Prioritize high-density and mixed land use patterns that promote transit and pedestrian travel along transit corridors.

Policy CIR 3-3: 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.

Policy CIR 3-4: Provide an interconnected street network that provides multiple points of access, discouraging cut-through traffic while maintaining neighborhood connectivity.

Policy CIR 3-5: Encourage local access connections between neighborhood parks and commercial areas by walking as an alternative to short-distance driving.

Policy CIR 3-6: Ensure that the City's adopted street standards reflect a multi-modal focus, including vehicular lane widths that are no wider than necessary to serve the surrounding land use context and accommodate emergency vehicles.

Policy CIR 3-7: Apply the streetscape standards outlined in Brentwood's adopted Specific Plan areas, including those identified in the Downtown Specific Plan and Brentwood Boulevard Specific Plan.

Policy CIR 3-8: Where necessary, emphasize traffic management and calming techniques to control vehicle speeds on residential streets, as well as collector streets within residential developments.

Policy CIR 3-9: Design intersections to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.

Policy CIR 3-10: Require new development to include effective linkages to the surrounding circulation system for all modes of travel, to the extent feasible.

Action CIR 3a: During the development review process, the Community Development Department shall review plans to ensure that projects include an interconnected network of streets and paths that facilitate non-auto modes for shorter trips, and disperse rather than concentrate traffic in residential neighborhoods.

Action CIR 3b: The Public Works Department shall review plans for new or modified intersections to ensure that the number of vehicle lanes is limited where possible to provide for moderate speeds and pedestrian and bicyclist safety, and that curb extensions are installed where appropriate to reduce driving speeds and shorten pedestrian crossing distances.

Action CIR 3c: The Public Works Department shall review its adopted street standards and update as necessary to achieve balanced roadway configurations that serve all users, and through design help to reinforce appropriate vehicle speeds for the surrounding land use context.

**City of Brentwood General Plan Update
Circulation – Goals, Policies, and Actions**

GOAL CIR 4 **ENSURE THAT A COMBINATION OF MANAGED GROWTH AND ADEQUATE FUNDING MECHANISMS ARE IN PLACE TO COMPLETE FUTURE IMPROVEMENTS ON THE LOCAL AND REGIONAL CIRCULATION NETWORKS**

Policy CIR 4-1: Ensure that the rate of growth in Brentwood is consistent with the ability to provide adequate transportation services.

Policy CIR 4-2: Require new development to contribute its proportional cost of circulation improvements necessary to address cumulative transportation impacts on roadways throughout the city, as well as the bicycle and pedestrian network.

Policy CIR 4-3: Include capital projects sponsored by the City and necessary to maintain and improve traffic operations in the five-year Capital Improvement Program (CIP) 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.

Policy CIR 4-4: Consider funding transportation projects intended to meet or maintain Level of Service standards, to implement the *East County Action Plan for Routes of Regional Significance*, and to provide mitigation for intersections subject to Findings of Special Circumstances 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.

Policy CIR 4-5: Consider amendments to the City’s General Plan, Zoning Ordinance, Capital Improvement Program, or other relevant documents to ensure that the *East County Action Plan for Routes of Regional Significance* is implemented and standards on non-regional routes are met.

Action CIR 4a: Maintain and routinely update the City’s Development Fee Program to cover the cost of mitigating 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.

Action CIR 4b: As part of the development review process, require new development to mitigate circulation impacts by making improvements to the motorized and non-motorized circulation networks as necessary, and in a fair manner with an established nexus between the level of impact and required improvements and/or contributions.

Action CIR 4c: Implement specified local actions for the City of Brentwood as identified in the East County Action Plan for Routes of Regional Significance in a timely manner.

Action CIR 4d: Participate in the Contra Costa Transportation Authority’s conflict resolution process as needed to resolve disputes related to the implementation of the East County Action Plan for Routes of Regional Significance.

Growth Management Goals, Policies, and Actions

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.

The Growth Management Element is part of the General Plan because the City wants to ensure orderly and fiscally sustainable growth, while maintaining high levels of public services and infrastructure, 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 (GMP). 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 a 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 Costa County. Brentwood is participating in the preparation of the Action Plan for East Contra Costa County along with the cities of Antioch and Pittsburg, as well as 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.

City of Brentwood General Plan Update Growth Management – Goals, Policies, and Actions

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 retained many of the components of the Measure C GMP, some changes were made, 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 County Measure L Voter-Approved Urban Limit Line (Resolution No. 2008-3) 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 (Figure LU-1). Any changes to the ULL must be completed in accordance with City Council Resolution No. 2008-3 and consistent with the provisions of Measure J. As with Measure C, compliance with Measure J requires the City to 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).

The concept of growth management, including the provision of high quality public services and infrastructure, has been addressed throughout this General Plan. For example, the Circulation Element includes numerous requirements to ensure that the roadway system in and around Brentwood will meet applicable level of service (LOS) standards, including LOS standards on Routes of Regional Significance identified by the Contra Costa Transportation Authority (CCTA). The Infrastructure Element includes provisions to ensure that future development projects pay their fair-share towards necessary infrastructure improvements, and do not result in adverse impacts to existing development. The Community Services and Facilities Element includes a wide range of policies and action items to ensure the provision of high quality public services, including police, fire, parks, and other governmental services.

The Growth Management Element meets the requirements of Measure C and Measure J, and identifies the applicable General Plan policies and actions that would ensure compliance with local and regional growth management objectives.

**City of Brentwood General Plan Update
Growth Management – Goals, Policies, and Actions**

**GOAL GM 1 PROVIDE, IMPROVE, AND MAINTAIN ADEQUATE PUBLIC FACILITIES, INFRASTRUCTURE,
AND SERVICE LEVELS AS BRENTWOOD GROWS**

PARKS, TRAILS, AND RECREATION FACILITIES

The following General Plan policies and actions would ensure the provision of high quality parks, trails, and recreation facilities:

Policies CSF 1-1, CSF 1-2, CSF 1-3, CSF 2-1, CSF 2-2, CSF 2-3, CSF 2-4, CSF 2-6, CSF 2-7, CSF 2-8, CSF 2-9, CSF 2-10, CSF 2-11, CSF 2-12, CSF 2-13, and CSF 2-19.

Actions CSF 1a, CSF 2a, CSF 2b, CSF 2c, CSF 2d, CSF 2e, CSF 2f, CSF 2g, CSF 2j, and CSF 2k

POLICE SERVICES

The following General Plan policies and actions would ensure the provision of high quality police services:

Policies CSF 1-1, CSF 1-2, CSF 1-3, CSF 3-1, CSF 3-2, CSF 3-3, CSF 3-4, and CSF 3-5.

Actions CSF 1a, CSF 3a, CSF 3b, CSF 3c, and CSF 3d.

FIRE PROTECTION SERVICES

The following General Plan policies and actions would ensure the provision of high quality fire protection services:

Policies CSF 1-1, CSF 1-2, CSF 1-3, CSF 4-1, CSF 4-2, CSF 4-3, CSF 4-4, CSF 4-5, and CSF 4-6.

Actions CSF 1a, CSF 4a, and CSF 4b.

SCHOOLS

The following General Plan policies and actions would ensure the provision of high quality school services:

Policies CSF 1-1, CSF 1-2, CSF 1-3, CSF 5-1, CSF 5-2, and CSF 5-3.

Actions CSF 1a, CSF 5a, and CSF 5b.

WATER SUPPLY, STORAGE, AND DISTRIBUTION

The following General Plan policies and actions would ensure the provision of a high quality and reliable water supply, storage, and distribution system:

Policies IF 1-1, IF 1-2, IF 1-3, IF 1-4, IF 1-5, IF 1-6, IF 2-1, IF 2-2, IF 2-3, IF 2-4, IF 2-5, and IF 2-6.

Actions IF 1a, IF 1b, IF 1c, IF 1d, IF 1e, IF 1f, IF 1g, IF 2a, IF 2b, and IF 2c.

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Growth Management – Goals, Policies, and Actions**

WASTEWATER COLLECTION AND TREATMENT

The following General Plan policies and actions would ensure the provision of a high quality and reliable wastewater collection and treatment system:

Policies IF 1-1, IF 1-2, IF 1-3, IF 1-4, IF 1-5, IF 1-6, IF 3-1, and IF 3-2.

Actions IF 1a, IF 1b, IF 1c, IF 1d, IF 1e, IF 1f, IF 1g, IF 3a, and IF 3b.

STORM DRAINAGE AND FLOOD CONTROL FACILITIES

The following General Plan policies and actions would ensure the provision of high quality and reliable storm drainage and flood control facilities:

Policies IF 1-1, IF 1-2, IF 1-3, IF 1-4, IF 1-5, IF 1-6, IF 4-1, IF 4-2, IF 4-3, IF 4-4, IF 4-5, SA 2-1, SA 2-2, SA 2-3, SA 2-4, SA 2-5, SA 2-6, SA 2-7, SA 2-8, SA 2-9, SA 2-10, SA 2-11, and SA 2-12.

Actions IF 1a, IF 1b, IF 1c, IF 1d, IF 1e, IF 1f, IF 1g, SA 2a, SA 2b, SA 2c, SA 2d, SA 2e, and SA 2f.

ROADWAY AND CIRCULATION NETWORK FACILITIES AND OPERATIONS

The following General Plan policies and actions would ensure that local and regional roadways and circulation network facilities are adequately funded and operate at acceptable levels of service:

Policies CIR 1-1, CIR 1-2, CIR 1-4, CIR 1-5, CIR 1-6, CIR 1-7, CIR 1-9, CIR 1-10, CIR 1-13, CIR 1-16, CIR 1-17, CIR 1-18, CIR 1-19, CIR 4-1, CIR 4-2, CIR 4-3, CIR 4-4, and CIR 4-5.

Actions CIR 1a, CIR 1b, CIR 1c, CIR 1d, CIR 1e, CIR 1f, CIR 1g, CIR 1i, CIR 1j, CIR 4a, CIR 4b, CIR 4c, and CIR 4d.

GOAL GM 2 MAINTAIN A BALANCED LAND USE PLAN AND A DIVERSIFIED, STABLE, AND SELF-SUSTAINING REVENUE BASE IN ORDER TO GENERATE THE RESOURCES NECESSARY TO SUSTAIN ESSENTIAL AND DESIRED CITY SERVICES

The following General Plan policies and actions would ensure that Brentwood maintains a fiscally sustainable approach to the funding of City services and infrastructure, and can continue to fund, deliver, and implement high quality public services, facilities, and infrastructure.

Policies FI 1-1, FI 1-2, FI 1-3, FI 1-4, FI 1-5, FI 1-6, FI 1-7, FI 1-8, FI 1-9, FI 1-10, and FI 1-11.

Actions FI 1a, FI 1b, FI 1c, FI 1d, FI 1e, FI 1f, FI 1g, and FI 1h.