THE CITY OF BRENTWOOD

HERITAGE ▪ VISION ▪ OPPORTUNITY

BRENTWOOD BOULEVARD SPECIFIC PLAN

Adopted by the City Council on March 27, 2012 Resolution No. 2012-041
Amended by the City Council on October 27, 2016 Resolution No. 2015-162

TABLE OF CONTENTS

CHAPTER 1 – INTRODUCTION & PURPOSE ..... - 4 -

ORGANIZATION ..... - 4 -
PLAN OVERVIEW ..... - 4 -
STATUTORY AUTHORITY ..... - 4 -
SPECIFIC PLAN HISTORY ..... - 5 -
SPECIFIC PLAN PROCESS ..... - 6 -

CHAPTER 2 – VISION ..... - 7 -

BACKGROUND ..... - 7 -
GOALS ..... - 7 -
POLICIES/GENERAL GUIDELINES ..... - 8 -

CHAPTER 3 – LAND USE IMPLEMENTATION ..... - 16 -

APPLICABILITY ..... - 16 -
LEGAL NONCONFORMING STATUS ..... - 16 -
LAND USE MAP ..... - 18 -
LAND USE CATEGORIES ..... - 18 -
Residential Districts ..... - 18 -
Mixed-Use Districts ..... - 26 -
General Commercial District ..... - 31 -
Open Space District ..... - 33 -

CHAPTER 4 – DESIGN GUIDELINES & STANDARDS ..... - 36 -

SITE PLANNING, BUILDING DESIGN, & LANDSCAPING ..... - 36 -
SIGNS ..... - 36 -
PARKING ..... - 36 -

CHAPTER 5 – APPENDICES ..... - 37 -

APPENDIX A – PLANNING AREA CONTEXT ..... - 37 -
Site Location – Regional ..... - 37 -
Site Location – Local ..... - 37 -
Specific Plan Areas ..... - 37 -
Existing Site Characteristics ..... - 37 -
Vacant Land ..... - 38 -

APPENDIX B – CIRCULATION IMPLEMENTATION ..... - 39 -
Northern Area Roadways ..... - 39 -
Central Area Roadways ..... - 40 -
Southern Area Roadways ..... - 40 -
Transit Service ..... - 40 -
Bicycle Routes & Trails ..... - 41 -

APPENDIX C – PUBLIC FACILITIES & SERVICES IMPLEMENTATION ..... - 42 -
Existing & Planned Public Utility Facilities ..... - 42 -
Northern Area Facilities ..... - 42 -
Central Area Facilities ..... - 43 -
Southern Area Facilities ..... - 44 -
Solid Waste Service ..... - 45 -
Police Service ..... - 45 -
Fire Protection & Life Safety Service ..... - 45 -

APPENDIX D – INFRASTRUCTURE IMPROVEMENTS FINANCING & PHASING ..... - 47 -
Planned Infrastructure Improvements ..... - 47 -
Infrastructure Improvement Implementation ..... - 49 -
Financing Public & Private Improvements ..... - 50 -
Financing the Specific Plan Preparation ..... - 54 -
Summary ..... - 54 -

APPENDIX E – RELATIONSHIP BETWEEN THE SPECIFIC PLAN & GENERAL PLAN ..... - 55 -
Land Use Element ..... - 55 -
Housing Element ..... - 58 -
Community Design Element ..... - 59 -
Growth Management Element ..... - 60 -
Economic Development Element ..... - 63 -
Infrastructure Element ..... - 64 -
Community Facilities Element ..... - 64 -
Circulation Element ..... - 65 -
Conservation and Open Space Element ..... - 66 -
Safety Element ..... - 67 -
Noise Element ..... - 68 -

CHAPTER 6 – FIGURES & TABLES ..... **- 71 -**

Figure 1 – Land Use Map ..... - 72 -
Figure 2 – Plan Area Regional Location Map ..... - 73 -
Figure 3 – Plan Area Boundary Map ..... - 74 -
Figure 4 – Specific Plan Area Map ..... - 75 -
Figure 5 – Vacant Land Map ..... - 76 -
Figure 6 – Marsh Creek Setback (N of Sand Creek Road to W side of Marsh Creek Bridge) ..... - 77 -
Figure 7 – Marsh Creek Setback (E side of Marsh Creek Bridge to EBMUD Aqueduct) ..... - 78 -
Figure 8 – Roadways Map ..... - 79 -
Figure 9 - Arterial Roadway Cross-Section (120-Foot Right-of-Way) ..... - 80 -
Figure 10 – Arterial Roadway Cross-Section (100-Foot Right-of-Way) ..... - 81 -
Figure 11 – Collector Roadway Cross-Section (84-Foot Right-of-Way) ..... - 82 -
Figure 12 – Roadway Right-of-Way Map ..... - 83 -
Figure 13 – Planned Transit Stops ..... - 84 -
Figure 14 – Bikeway Routes Map ..... - 85 -
Figure 15 – Northern & Central Area Utility Map (including PG&E facilities) ..... - 86 -
Figure 16 – Southern Area Utility Map (including PG&E facilities) ..... - 87 -
Table 1 – Vacant Land by Area ..... - 88 -
Table 2 – Land Use Plan Summary ..... - 89 -
Table 3 – Northern Area Parcel Information ..... - 90 -
Table 4 – Central Area Parcel Information ..... - 91 -
Table 5 – Southern Area Parcel Information ..... - 92 -

CHAPTER 1 – INTRODUCTION & PURPOSE

Organization

The Brentwood Boulevard Specific Plan (BBSP) is comprised of the following chapters:

Chapter 1 – Introduction & Purpose.
This chapter provides an overview of the BBSP, presents the statutory authority for preparing a specific plan, summarizes the BBSP history, and summarizes the process for adopting the BBSP.

Chapter 2 – Vision.
This chapter includes the various goals of the BBSP and the policies needed to implement the BBSP.

Chapter 3 – Land Use Implementation.
This chapter describes the land use map, provides development standards and design guidelines for the various land use districts within the BBSP area, provides measures for resolving potential land use conflicts, and presents standards for construction activities.

Chapter 4 – Design Guidelines & Standards.
This chapter describes the applicable guidelines and standards for buildings, landscaping, signs, and parking within the BBSP.

Chapter 5 – Appendices.
This chapter contains information relative to the Planning Area Context, Circulation Implementation, Public Facilities & Services Implementation, Figures & Tables, Infrastructure Improvements Financing & Phasing, and Relationship Between the Specific Plan & General Plan.

Chapter 6 – Figures and Tables.

Plan Overview

The BBSP provides long-term policy guidance needed to revitalize and improve a significant portion of Brentwood Boulevard and to recognize the opportunities for change as the corridor transitions from a rural State route to a local mixed-use arterial roadway. Historically, Brentwood Boulevard has served as the primary route through the City of Brentwood for residents, workers, and visitors. The corridor includes a major gateway into the City of Brentwood along the shared boundary with the City of Oakley at Delta Road on the north, and a connection to the historic Downtown at Second Street on the south.

Statutory Authority

A specific plan is a hybrid document, in that it combines the policy statements typically contained in a general plan with the development standards typically contained in a zoning ordinance. Specific plans are used as mechanisms to achieve logical and orderly development patterns as well as to coordinate the provision of infrastructure.

Government Code Section 65450 provides the statutory authority for cities and counties to prepare specific plans in order to help implement the general plan within a particular area of the respective community. Government Code Section 65451 sets forth the content requirements of specific plans. Specific plans are required to include text and a diagram, or diagrams, describing the following in detail:

- Distribution, location, and extent of land uses, including open space, within the area covered by the plan.

- Proposed distribution and location of facilities and infrastructure, including transportation, sewage, water, drainage, solid waste disposal, and energy to be located within the plan area needed to support the land uses described in the plan.

- Standards and criteria by which development will proceed and, where applicable, standards for conservation, development, and utilization of natural resources.

- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the plan.

Specific plans must also include a statement describing their relationship to the respective general plan. The statutorily required information can be found in the following chapters and the appendices.

Specific Plan History

The BBSP dates back to 2002, when the City Council identified the need to prepare specific plans for various areas of the city in order to provide additional land use guidance beyond that provided in the General Plan. City staff initiated work on the BBSP in 2003. Various workshops were held with the City Council and Planning Commission beginning in 2005. In July 2006, Gruen Gruen + Associates completed a study regarding economic conditions and the patterns of potential development that formed the basis of the need to shift the land use away from existing retail/commercial zoning to avoid additional blighting pressures. In anticipation of the State Route 4 Bypass and the relinquishment by the California Department of Transportation (Caltrans) of Brentwood Boulevard, the community chose to work towards transforming the under-utilized commercial corridor into a more traditional boulevard with new neighborhoods and workplace districts. In January 2007, the City Council and Planning Commission directed staff to prepare a document that would allow for the implementation of this vision.

Input from the public and the City's decision makers culminated in April 2008, when a draft of the BBSP was completed and circulated for review, along with a Draft Environmental Impact Report. The most significant feedback relative to the draft BBSP was that it was too restrictive and did not afford property owners with enough flexibility for adequate development. In addition, the owners of Sciortino Ranch (the largest single property within the BBSP area at that time) expressed reservations about not only the content of the BBSP itself, but of the time that would be required to revise and finally adopt it. Primarily for those reasons, the BBSP was put on hold so that the Sciortino Ranch project could be processed independently. The City Council subsequently formed an ad hoc committee to work with staff and the public in order to complete the BBSP. The land use approvals for Sciortino Ranch were ultimately approved by the City Council in mid 2009.

In April 2010, the City Council adopted a strategic plan to define both the short and long-term goals of the City. One of the projects included in the strategic plan, under the broader goal of "Vision and Planning," is the BBSP. Staff began the process of revising the BBSP in earnest in late 2010. This process included meetings with the ad hoc committee, a City Council workshop in February 2011, a Planning Commission workshop in July 2011, and meetings with the public to confirm the vision for the corridor along with the appropriate land use pattern.

Specific Plan Process

Preparation of the BBSP has been a consensus-based process involving the City Council, the Planning Commission, the Brentwood Boulevard Ad Hoc Committee, and close collaboration among City departments, property owners within the area covered by the BBSP, and other affected stakeholders.

CHAPTER 2 – VISION

Background

The vision for the BBSP is to transform the existing auto-oriented corridor into a more traditional boulevard with distinctive, unique, front-facing buildings. The BBSP also promotes comfortable walkways and generous landscaping to provide an active, inviting, and attractive location for residents, workers, and visitors. Brentwood Boulevard within the BBSP area is a distinguished portion of the City that extends between the city limits at Delta Road on the north and the Downtown at Second Street on the south. The BBSP provides for a cohesive arrangement of uses, building types, frontage treatments, and street designs that function as integral parts of a single urban structure. Taken together, the expectation is that the structure over time will result in an area comprised of an attractive and desirable streetscape environment along which well-designed buildings are located behind generous amounts of continuous landscaping and open space. The result is a prominent setting for new development and a framework for new neighborhood and workplace districts along one of the city's most visible corridors.

Goals

The intent of the BBSP is to guide future development in order to fulfill the community's intention for the creation of a distinctive corridor stretching between the City's northern boundary and the Downtown. The BBSP is both a policy document and an implementation tool. When fully implemented, the BBSP will accomplish the following broad goals to revitalize and enliven Brentwood Boulevard and create prosperous live/work areas:

1. Design and implement a traditional boulevard corridor along Brentwood Boulevard (former State Route 4) between Delta Road and Second Street, characterized by a vibrant mix of complementary land uses, distinctive architecture, lush mature landscaping, infrastructure improvements, and streetscape enhancement features.

2. Create an attractive and inviting link between the northeast entrance to the city and the city's Downtown area, accessible by a variety of travel modes.

3. Improve the quality of life for residential neighborhoods both within and adjacent to the BBSP area by providing compatible development design, better access to public services, infrastructure upgrades, and additional parks and other improved open space.

4. Transform the historical auto-oriented "strip commercial" land use patterns by prohibiting that type of development in the future and by requiring a vibrant mix of workplace and residential land uses easily accessible by pedestrians, bicyclists, and transit riders as well as motor vehicle drivers.

5. Create safe and convenient circulation along the Brentwood Boulevard corridor and connecting streets and enhanced access for pedestrians, bicyclists, transit riders, and motor vehicle drivers.

6. Enhance the compatibility and transitions between existing and future land uses both within and adjacent to the BBSP area to promote harmonious and prosperous live/work areas.

7. Stimulate and encourage the revitalization and/or improvement of existing land uses, including buildings, landscaping, access points, and parking areas.

8. Ensure consistency with other adopted citywide policy documents, including but not limited to the General Plan, the Parks, Trails & Recreation Master Plan, and the Infrastructure Master Plan.

9. Create conditions that will attract economic investment.

10. Create a unique area that provides a blend of new employment and housing opportunities serving city residents and visitors.

All future discretionary development applications for projects within the BBSP, including amendments, subdivisions, conditional use permits, and design review approvals shall be reviewed for consistency with these goals.

Policies/General Guidelines

The following policies are included to provide the guidance and direction needed to achieve the above-referenced goals, and shall apply to all land use designations within the BBSP area. All proposed development projects shall be reviewed for conformance to these policies.

Policy 1 – Land Use Compatibility

A. All projects shall be reviewed for compatibility with adjacent uses in accordance with all applicable General Plan goals and policies as well as Municipal Code requirements including, but not limited to, the following land use issues:

- Traffic generation.
- Impact of noise generated by new development on existing and planned land uses.
- New sources of light and glare.
- Parking demand.
- Any operational characteristics that may create public nuisances to ensure future land uses are compatible.

Policy 2 – Complementary Land Uses

A. Conditional use permits shall be evaluated and monitored to ensure that conflicts with the operational characteristics of certain proposed uses on a specific site to existing permitted uses are reduced. Conditions of approval shall be included as necessary to ensure new uses complement permitted uses over time.

B. Proposed developments shall be reviewed for conformance to the applicable development standards for each land use category to ensure that new development includes design features needed to complement existing permitted buildings.

Policy 3 – Land Use Transitions

A. Projects proposed adjacent to existing residential development that is consistent with the General Plan shall provide a land use transition or buffer area along the entire length of any shared property line, as follows:

- New non-residential developments proposed adjacent to existing single-family detached dwellings zoned for such use shall include a minimum 40-foot setback between all new buildings and the shared property line, and shall include a masonry wall (height to be determined by an acoustical study) on the shared property line and a minimum of 15 feet of landscaping adjacent to the wall.

- New residential developments proposed adjacent to existing dwellings zoned for such use shall include a minimum 20-foot setback from the shared property line with the existing residence to any new dwelling.

B. The minimum building setback adjacent to the Marsh Creek right-of-way shall be 20 feet **(see Figures 6 and 7)**. The setback from Marsh Creek shall also comply with the requirements of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP), which may result in setbacks greater than 20 feet depending on the width of the existing Marsh Creek right-of-way. Within the overall setback area there shall be a minimum 10-foot wide setback from the edge of the Marsh Creek right-of-way to any adjacent paved area. Any required Marsh Creek right-of-way dedication shall be made pursuant to the latest Creeks, Trails, and Revegetation Master Plan or **Figures 6 and 7**, whichever is greater.

Policy 4 – Distinctive Architecture

A. All buildings within 150 feet of the Brentwood Boulevard right-of-way shall include the following:

- Entrance Orientation – all buildings shall front onto and have their main entrances oriented towards Brentwood Boulevard, and shall have a sidewalk connection to the Brentwood Boulevard sidewalk.

- Defined Entrances – all buildings shall include porches/porticos, balconies, galleries, arcades, courtyards, or other similar defined main entrance areas visible from Brentwood Boulevard.

- Unique Exterior Building Treatment – all buildings shall contain a combination of exterior materials, shade devices, and design features that provide attractive finishes, textures, and colors on all building planes visible from Brentwood Boulevard and any public street.

- Corner Building Elements – all buildings located on corners (two intersecting streets), regardless of land use, shall have prominent architectural elements in harmony with their scale, such as a tower, dome, cupola, or spire.

B. Buildings with pitched tile roofs are encouraged. Parapet roofs when proposed shall include multiple height variations on the front and side planes of any building visible from Brentwood Boulevard, in addition to a well-defined decorative cornice.

C. All building roof equipment shall be fully screened to ensure it is not visible from ground level. Roof plans shall be required as part of each proposed design review application.

Policy 5 – Mature Landscaping

A. All development sites shall provide landscaping in accordance with Chapter 17.630 (Landscaping and Screening) of the Brentwood Municipal Code, except as may be modified elsewhere by the BBSP.

B. Private landscaping shall include irrigated trees, shrubs, vines, and ground covers that are suitable for the local climate (Sunset Climate Zone 14 or as otherwise determined by the Community Development Director) along all facades of buildings facing a public right-of-way, private streets or alleys, and parking lots. Raised planters or planting containers may be used.

C. Existing healthy non-orchard trees shall be preserved and incorporated into a proposed site plan whenever possible. An arborist report prepared by an American Society of Consulting Arborists (ASCA) certified arborist acceptable to the Community Development Director is required for all private and public development projects with existing trees. The report shall provide the necessary information to determine the appropriate extent of tree preservation and protection, and tree replacement requirements, including a description of genus, species, trunk diameter, and area of non-intrusion protection to ensure survival for all trees on the site.

D. California native trees or disease-resistant cultivars to mimic native species shall be required in all private landscape areas. Fifteen percent of all trees within a proposed development shall be 36-inch box size or larger and 30% of all trees within a proposed development shall be 24-inch box size or larger.

E. Turf areas shall be limited to a maximum of 25% of proposed landscaping or private open space on a development site. Public parks in conjunction with residential land uses may include turf areas of over 25% of total park acreage.

F. Any existing native and ornamental trees over 6-inches in diameter measured at 4.5-feet above natural grade that are removed for new private or public development projects shall be replaced elsewhere on a project site or elsewhere within the BBSP at a 3:1 caliper inch ratio. The Community Development Director and the Director of Parks & Recreation shall determine the tree species and the size of new plantings.

G. Placement of all public utilities within any public right-of-way shall minimize encroachment within the potential root zones of public landscape areas or ultimate tree canopies to promote the conditions necessary for mature landscaping to develop and thrive over time.

H. Structured soil shall be used for all large canopy trees planted within any public right-of-way.

I. Street tree landscaping within the public right-of-way shall be provided in a manner consistent with the most current version of the City's adopted Urban Forest Guidelines.

Policy 6 – Streetscape Enhancement & Signage

A. Decorative concrete, individual pavers, or similar materials approved by the City of Brentwood shall be used for driveways providing access between private development sites and Brentwood Boulevard or arterial roadways. Decorative paving treatment shall be used for a minimum driveway depth of 30 lineal feet.

B. Public art shall be provided consistent with the requirements of Chapter 2.44 (Arts) of the Brentwood Municipal Code. Public art is encouraged to be visible from Brentwood Boulevard. Public art in-lieu fees generated from developments should be used for installation of public art within the BBSP. New development proposals on sites over two acres or with over 200-feet of lineal frontage along Brentwood Boulevard are strongly encouraged to integrate on-site public art.

C. City-approved decorative light fixtures shall be installed along Brentwood Boulevard to illuminate the roadway and sidewalk portions of the public right-of-way. All installed light fixtures shall meet the Illuminating Engineering Society of North America (IESNA) cutoff or full-cutoff classification specifications.

D. Transit stops including lighted bus rider shelters, benches, and trash receptacles shall be placed near signalized intersections in conjunction with safe pedestrian access including crosswalks. Transit stops with turnouts included shall be provided to the satisfaction of Tri Delta Transit and the City of Brentwood.

E. Any newspaper and magazine racks, when proposed, shall be integrated into building designs and architecture. Placement of newspaper and magazine racks within the public right-of-way is prohibited.

Policy 7 – Infrastructure

A. Infrastructure improvements, including right-of-way dedications, utility installations and extensions, and frontage improvements shall be provided in conjunction with new development or provided for pursuant to the City's Development Fee Program and completed in a coordinated fashion along particular stretches of the BBSP as development occurs. Planned infrastructure improvements shall be constructed by project developers or included in the City's Capital Improvement Program as appropriate.

B. As a means of determining a significant impact associated with roadway improvements for existing residential uses, an increase in traffic noise levels of +3 dBA DNL shall be used.

Policy 8 – Parks & Open Space

A. Precise park size, configuration, and location shall be determined at the time that a specific development is proposed. All proposed residential projects and mixed-use developments within or near the boundaries of the BBSP, including residential units, shall provide their proportional share of parks and recreation facilities on-site, off-site, by payment of fees or a combination of these methods, as determined by the Director of Parks & Recreation.

B. There shall be a minimum of five acres of park space provided for every 1,000 persons residing within the BBSP area. Population shall be calculated based on the overall persons

per household figure in the city for all housing types as identified in the latest U.S. Census. Public parks shall be a minimum size of one acre and shall be dispersed throughout the areas that are designated for residential development, mixed-use areas where residential development is proposed, or on parcels abutting portions of Marsh Creek with trail connections to the Marsh Creek Trail.

C. Parks may be required for certain projects when site-specific conditions justify the inclusion of a park. These conditions include, but are not limited to, the location of an existing or planned recreation trail, the location of 100 or more proposed dwelling units within a project site, the adjacency of Marsh Creek within the BBSP area, or the location within ¼-mile of 100 or more dwelling units.

D. All landscaping and irrigation facilities shall be designed consistent with the requirements of Chapter 17.630 (Landscaping and Screening) of the Brentwood Municipal Code, including water efficiency.

Policy 9 – Compatible Development Design

A. Proposed development shall adhere to the then-applicable City-approved design guidelines and with Chapter 17.820 (Design and Site Development Review) of the Brentwood Municipal Code in order to address the following design considerations:

- Site design.
- Building height.
- Building mass.
- Exterior building materials.
- Architectural style.
- Personal security.
- Light and glare.
- Noise sources.
- Privacy of the nearest residences.
- Safe ingress and egress.
- Shared access routes or reciprocal parking arrangements to minimize private access points along Brentwood Boulevard.

Policy 10 – Transportation Access

A. Direct access driveways to Brentwood Boulevard shall be discouraged. Driveways shall be minimized and distance between driveways shall be maximized along all arterial roadways to improve roadway segment traffic flow and levels of service at existing and planned intersections.

B. Shared driveways serving multiple parcels shall be encouraged to limit the number of access points along Brentwood Boulevard.

C. Reciprocal access agreements shall be encouraged to limit the need for direct access to Brentwood Boulevard.

D. Alleys and/or private lanes with reciprocal access between parcels shall be encouraged to provide internal transportation access for properties abutting Brentwood Boulevard, provided the access ways are a minimum of 20-feet wide.

E. New collector and local roadways shall be required to provide access to properties in order to reduce local traffic loads on the arterial roadway network.

F. Transit stops and bus turnouts shall be provided along Brentwood Boulevard and other arterial roadways as determined by the City of Brentwood and Tri Delta Transit.

G. Cross access and parking easements benefiting adjacent parcels shall be recorded for non-residential uses.

H. Driveways with direct access to Brentwood Boulevard and other arterials will normally be limited to right turn movements. Left turn movements to or from arterials will normally only be allowed at signalized locations.

Policy 11 – Economic Investment

A. The City shall work with the local and regional development and real estate brokerage community to encourage and catalyze the private investment in new development, to the greatest extent possible.

B. The City shall use the Capital Improvement Program to prioritize capital improvements based upon available funding.

Policy 12 – Air Quality

A. High-efficiency particulate air filters (HEPA filters) shall be required for all buildings that house sensitive receptors within 50 feet east of Brentwood Boulevard.

B. Residential uses shall be located a minimum distance of 100 feet from any existing gas station within the BBSP planning area.

Policy 13 – Community/Neighborhood Entries

A. Identify community/neighborhood entries by maintaining them as large open spaces within the Brentwood Boulevard, Sunset Road, and Sand Creek Road streetscapes.

B. Provide distinctive architectural and landscape features at arterial intersections to enliven the space including Delta Road, Lone Tree Way, Grant Street/Sunset Road, Sand Creek Road, Central Boulevard/Sycamore Avenue, and Second Street.

C. Locate specimen (36-inch box size or larger) focal point trees with distinctive form, foliage, or flowers to accent the entries.

D. Utilize colorful flowering shrubs, groundcovers, and annual flower plantings to accent the entries.

E. Locate formal monumentation at signalized arterial intersection entries.

F. Locate community name and directional signs at intersections and design such signs to be compatible with a shared Brentwood Boulevard streetscape theme and character. Entry signs shall reflect permanence, elegance, and community pride.

G. Utilize distinctive and durable textured and/or dyed paving such as textured concrete or interlocking brick or pavers within the street, crosswalks, and sidewalks to distinguish entries.

H. Design entries to identify residential neighborhoods as separate from workplace or mixed-use areas. Contrast streetscape features to identify residential cross streets as different from collectors or arterial roadways within the BBSP.

I. Provide monuments such as pillars, gates, and signs to identify entries into residential areas.

J. Provide similar focal features at pedestrian entries into residential areas.

K. Utilize “neckdowns” or street bulbouts to narrow entries to local residential streets, textured paving, and similar traffic calming measures

Policy 14 – Street Amenities & Lighting

A. Select street furnishings that are compatible with the Brentwood Boulevard character. Furnishings shall be compatible in scale and form to the overall streetscape. Furnishings shall not be heavy and massive to ensure they do not visually dominate the street.

B. All furnishings shall be visually consistent or compatible in design, materials, and colors along all arterials and collectors within the BBSP. Furnishings shall be durable, low maintenance, high quality, and suitable for Brentwood outdoor use.

C. Seating facilities shall be located at approximately 1/8 mile intervals along Brentwood Boulevard to provide resting spaces for pedestrians.

D. Any newspaper stands/racks shall be consolidated into a single unit and integrated into adjacent building designs.

E. Bus stop shelters and seating shall be designed for transit rider comfort, convenience and shall be consistent in design, materials, and colors with other streetscape furnishings. No advertising shall be allowed on shelters.

F. Artwork shall be located to enhance the streetscape and create focal points. Artwork shall be appropriate in scale and character to the surrounding streetscape and architecture.

G. Decorative and durable textured paving shall be used for crosswalks at all signalized intersections within the BBSP.

H. Separated landscaped planting strips of at least five feet shall be provided between sidewalks and street curbs on all interior local and collector streets.

I. A distinct sidewalk paving design of textured and colored concrete, bricks, or stone may be used to define the northern, central, and southern areas.

J. Full-cutoff light fixtures shall be provided to reduce glare while also ensuring safety and security within the BBSP right-of-ways.

K. Lighting shall illuminate the streetscape design after dark and enhance Brentwood Boulevard during daylight hours.

L. Lighting shall be provided by dark sky compliant fixtures directed to use areas to avoid waste, over-lighting, and night glare.

M. A single-head ornamental, pedestrian scale light standard shall be selected and located along Brentwood Boulevard at appropriate intervals. Locate similar designed double-headed pedestrian/streetlights at intersections. Light sources should be located a maximum of 15-feet above finished grade.

CHAPTER 3 – LAND USE IMPLEMENTATION

Applicability

The established policies and development standards address those aspects deemed essential to achieve the goals of the BBSP. These aspects include specifications for site development and building design, such as permitted land uses, building height, and setbacks. Conformance to development standards is mandatory. Such provisions are indicated by use of the words "shall," "must," or "is prohibited." An application for a variance from a development standard may be submitted in accordance with Chapter 17.860 (Variance) of the Brentwood Municipal Code. Any change proposed to either a policy or a land use designation shall require an amendment to the BBSP. Any amendment shall require Planning Commission and City Council review as part of noticed public hearings.

Design guidelines that are referenced in the BBSP provide a vision for new development in terms of aesthetics and other considerations such as development character or design. The guidelines are intended to provide a frame of reference for building and site design in a way that supports the overall vision for the BBSP. Whereas conformance to development standards is mandatory, conformance to the design guidelines is preferred. Provisions that fall into this category are indicated by the words "should," "may" or "are encouraged to." In various cases, the design guidelines provide a choice of treatments that will achieve the desired effect. Although direct conformance to the design guidelines is preferred, project applicants are permitted to propose alternative design details if they are able to show that such details are consistent with the goals and policies of the BBSP.

Legal Nonconforming Status

Land Uses

A. Establishment – a legal nonconforming land use is one that was permitted within the zone in which it was located at the time it was established but which has become no longer permitted due to adoption of the BBSP. Such use may continue as long as it does so in accordance with these provisions and without any interruption lasting more than one year. It shall be the responsibility of the respective property owner to provide documentation to the satisfaction of the Community Development Director that confirms both the legal nonconforming status of a land use and the duration of any interruption in that land use. Legal nonconforming uses include development projects that were approved prior to adoption of the BBSP, have not yet been constructed, and retain their approval status.

B. Change – except as provided herein, a legal nonconforming land use shall not be changed to or replaced by any other use except a conforming one. A legal nonconforming land use may, however, be changed to or replaced by another similar use when all of the following criteria are met:

   1. The change or replacement does not increase the extent or intensity of the nonconformity within the site area occupied by the nonconforming use on the site.

2. The building or portion of a building, presently occupied by the legal nonconforming land use, is not reasonably capable of conversion to accommodate use and occupancy by a conforming use, without substantial reconstruction or remodeling as determined by the Chief Building Official.

3. All proper building permits are obtained.

This provision shall not apply to any change in property ownership, with no change to the land use.

C. Discontinuance – any site that is vacant for a period of one year or longer, or a use that is discontinued or otherwise ceases operation and use of the site for a period of one year or longer, shall not be resumed, reestablished, continued or substituted, and all subsequent use of such site shall conform to the requirements of the BBSP. A one-time six month extension may be granted by the Community Development Director if requested in writing. It shall be the responsibility of the respective property owner to provide documentation to the satisfaction of the Community Development Director that confirms the period of vacancy or discontinuance of a legal nonconforming land use.

D. Expansion – a legal nonconforming land use that occupies a portion of a building may be expanded to include additional floor area within the same building provided that all proper building permits are obtained. Prior to any expansion within the same building, however, the property owner shall demonstrate to the satisfaction of the Chief Building Official that without substantial remodeling or reconstruction, the portion of the building into which expansion is proposed may not reasonably be used or occupied by a conforming use. The Chief Building Official shall consider whether any required remodeling or reconstruction would involve structural alterations prior to allowing expansion of a legal nonconforming land use. A legal nonconforming use can also be expanded in accordance with Buildings & Structures, Section B, below.

E. Change to conforming use – a legal nonconforming land use that is changed to or replaced by a conforming use shall not be reestablished.

Buildings & Structures

A. Normal and routine maintenance of any existing building or structure for the purpose of preserving its existing condition, retarding or eliminating wear and tear or physical depreciation, or complying with health and safety requirements, shall be permitted and encouraged.

B. Exterior improvements and renovations and/or structural additions to legal nonconforming buildings or structures that increase the size or scale of nonconforming conditions are not permitted, except as specified below:

1. One-time minor additions involving a maximum of 25% of the gross floor area or 500 total square feet, whichever is less.

2. Significant exterior alterations or changes in the exterior façade or architectural design consistent with the applicable City-adopted design guidelines.

3. Owner-occupied residential buildings used for residential purposes shall be permitted to add accessory structures and outdoor amenities consistent with the applicable development standards for the property.

Land Use Map

The land use map provides a graphic representation of how the 310 acres within the BBSP are expected to develop (see **Figure 1**). The map is color coded for ease of reference and is also parcel-specific. To determine how the BBSP applies to a particular parcel, the first step is to review the goals and policies referenced in Chapter 2. The second step is to identify the color associated with that parcel on the land use map. The third step is to review the regulations associated with the land use category that are identified for the parcel in question.

Land Use Categories

The BBSP includes six land use categories. Two residential categories are included to meet community housing needs ranging from a minimum of five dwelling units per acre (Medium Density Residential) to a maximum of 20 dwelling units per acre (High Density Residential). Three job-generating categories (including one with a residential component) are included to meet employment and service needs. An open space category is also included to facilitate the restoration and enhancement of Marsh Creek, as well as to require the provision of adequate parkland. The land use categories and accompanying development standards are further described below.

Residential Districts

The BBSP includes several residential areas that fall into two density categories, as described below. All residential uses shall follow the applicable development standards set forth in the BBSP. One notable difference between these categories and the similar ones described in the General Plan is that there is no requirement to build at the mid-point of the applicable density range. This provides flexibility to property owners and the City in terms of allowing a variety of densities and product types, which will be reviewed on a case-by-case basis to determine whether they are appropriate in a given location. The following development requirements apply to all residential areas, including those allowed in the Mixed-Use (COIR) district:

A. The City's Residential Design Guidelines, approved September 26, 2006 and as they may be amended over time, shall apply and be reflected within all residential developments. In the event of a conflict between the Residential Design Guidelines and the applicable development standards set forth in the BBSP, the development standards shall prevail.

B. Density shall be calculated based on gross acreage of a project site and shall be within the specified range of the applicable land use category. There is no mid-range density requirement.

C. Private driveway curb cuts shall be limited to a maximum width of 16-feet.

D. Design and site development review shall be required for all residential developments pursuant to Chapter 17.100 (Residential Zones – General Regulations) of the Brentwood Municipal Code.

E. The use of soundwalls along Brentwood Boulevard shall be discouraged.

F. Private dead-end driveways without adequate turnarounds shall serve no more than four dwelling units, unless otherwise approved by the Public Works Department and the applicable fire protection agency.

G. Lot coverage shall be calculated as the ratio of the primary building area, excluding porches, to the lot area.

H. For corner lots and irregularly shaped parcels, yard orientation (i.e. front, side, and rear) shall be as determined by the Community Development Director.

I. Any residential development located within 150-feet of the Brentwood Boulevard right-of-way shall adhere to the following additional standards:

1. Only attached single-family dwelling units and multi-family dwelling units are allowed. Detached single-family units are prohibited.

2. Residential developments shall include:

a. Prominent entry porches for all units facing or visible from Brentwood Boulevard. The minimum porch size shall be 6-feet by 6-feet.

b. Wall plane offsets and step backs to reduce massing.

c. Varied roof forms and orientation to minimize repetitiveness and visual bulk.

d. Bay windows, chimneys, porches, balconies, pot shelves, or other projecting elements to visually break up the bulk of structures.

e. Attached garage door frontage for any individual unit shall be limited to a maximum of 50% of the unit's width.

f. A front setback area with a minimum of 50% landscaping.

g. The following features to de-emphasize garage doors used to enclose parking:

i. Locate garages behind the plane of the unit's living space.

ii. Utilize a combination of one and two-car wide garages along entry drives.

iii. Utilize decorative garage doors.

iv. For underground parking, garage walls shall not extend above finished grade more than five-feet.

v. Incorporate turned garages and rear-loaded garages when possible.

J. Multi-Story Residential Building Form and Massing:

1. Buildings shall provide horizontal and vertical wall plane offsets to break up the building mass.

2. Building forms that appear to be large boxes with elements attached to them shall be avoided. Use of the following techniques is encouraged:

    a. Wall plane widths that are similar to the width of nearby single-family homes.

    b. Roof forms and pitches that are similar to those of other structures in the neighborhood.

    c. Buildings with a well defined base, middle, and top to reduce apparent building height and bulk.

    d. Significant projecting roof overhangs.

    e. Integration of upper floor units into the roof form and stepping back of upper floors from those below.

    f. Different material on the top floor walls than the base floor walls.

    g. Horizontal projecting molding at some floor lines (i.e., top floors) to prevent the look of large unbroken walls.

    h. Step down the building mass at corners.

3. Projects shall provide pedestrian oriented elements and details on facades facing public sidewalks (i.e., balconies and awnings).

4. Projects shall break up the building mass utilizing deep insets in building planes, multiple building wall plane changes, variations in height, and building color or material changes.

5. Buildings adjacent to smaller single-family housing shall provide a transition in height between the smaller and the taller structures.

Medium Density Residential (MDR)

This district is intended to expand housing choice, recognize existing residential uses, and provide compatible new housing opportunities adjacent to or within established residential areas. A wide range of housing types are allowed within a density range from five to 11 dwelling units per gross acre. There are approximately 39 acres of this land use category, located primarily in the central portion of the BBSP in the vicinity of Grant Street/Sunset Road, with an additional area located south of Delta Road.

Permitted Uses:

A. Single-family dwellings, both detached (except within 150 feet of the Brentwood Boulevard right-of-way) and attached.

B. Multi-family dwellings, including but not limited to, duplexes, triplexes, townhomes, condominiums, and apartments.

C. Small residential care facilities, as defined by Chapter 17.030 (Definitions) of the Brentwood Municipal Code.

D. Accessory and service uses in accordance with Chapter 17.650 (Accessory and Service Uses) of the Brentwood Municipal Code.

E. Accessory facilities and buildings in accordance with Chapter 17.660 (Encroachments into Required Yards) of the Brentwood Municipal Code.

F. Animal keeping in accordance with Chapter 17.670 (Animals) of the Brentwood Municipal Code.

G. Home-based businesses in accordance with Chapter 17.840 (Home Occupation Use Permit) of the Brentwood Municipal Code.

H. Common recreation areas, recreation facilities, and buildings for private use.

I. Parks, playgrounds and improved open space, trails, public and quasi-public facilities.

Conditionally Permitted Uses:

A. Religious assembly facilities.

B. Parochial or private schools.

C. Large residential care facilities, as defined by Chapter 17.030 (Definitions) of the Brentwood Municipal Code.

Development Standards for Detached Single-Family Dwellings:

A. The main building shall not cover more than 50% of the lot area.

B. Minimum lot area shall be 4,000 square feet.

C. Principal buildings shall be a maximum of 30 feet in height.

D. Minimum front yard setback shall be as follows:

    a. 20 feet as measured from the front property line or back of curb/sidewalk to the face of the garage door, whichever is less.

    b. 15 feet as measured from the front property line or back of curb/sidewalk to the wall of living space, whichever is less.

c. 8 feet as measured from the front property line or back of curb/sidewalk to the closest point of a projecting porch, whichever is less.

E. Minimum side yard setback shall be 5 feet. Corner lots shall maintain a street side yard minimum of 10 feet.

F. Minimum rear yard setback shall be as follows:

a. 10 feet for the ground floor.

b. 15 feet for any floor above the ground floor.

G. All development proposals shall include at least 10% of a site for improved useable common open space to meet the recreational and social needs of residents, workers, and/or visitors.

H. Parcels abutting Marsh Creek shall improve access to the Marsh Creek Trail and restore and enhance the biological and recreational conditions of Marsh Creek consistent with the General Plan, the East Contra Costa County HCP/NCCP, and the Creek, Trails and Revegetation Master Plan.

I. All new developments with public street frontage shall be required to provide a proportional share of landscaping within the public right-of-way in addition to providing on-site landscaping.

Development Standards for Attached Single-Family Dwellings:

A. The maximum number of attached dwelling units within an individual building shall not exceed four.

B. The primary building shall not cover more than 60% of the lot area.

C. Minimum lot area shall be 3,000 square feet.

D. Primary buildings shall be a maximum of 35 feet in height.

E. Minimum front yard setback shall be as follows:

a. 15 feet as measured from the front property line or back of curb/sidewalk to the wall of habitable living space or face of the garage door, whichever is less.

b. 8 feet as measured from the front property line or back of curb/sidewalk to the closest point of a projecting porch, whichever is less.

F. Minimum side yard setback shall be 0 feet. Corner lots shall maintain a street side yard minimum of 10 feet.

G. Minimum rear yard setback shall be as follows:

a. 10 feet for the ground floor.

b. 15 feet for any floor above the ground.

H. All development proposals shall include at least 10% of a site for improved useable common open space to meet the recreational and social needs of residents, workers, and/or visitors.

I. Parcels abutting Marsh Creek shall improve access to the Marsh Creek Trail and restore and enhance the biological and recreational conditions of Marsh Creek consistent with the General Plan, the East Contra Costa County HCP/NCCP, and the Creek, Trails and Revegetation Master Plan.

J. All new developments with public street frontage shall be required to provide a proportional share of landscaping within the public right-of-way in addition to providing on-site landscaping.

Development Standards for Multi-Family Dwellings:

A. The maximum number of attached dwelling units within an individual building shall not exceed eight.

B. The primary building shall not cover more than 70% of the lot area.

C. Minimum lot area shall be 2,000 square feet.

D. Primary buildings shall be a maximum of 40 feet in height.

E. Minimum front yard setback shall be 10 feet.

F. Minimum side yard setback shall be zero feet. Yards adjacent to existing developments shall be 10 feet.

G. Minimum rear yard setback shall be 10 feet.

H. Common open space shall be provided on 15% of the total site area. Private open space with a minimum area of 100 square feet shall be provided directly adjacent to each dwelling unit and may include balconies.

I. All development proposals shall include at least 10% of a site for improved useable common open space to meet the recreational and social needs of residents, workers, and/or visitors.

J. Parcels abutting Marsh Creek shall improve access to the Marsh Creek Trail and restore and enhance the biological and recreational conditions of Marsh Creek consistent with the General Plan, the East Contra Costa County HCP/NCCP, and the Creek, Trails and Revegetation Master Plan.

K. All new developments with public street frontage shall be required to provide a proportional share of landscaping within the public right-of-way in addition to providing on-site landscaping.

High Density Residential (HDR)

This district is intended to expand housing choice and provide a convenient living option immediately adjacent to employment, services, and public amenities. This district allows multi-family dwellings within a density range from 11 to 20 dwelling units per gross acre.

Permitted Uses:

A. Multi-family dwellings, including but not limited to, duplexes, triplexes, townhomes, condominiums, and apartments.

B. Small residential care facilities, as defined by Chapter 17.030 (Definitions) of the Brentwood Municipal Code.

C. Accessory and service uses in accordance with Chapter 17.650 (Accessory and Service Uses) of the Brentwood Municipal Code.

D. Accessory facilities and buildings in accordance with Chapter 17.660 (Encroachments into Required Yards) of the Brentwood Municipal Code.

E. Animal keeping in accordance with Chapter 17.670 (Animals) of the Brentwood Municipal Code.

F. Home-based businesses in accordance with Chapter 17.840 (Home Occupation Use Permit) of the Brentwood Municipal Code.

G. Common recreation areas, recreation facilities, and buildings for private use.

H. Parks, playgrounds and improved open space, trails, public and quasi-public facilities.

Conditionally Permitted Uses:

A. Religious assembly facilities.

B. Parochial or private schools.

C. Large residential care facilities, as defined by Chapter 17.030 (Definitions) of the Brentwood Municipal Code.

Development Standards:

A. The maximum number of attached dwelling units within an individual building shall not exceed 12.

B. Maximum lot coverage shall be 80%.

C. Minimum lot area shall be 2,000 square feet.

D. Primary buildings shall be a maximum of 40 feet in height.

E. Minimum front yard setback shall be 10 feet.

F. Minimum side yard setback shall be 0 feet, except that setbacks for yards adjacent to existing developments shall be 10 feet.

G. Minimum rear yard setback shall be 10 feet.

H. Common open space shall be provided on 15% of the total site area. Private open space with a minimum area of 100 square feet shall be provided directly adjacent to each dwelling unit and may include balconies.

I. All development proposals shall include at least 10% of a site for improved useable common open space to meet the recreational and social needs of residents, workers, and/or visitors.

J. Parcels abutting Marsh Creek shall improve access to the Marsh Creek Trail and restore and enhance the biological and recreational conditions of Marsh Creek consistent with the General Plan, the East Contra Costa County HCP/NCCP, and the Creek, Trails and Revegetation Master Plan.

K. All new developments with public street frontage shall be required to provide a proportional share of landscaping within the public right-of-way in addition to providing on-site landscaping.

Mixed-Use Districts

The Mixed Use Chapter of the City's Residential Design Guidelines, approved September 26, 2006 and as they may be amended over time, shall apply and be reflected within all mixed-use developments. In the event of a conflict between the Mixed Use Chapter of the Residential Design Guidelines and the applicable development standards set forth in the BBSP, the development standards shall prevail.

Commercial/Office/Industrial/Residential (COIR)

This district is intended to provide a transition between employment areas and residential areas located primarily near the Downtown, and to serve as an attractive gateway to the Downtown. A wide range of uses are allowed in order to meet neighborhood needs that complement and strengthen the historic Downtown area and one other selected area (north of Grant Street/Sunset Road). The primary land use in this district should be high density residential, with a density range from 11 to 20 dwelling units per acre, while commercial, office, and light industrial development is also allowed. There are approximately 108 acres of this land use category, located primarily in the southern portion of the BBSP, with an additional area located north of Grant Street/Sunset Road.

Permitted Uses:

A. All permitted uses included within the High Density Residential district.

B. Multi-level live-work units.

C. Business, administrative, and professional offices.

D. Financial institutions.

E. Medical and dental offices.

F. Service uses including, but not limited to, barber and beauty shops, mailing services, laundromats, and dry cleaners.

G. Hotels and motels.

H. Retail sales.

I. Restaurants operating between the hours of 7:00 am and 10:00 pm, including those that sell alcohol for on-premise consumption.

J. Personal services.

K. Education facilities.

L. Indoor health clubs.

M. Public and quasi-public offices such as government offices, libraries, employment offices, and utility offices.

N. Accessory and service uses in accordance with Chapter 17.650 (Accessory and Service Uses) of the Brentwood Municipal Code.

O. Accessory facilities and buildings in accordance with Chapter 17.660 (Encroachments into Required Yards) of the Brentwood Municipal Code.

P. Animal keeping in accordance with Chapter 17.670 (Animals) of the Brentwood Municipal Code.

Q. Home-based businesses in accordance with Chapter 17.840 (Home Occupation Use Permit) of the Brentwood Municipal Code.

R. Similar uses as determined by the Community Development Director.

Conditionally Permitted Uses:

A. Child care facilities.

B. Restaurants and similar uses operating between the hours of 10:00 pm and 7:00 am.

C. Light industrial uses that do not generate significant amounts of noise, odor, air emissions, waste materials, or similar nuisances that might negatively impact any adjacent residential areas. Such uses include but are not limited to small assembly plants, printing establishments, solar and cleantech enterprises, cabinet shops, and upholstery shops.

D. Alcohol sales for off-premise consumption.

E. Drive-through uses.

F. Other uses that the Community Development Director determines, because of type of operation, material stored or sold, or other special circumstances require special consideration and regulations through the conditional use permit procedure, provided the use is consistent with the goals of the BBSP.

Prohibited Uses:

A. Trucking and/or distribution uses.

B. Uses that involve more than a threshold quantity of a substance regulated by the California Accidental Release Program (CalARP) in a process.

C. Outdoor storage of merchandise in conjunction with retail uses.

D. Pawn shops, check cashing, and similar uses.

Development Standards:

A. Within 150 feet of the Brentwood Boulevard right-of-way, the predominant uses should be commercial, office, and light industrial, with residential uses encouraged to be located on upper floors.

B. The minimum density for residential development shall be 11 dwelling units per gross acre and the maximum density shall be 20 dwelling units per gross acre.

C. Maximum building height shall be three stories and 40 feet. The height shall be measured from the street-side grade along the Brentwood Boulevard frontage to the highest point of the building. Parking areas and other improved space built below the street-side grade shall not be included within this height.

D. Within 150 feet of the Brentwood Boulevard right-of-way, minimum building height shall be 20 feet.

E. Buildings adjacent to public right-of-way shall have a minimum setback of 10 feet and a maximum of 50 feet. Where a property line abuts existing or proposed residential development, the minimum setback shall be 25 feet.

Other Regulations:

A. Pedestrian circulation shall be reinforced with storefronts and entrances facing Brentwood Boulevard. Storefronts shall include visually interesting elements to encourage pedestrian circulation.

B. Developments shall be designed to encourage pedestrian activity by including amenities such as shade structures, benches, landscaped courtyards, fountains and gardens with direct access to building entrances from public sidewalks and on-site pedestrian paths.

C. Commercial loading and trash collection facilities shall be screened, located, and designed to provide the least impact on proposed on-site or existing adjacent residential units.

D. Cross-access easements shall be provided, where feasible, prior to any land subdivision or new development in order to minimize future direct roadway access to Brentwood Boulevard and improve on-site development vehicular and pedestrian circulation.

E. All development proposals shall include at least 10% of a site for improved useable common open space to meet the recreational and social needs of residents, workers, and/or visitors.

F. Parcels abutting Marsh Creek shall improve access to the Marsh Creek Trail and restore and enhance the biological and recreational conditions of Marsh Creek consistent with the General Plan, the East Contra Costa County HCP/NCCP, and the Creek, Trails and Revegetation Master Plan.

G. All new developments with public street frontage shall be required to provide a proportional share of landscaping within the public right-of-way in addition to providing on-site landscaping.

Commercial/Office/Industrial (COI)

This district is intended to provide a mixed-use neighborhood-serving employment area in close proximity to residential and non-residential uses north of Lone Tree Way that will enhance the economic health of the BBSP area. The primary land use in this category should be office and industrial, while commercial (i.e., retail) development is also allowed. There are approximately 81 acres of this land use category, located north of Lone Tree Way on both sides of Brentwood Boulevard.

Permitted Uses:

A. Business, administrative, and professional offices.

B. Medical and dental offices.

C. Retail sales.

D. Restaurants operating between the hours of 7:00 am and 10:00 pm, including those that sell alcohol for on-premise consumption.

E. Personal services.

F. Financial institutions.

G. Service uses including, but not limited to, barber and beauty shops, mailing services, laundromats, dry cleaners, and automotive repair.

H. Indoor light industrial uses that do not generate significant amounts of noise, odor, air emissions, waste materials, or similar nuisances that might negatively impact any adjacent residential areas. Such uses include, but are not limited to, small assembly plants, printing establishments, solar and cleantech enterprises, cabinet shops, and upholstery shops.

I. Educational, instructional and/or training facilities or campuses including classrooms, administrative office space, and student and faculty services.

J. Public and quasi-public offices such as government offices, libraries, employment offices, and utility offices.

K. Accessory and service uses in accordance with Chapter 17.650 (Accessory and Service Uses) of the Brentwood Municipal Code.

L. Accessory facilities and buildings in accordance with Chapter 17.660 (Encroachments into Required Yards) of the Brentwood Municipal Code.

M. Similar uses as determined by the Community Development Director.

Conditionally Permitted Uses:

A. Child care facilities.

B. Health clubs.

C. Alcohol sales for off-premise consumption.

D. Medium industrial uses such as manufacturing, assembling, machinery repair, and commercial bakeries.

E. Outdoor storage of equipment or products.

F. Drive-through uses.

G. Other uses that the Community Development Director determines, because of type of operation, material stored or sold, or other special circumstances require special consideration and regulations through the conditional use permit procedure, provided the use is consistent with the goals of the BBSP.

Prohibited Uses:

A. Entertainment establishments that include live music and/or dancing.

B. Trucking and/or distribution uses.

C. Uses that involve more than a threshold quantity of a substance regulated by the California Accidental Release Program (CalARP) in a process.

D. Pawn shops, check cashing, and similar uses.

Development Standards:

A. Within 150 feet of the Brentwood Boulevard right-of-way, the predominant uses shall be commercial and light industrial uses, with office uses limited to upper floors and comprising no more than 50% of the respective building's total floor area.

B. Maximum building height shall be three stories and 40 feet. The height shall be measured from the street-side grade along the Brentwood Boulevard frontage to the highest point of the building. Parking areas and other improved space built below the street-side grade shall not be included within this height.

C. Within 150 feet of the Brentwood Boulevard right-of-way, minimum building height shall be 20 feet.

D. Buildings adjacent to public right-of-way shall have a minimum setback of 10 feet and a maximum of 50 feet.

E. Minimum side and rear yard setbacks are 10 feet. Where a property line abuts existing or proposed residential development, the minimum setback shall be 25 feet.

F. All development proposals shall include at least 10% of a site for improved useable common open space to meet the recreational and social needs of residents, workers, and/or visitors.

G. Parcels abutting Marsh Creek shall improve access to the Marsh Creek Trail and restore and enhance the biological and recreational conditions of Marsh Creek consistent with the

General Plan, the East Contra Costa County HCP/NCCP, and the Creek, Trails and Revegetation Master Plan.

H. All new developments with public street frontage shall be required to provide a proportional share of landscaping within the public right-of-way in addition to providing on-site landscaping.

Other Regulations:

A. Building entries shall be distinctive and easily identified from Brentwood Boulevard. Buildings shall include storefront windows facing the Brentwood Boulevard right-of-way, varied building planes, and activity areas for workers and visitors around building entries.

B. Pedestrian circulation shall be reinforced with storefronts and entrances facing Brentwood Boulevard. Storefronts shall include unique and visually interesting elements to encourage pedestrian circulation. Use of individual street tree plantings rather than continuous planting strips may be appropriate in conjunction with certain ground-floor retail uses such as restaurants with outdoor seating.

C. Developments shall be designed to include plazas and pedestrian spaces featuring amenities such as shade structures, benches, landscaped courtyards, fountains, and gardens.

D. Outdoor storage of equipment or products will only be allowed if screened from view with permanent fencing and if the outdoor storage area is not visible from Brentwood Boulevard.

E. Commercial loading and trash collection facilities shall be screened, located, and designed to provide the least impact on proposed on-site or existing adjacent residential units.

F. Cross-access easements shall be provided, where feasible, prior to any land subdivision and new development in order to minimize direct future roadway access to Brentwood Boulevard and to improve on-site development vehicular and pedestrian circulation.

General Commercial District

This district is intended to expand the mix and range of retail services for existing and future residents within the BBSP. Neighborhood-serving retail commercial activity hubs are located at arterial roadway intersections within the BBSP to meet neighborhood shopping and local consumer service needs. There are 29 acres of this land use category at the following locations:

- Approximately 2.7 acres at the northeast corner of Nancy Street and Brentwood Boulevard.
- Approximately 3.4 acres at the southwest corner of Sand Creek Road and Brentwood Boulevard.
- Approximately 8.3 acres at the northwest corner of Sand Creek Road and Brentwood Boulevard.
- Approximately 2.1 acres at the southeast corner of Sunset Road and Brentwood Boulevard.

- Approximately 4.2 acres at the northeast corner of Sunset Road and Brentwood Boulevard.
- Approximately 2.6 acres at the southwest corner of Lone Tree Way and Brentwood Boulevard.
- Approximately 6.6 acres at the southeast corner of Lone Tree Way and Brentwood Boulevard.

Permitted Uses:

A. Retail sales.

B. Restaurants operating between the hours of 7:00 am and 10:00 pm, including those that sell alcohol for on-premise consumption.

C. Personal services, including day spas.

D. Service uses, including copying, printing, and stenography.

E. Bed and breakfast establishments.

F. Hotels and motels.

G. Business, professional, medical, and dental offices.

H. Indoor health clubs.

I. Similar uses as determined by the Community Development Director.

Conditionally Permitted Uses:

A. Educational, instructional and/or training facilities or campuses including classrooms, administrative office space, and student and faculty services.

B. Alcohol sales for off-premise consumption.

C. Child care facilities.

D. Drive-through uses.

E. Other uses that the Community Development Director determines, because of type of operation, material stored or sold, or other special circumstances require special consideration and regulations through the conditional use permit procedure provided the use is consistent with the goals of the BBSP.

Prohibited Uses:

A. Outdoor storage of equipment or products.

Development Standards:

A. Minimum building height shall be 20 feet within 150 feet of the Brentwood Boulevard right-of-way. The maximum height shall be 30 feet.

B. Buildings fronting on Brentwood Boulevard shall have a minimum setback of 10 feet and a maximum setback of 50 feet. Building setbacks other than opposite Brentwood Boulevard shall be a minimum of 0 feet. Where a property line abuts existing or proposed residential development, the minimum setback shall be 25 feet.

C. All development proposals shall include at least 10% of a site for improved useable common open space to meet the recreational and social needs of residents, workers, and/or visitors.

D. Parcels abutting Marsh Creek shall improve access to the Marsh Creek Trail and restore and enhance the biological and recreational conditions of Marsh Creek consistent with the General Plan, the East Contra Costa County HCP/NCCP, and the Creek, Trails and Revegetation Master Plan.

E. All new developments with public street frontage shall be required to provide a proportional share of landscaping within the public right-of-way in addition to providing on-site landscaping.

Other Regulations:

A. Developments shall be designed to include plazas and pedestrian spaces featuring amenities such as shade structures, benches, landscaped courtyards, fountains, and gardens.

B. Cross-access easements shall be provided, where feasible, prior to any land subdivision in order to minimize direct roadway access to Brentwood Boulevard and improve on-site development vehicular and pedestrian circulation.

Open Space District

This district is intended to meet the recreation and public open space needs of Brentwood residents, workers, and visitors consistent with the provisions of both the General Plan and the Parks, Trails & Recreation Master Plan. A variety of recreation and visual amenities that support and promote physical activity, personal comfort and enjoyment, socializing, decreased automobile dependence for local trips, and restoration of biological resources and/or wildlife habitat are envisioned.

The land use map includes approximately six acres of designated parks/open space along or near portions of Marsh Creek. The precise size, location, and configuration of future parks will be evaluated in conjunction with the design review for specific residential development proposals. The City may require additional parks on parcels not mentioned above based on the timing of new residential development, the proximity of parks and open space to residential development, and the progress made on the required citywide per capita park acreage of five acres per 1,000 population.

All arterial roadways serving private development shall include substantial landscaped open space to visually enhance buildings, provide permanent shade, and create an inviting atmosphere for residents, workers, and visitors.

Permitted uses:

A. Landscape materials.

B. Recreation staging areas.

C. Marsh Creek riparian habitat restoration sites.

D. Parks, including but not limited to play equipment, paved trails, sitting areas, picnic/barbeque areas, sports facilities, bicycle parking spaces, restrooms, and fountains, subject to Chapter 7.02 (Parks and Facilities) and Chapter 7.06 (Trails) of the Brentwood Municipal Code.

E. Public gardens.

F. Concession stands for athletic facilities.

G. Amplified public address systems.

H. Athletic fields, sports facilities, and public recreational activities operating between the hours of 7:00 am and 10:00 pm, with or without lighting.

Conditionally Permitted Uses:

A. Telecommunication facilities integrated into open space areas, provided measures are taken to decrease the visual prominence of any equipment. Measures to decrease visual prominence include disguising or camouflaging equipment, visually screening equipment, vaulting ground-based equipment, and co-locating equipment to minimize the number of telecommunication facilities.

B. Any athletic or public recreational activities with proposed operations occurring between the hours of 10:00 pm and 7:00 am.

Development Standards:

A. All development projects including residential uses shall contribute to the provision of five acres of parkland for each 1,000 persons. Population densities for a particular housing type shall be based on the figures for that housing type included in the most recent U.S. Census. At the discretion of the Director of Parks & Recreation, development proposals shall be required to provide improved parkland on-site, land off-site for future park development, funds necessary to construct needed park facilities off-site, or a combination of the above.

B. All public parks shall be a minimum of one acre in size and a minimum of 100-feet wide.

C. Parks shall be dispersed to provide convenient pedestrian and bicycle access from nearby residential areas.

D. All parks shall be visible from adjacent roadways to provide a safe and secure recreational setting for users.

E. All development proposals shall include at least 10% of a site for improved useable common open space to meet the recreational and social needs of residents, workers, and/or visitors.

F. Parcels abutting Marsh Creek shall improve access to the Marsh Creek Trail and restore and enhance the biological and recreational conditions of Marsh Creek consistent with the General Plan, the East Contra Costa County HCP/NCCP, and the Creek, Trails and Revegetation Master Plan.

G. All new developments with public street frontage shall be required to provide a proportional share of landscaping within the public right-of-way in addition to providing on-site landscaping.

H. The precise location and design of all park facilities shall be determined by the Community Development Director and the Director of Parks & Recreation, in conjunction with the Planning Commission and the Parks & Recreation Commission. The precise location and design of open space areas shall be consistent with the Parks, Trails and Recreation Master Plan and the City's Urban Forest Guidelines.

I. All landscaping and irrigation facilities shall be designed consistent with the requirements of Chapter 17.630 (Landscaping and Screening) of the Brentwood Municipal Code, including water efficiency.

CHAPTER 4 – DESIGN GUIDELINES & STANDARDS

Site Planning, Building Design, & Landscaping

All non-residential projects shall be reviewed for consistency with the City's Commercial and Industrial Design Guidelines, adopted by the City Council on April 24, 2001, and as they may be amended over time. Additional standards identified in the individual land use districts shall also be complied with.

All residential projects shall be reviewed for consistency with the City's Residential Design Guidelines, adopted by the City Council on September 26, 2006, and as they may be amended over time. Additional standards identified in the individual land use districts shall also be complied with.

Signs

All signs shall comply with Chapters 17.640 (Sign Ordinance), 17.645 (Signs on Public Property), and 17.835 (Sign Permit) of the Brentwood Municipal Code. All signs shall also be reviewed for consistency with the City's Commercial and Industrial Design Guidelines, adopted by the City Council on April 24, 2001, and as they may be amended over time.

Parking

On-street parking along Brentwood Boulevard shall be prohibited. All other parking requirements shall be consistent with Chapter 17.620 (Off-Street Parking) of the Brentwood Municipal Code, except as follows:

A. Retail uses shall provide four parking spaces per 1,000 square feet of gross floor area.

B. Restaurants shall provide five parking spaces per 1,000 square feet of gross floor area.

C. Office and light industrial uses shall provide three parking spaces per 1,000 square feet of gross floor area.

D. Required parking spaces for residential uses shall be as follows:

    1. Studio units = one covered space per unit

    2. One or more bedroom units = two covered spaces per unit

CHAPTER 5 – APPENDICES

Appendix A – Planning Area Context

Site Location – Regional

The BBSP includes approximately 310 acres located in the northeast portion of the current city limits and areas outside the city limits within the City's Sphere of Influence. **Figure 2** shows the regional location of the BBSP area.

Site Location – Local

The BBSP is situated along both the east and west sides of Brentwood Boulevard, and stretches from Delta Road on the north to Second Street on the south. The northern portion of the BBSP abuts unincorporated portions of Contra Costa County, including developed portions of Sims Road and Delta Road. The northern portion also abuts the City of Oakley's boundary at Delta Road. A vicinity map identifying the BBSP in relation to the city limits and the City's Sphere of Influence boundaries is presented in **Figure 3**.

Specific Plan Areas

Given the overall size, existing conditions, and unique characteristics of the BBSP, it is divided into three general areas for ease of reference – northern, central, and southern (see **Figure 4**). The northern area stretches from Delta Road on the north to Lone Tree Way on the south. The central area stretches from Lone Tree Way on the north to Sand Creek Road on the south. The southern area stretches from Sand Creek Road on the north to Second Street on the south. The BBSP includes a total of 180 parcels. **Tables 3, 4, and 5** present a listing of the Assessor's Parcel Number, approximate acreage, owner, and address (where available) for each of the existing parcels in the three areas.

Existing Site Characteristics

The BBSP is situated along both sides of Brentwood Boulevard between Delta Road and Second Street. Terrain is generally flat. Elevations within the area range from 43 to 80 feet above sea level. The bulk of the BBSP has an elevation of between 55 and 70 feet above sea level. The area includes a combination of both urbanized and rural areas. The major characteristics of the three areas are summarized below.

- The northern area serves as an important gateway into Brentwood from Delta Road in Oakley on the north to Lone Tree Way on the south. The area includes parcels that are both inside and outside the city limits. This area includes a number of narrow deep properties with limited access from Brentwood Boulevard. This area is sparsely developed and presently lacks major infrastructure, including traffic signals, sidewalks, water, sewer, and storm drain facilities.

- The central area between Lone Tree Way and Sand Creek Road includes established businesses on smaller parcels (generally less than two acres in size) in close proximity to established single-family residential subdivisions at Lone Tree Way, Sunrise Drive,

Gregory Lane, Beverly Place, Hanson Lane, Homecoming Way, Grant Street, and Sunset Road. The area also includes several parcels where previously existing industrial uses have been relocated to the Sunset Industrial Complex (outside the BBSP area). There are two vacant parcels (APN 018-170-003 and APN 018-190-018) over five acres in size that also abut established single-family homes. The area straddles Marsh Creek and abuts one existing approximately one-acre neighborhood park near Homecoming Way. Infrastructure improvements are sporadic and new development projects have occurred intermittently over many years and regulatory eras. Consequently, frontage improvements vary considerably within this area and pedestrian or bicyclist access is severely restricted.

- The southern area between Sand Creek Road and Second Street is the most urbanized of the three areas, but does include six large vacant parcels (APN 016-110-012, 016-120-024, 016-120-025, 016-120-020, 016-130-006, and 016-130-007), each over five acres in size, abutting Brentwood Boulevard. This area has a high concentration of existing drive-through and auto-oriented land uses along Brentwood Boulevard that have been developed over many years, including fast food restaurants, gas stations, auto repair and service businesses, and new and used auto sales businesses. These types of uses have historically located here to serve through traffic and utilize the high visibility afforded by the roadway. With the recent completion of the State Route 4 Bypass and a change in circulation patterns, particularly with respect to truck traffic, many auto-oriented types of businesses will likely locate along the State Route 4 Bypass (replacing Brentwood Boulevard as the primary future regional traffic route). The area abuts established residential areas near Nancy Street, Village Drive, Broderick Drive, Sycamore Avenue, and Spruce Street. This area includes a major gateway to the Downtown area at Second Street and includes the highest concentration of existing businesses within the BBSP. Infrastructure improvements are in place along both sides of this portion of Brentwood Boulevard. Most of the existing infrastructure improvements facilitate auto use rather than bicycle and pedestrian use.

Vacant Land

The BBSP includes a number of vacant or predominantly vacant (less than 25% of a parcel developed with permanent or semi-permanent structures) “opportunity sites” totaling approximately 151 acres. These parcels, with the exception of 34 acres located outside the current city limits, have the potential for development in the near term. Vacant land is illustrated in **Figure 5**. The northern, central, and southern areas include approximately 59, 36, and 56 acres of vacant land, respectively. The land use summary for vacant land is provided within **Table 1**.

Appendix B – Circulation Implementation

The BBSP has been prepared in part to reflect the completion of the State Route 4 Bypass, the roadway relinquishment from Caltrans jurisdiction to the City of Brentwood in January 2012, and the anticipated circulation changes associated with transitioning the corridor from a rural segment of State Route 4 to a suburban local major arterial roadway.

Currently, Brentwood Boulevard serves as a major north/south roadway connecting Brentwood with other cities within east Contra Costa County as well as the County unincorporated areas and destinations in the Central Valley to the east. Consequently, it served as the primary truck route within the city. With the completion of the State Route 4 Bypass and the resulting rerouting of State Route 4, Brentwood Boulevard is anticipated to carry less regional truck traffic, but will continue to be an important transportation route within the eastern portion of the community. Brentwood Boulevard will help link the community to the Downtown area via other important arterials, including Lone Tree Way, Grant Street/Sunset Road, Sand Creek Road, O'Hara Avenue, and Central Boulevard/Sycamore Avenue. Below is a description of the planned major arterial and collector roadway improvements needed to implement the BBSP in the northern, central, and southern areas (see the Roadway Right-of-Way Map included as **Figure 12**).

The roadway improvements below are not an exhaustive list of all future roadways, but are a description of the arterial and collector roadways needed to enhance and improve access to undeveloped areas within the BBSP boundaries. The planned roadway cross-sections for arterial and collector roads located only within the BBSP are described further in **Figures 9, 10, and 11**. Major arterial segments (i.e., Brentwood Boulevard north of Havenwood Court/Avenue, Lone Tree Way west of Brentwood Boulevard, Sand Creek Road, and O'Hara Avenue south of Sand Creek Road) shall require a right-of-way ranging between 100 and 120-feet, and collector roadways shall require a right-of-way of at least 84-feet. Local streets or lanes needed to serve individual properties will be determined in conjunction with review of specific development proposals, but must meet applicable minimum right-of-way widths, per City standards.

Northern Area Roadways

The northern area is currently accessed by Delta Road and Lone Tree Way in addition to a rural portion of Brentwood Boulevard. One existing signal is located at the intersection of Brentwood Boulevard and Lone Tree Way.

The BBSP includes two additional future signals planned north of Lone Tree Way to help control the safe flow of future traffic in this portion of the BBSP. One future signal is anticipated at Delta Road in conjunction with the future eastern extension of Neroly Road in the City of Oakley from O'Hara Avenue to the current intersection of Brentwood Boulevard and Delta Road. This intersection serves as an important entrance to the City of Brentwood and the BBSP area from the north. The second future signal is located generally midway between Neroly Road and Lone Tree Way where a planned arterial roadway would cross Brentwood Boulevard and carry future east-west traffic, and ultimately connect with Virginia Drive west of the BBSP boundary and the future eastern extension of Lone Tree Way east of the BBSP boundary.

Due to the parcel sizes and configurations in this area, additional east-west arterial roadways are planned. One future minor arterial roadway is planned south of Delta Road to improve future access to these properties and planned uses west and east of the BBSP boundaries. In addition, two north-south arterial or collector roadways are planned to connect the two new

east-west arterials. One north-south arterial or collector is planned west of Brentwood Boulevard and would provide access to the western portions of certain parcels parallel to Brentwood Boulevard. The second north-south arterial or collector roadway links the two planned east-west arterials east of Brentwood Boulevard providing improved future access. A third east-west arterial is planned east of Brentwood Boulevard and would intersect a north-south collector roadway to provide a direct connection to Lone Tree Way north of the intersection of Lone Tree Way and Arroyo Seco Road.

Central Area Roadways

The central area is currently served by Brentwood Boulevard, Lone Tree Way, and Sunset Road arterial roadways, as well as the Grant Street/Sunset Road collector roadway. There is also an established local street network that provides access to Brentwood Boulevard via Sunrise Drive, Gregory Lane, Beverly Place, Hanson Lane, Homecoming Way, Sunset Court, and Havenwood Avenue/Court.

The BBSP includes a future east-west collector roadway west of the Brentwood Boulevard and Hanson Lane intersection. The BBSP also includes a north-south collector and connection to Hedge Avenue to provide a secondary vehicular access point for the existing California Grove subdivision. The design of the north-south collector would include traffic calming measures to prevent cut-through traffic and higher speeds on Hedge Avenue.

Southern Area Roadways

The southern area is currently accessed by Brentwood Boulevard, Sand Creek Road, O'Hara Avenue, Central Boulevard, and Sycamore Avenue arterial roadways. Several collector roadways, including Havenwood Avenue, Technology Way, Nancy Street, and Village Drive also provide access. An extensive network of local streets provides access to this area from adjacent residential neighborhoods.

A network of collector roadways is planned to provide access to future workplace and residential areas west of Brentwood Boulevard and east of O'Hara Avenue. Two new controlled intersections along O'Hara Avenue are planned linking future collector roadways east of O'Hara Avenue. Traffic studies will determine if a signalized intersection is needed along O'Hara Avenue between Sand Creek Road and Central Boulevard.

Transit Service

Tri Delta Transit provides transit service within the City of Brentwood. The BBSP is currently served by three Tri Delta Transit fixed routes with 12 existing transit stops. All three fixed routes serve bus riders traveling on Brentwood Boulevard between Delta Road and Sycamore Avenue. All Tri Delta Transit buses are equipped with bicycle racks to serve bicyclists accessing bus service.

Route 300 is an express service for transit riders traveling approximately one hour between the Brentwood Park and Ride facility (located at 4000 Walnut Boulevard), Oakley, Antioch, and the Pittsburg/Bay Point BART station. Westbound and eastbound weekday service is provided from 4:15 AM to 10:00 PM. This route serves westbound and eastbound riders at Brentwood Boulevard and Village Drive within the BBSP's southern area approximately every 30 minutes.

Route 391 is a non-express service for transit riders traveling between Downtown Brentwood, Oakley, Antioch, Pittsburg, and the Pittsburg/Bay Point BART station. Westbound and eastbound weekday service is provided from 4:00 AM to 1:15 AM. Westbound and eastbound buses on this route serve riders within the BBSP approximately every 20 minutes. Existing Brentwood Boulevard stops are located at Village Drive, Sand Creek Road, Applewood Court, Havenwood Avenue, Grant Street/Sunset Road, Lone Tree Way, and Delta Road. This route also includes a transit stop at Arroyo Seco Road and Lone Tree Way within the BBSP's northern area.

Route 393 is non-express weekend service for transit riders traveling between Downtown Brentwood, Oakley, Antioch, Pittsburg, and Bay Point. Westbound and eastbound service is provided approximately every 30 minutes from 5:30 AM to 1:30 AM. Brentwood Boulevard stops within the BBSP are the same as Route 391.

The City and Tri Delta Transit will coordinate expansion or modification to existing bus service based on new land use changes that influence rider demand. Bus stops and bus turnout locations shall be required throughout the BBSP near roadway intersections in order to provide future transit service flexibility and convenience. All bus stops shall have rider shelters to protect riders from the elements while waiting for buses. The City and Tri Delta Transit shall determine the precise location of transit stops and rider shelters during design review of specific development proposals. Anticipated future transit stops are shown within **Figure 13**. However, additional stops may be required within the BBSP to promote transit ridership within residential, workplace, and mixed-use areas.

Bicycle Routes & Trails

The BBSP includes both bicycle routes separated from roadways on public trails (Class I routes) and bicycle routes striped within roadway rights-of-way (Class II routes). These routes are illustrated within the Bicycle Routes Map (see **Figure 14**). Class I routes include a portion of the existing Marsh Creek Trail. Any Marsh Creek Trail modifications shall be designed and built to the satisfaction of the East Bay Regional Park District. In addition, interpretative signage shall be provided in conjunction with new development along Marsh Creek to the satisfaction of the Director of Parks & Recreation and the East Bay Regional Park District.

An existing Class I trail is located in the East Bay Municipal Utility District's Mokelumne Aqueduct right-of-way near the intersection of Brentwood Boulevard and Grant Street/Sunset Road. A future Class I trail is planned along the shared ultimate northern boundary between Oakley and Brentwood east and west of the intersection of Brentwood Boulevard and Delta Road. The BBSP includes northbound and southbound planned striped Class II bike lanes along the full length of Brentwood Boulevard between Delta Road and Second Street, and O'Hara Avenue between Sand Creek Road and Central Boulevard. Eastbound and westbound Class II routes within the BBSP are planned along Lone Tree Way and Sand Creek Road. All planned collector roadways also include Class II routes.

Additional bicycle/pedestrian trails shall be determined in conjunction with specific development proposals. These trails shall be integrated into developments to improve connectivity to existing trails, facilitate pedestrian or bicycle travel, decrease dependence on autos for local neighborhood trips, and provide recreation opportunities.

Existing & Planned Public Utility Facilities

Existing and planned water, sewer, and storm drain main facilities (over 8-inch pipe size) within the BBSP are described below and illustrated in **Figures 15 and 16**. Public facilities will be constructed in phases in conjunction with private and public development projects and based on available capital improvement funding. The approximate location and size of pipe alignments are described below. The precise alignment and sizing of utility main lines within public rights-of way shall be determined by the City Engineer at the time of specific development project review.

Northern Area Facilities

Water Service

The City of Brentwood currently has no water main facilities within the northern area of the BBSP. Implementation of the BBSP would require the extension of new water main trunk lines within this portion of the BBSP. The planned water main facilities include:

- A 16-inch line along the northern boundary of this area west of Brentwood Boulevard.
- A 12-inch line along the northern boundary of this area east of Brentwood Boulevard within the future Delta Road right-of-way.
- A 16-inch line within the Brentwood Boulevard right-of-way between Delta Road and Lone Tree Way.

Sewer Service

The City of Brentwood currently has no sewer main facilities within the northern area of the BBSP. Implementation of the BBSP would require the extension of new sewer main trunk lines within this portion of the BBSP. The planned sewer main facilities include:

- An 8 to 10-inch line running in an east/west direction within the right-of-way of a future minor arterial/collector roadway.
- An 8 to 10-inch line running in an east/west direction within the right-of-way of a future arterial roadway.
- A 10 to 12-inch line running in an east/west direction east of Brentwood Boulevard.
- A 12-inch line within the Brentwood Boulevard right-of-way between Lone Tree Way and Delta Road.
- An 8 to 10-inch line running in a north/south direction east of Brentwood Boulevard within the right-of-way for a future collector roadway.

Storm Drainage

There are currently no existing storm drain main facilities within the northern area of the BBSP. Implementation of the BBSP would require the extension of new storm drain trunk lines within this portion of the BBSP. The planned storm drain trunk lines facilities include:

- A 48 to 72-inch line running in an east/west direction within the right-of-way of a future arterial roadway.

- A line running within the Brentwood Boulevard right-of way with a size to be determined at a later date.

Central Area Facilities

Water Service

The City has existing water service mains throughout the central area. The City has 12 to 16-inch water lines located within the Brentwood Boulevard right-of-way from Lone Tree Way to Sand Creek Road. The City has 8 to 12-inch water lines located within the Lone Tree Way right-of-way along the northern portion of the central area and within the right-of-way for Sunset Road. A City 10-inch water main line is located in the Havenwood Avenue right-of-way east of Brentwood Boulevard. Smaller 8-inch water main lines are located within the right-of-ways on Sunrise Drive, Gregory Lane, Beverly Place, Hanson Lane, Homecoming Way, Grant Street, Almond Street, and Sunset Court. A 20-inch water main line running east/west is planned in conjunction with future development.

Sewer Service

Multiple existing sewer main lines serve the central area. A 12 to 18-inch line is located near Beverly Place east of Brentwood Boulevard. A 15 to 36-inch line is located in the right-of-way of Sunset Court and Jane Way east of Brentwood Boulevard. A City 12-inch sewer main line is located within the Lone Tree Way right-of-way within the BBSP boundaries. A City 8-inch sewer main is located within portions of the Brentwood Boulevard right-of-way and within the right-of-way for Sunrise Drive and Gregory Lane. A City 8-inch sewer line straddles the BBSP boundary west of Brentwood Boulevard. A City 8-inch sewer main is located within the Homecoming Way right-of way east of Brentwood Boulevard. An 8-inch sewer line is also located within the Havenwood Avenue right-of way. A planned 8 to 12-inch sewer main line running east/west is planned in conjunction with future development.

Storm Drainage

The central area has multiple existing storm drain main lines. A 72-inch storm drain line is located in the Brentwood Boulevard right-of-way between Sand Creek Road and Marsh Creek. A 48 to 54-inch storm drain line is located within the Lone Tree Way right-of-way. An 18-inch storm drain line is located within the Brentwood Boulevard right-of-way south of the intersection with Lone Tree Way. A 15-inch storm drain line is located south of Lone Tree Way. An 18-inch storm drain line is located within the Hanson Lane right-of-way. Two additional storm drain lines (a 24-inch and 18-inch) are stubbed immediately to the east. Two planned 18-inch storm drain main lines running east/west between Brentwood Boulevard and the eastern edge of this area are planned in conjunction with future development.

Southern Area Facilities

Water

The developed portion of the southern area is served by multiple water main lines. There are several 8 to 16-inch water main lines that run from Sand Creek Road south to Second Street within the Brentwood Boulevard right-of-way. There is also an existing 20-inch line within the Sand Creek Road right-of-way west of Brentwood Boulevard. The planned water main facilities include:

- A 12 to 16-inch line running east/west within the right-of-way of a future minor arterial/collector roadway.
- A 12 to 16-inch line within the existing O'Hara Avenue right-of-way between Sand Creek Road and Central Avenue.

Sewer

The developed portion of the southern area is served by multiple sewer main lines. There is a 33 to 36-inch line along the east bank of Marsh Creek. There is a 15-inch line located within the Brentwood Boulevard right-of-way between Second Street and Sand Creek Road. There are several 8 to 10-inch lines serving developed areas near Spruce Street, Central Boulevard, Sycamore Avenue, and Sand Creek Road. The BBSP planned sewer lines include:

- A 10-inch line running east/west within Sand Creek Road east of Brentwood Boulevard.
- An 8 to 10-inch line running east/west within the right-of-way of a future minor arterial/collector roadway.
- An 8 to 10-inch line within the existing O'Hara Avenue right-of-way between Sand Creek Road and Central Avenue.

Storm Drain

The southern area includes multiple existing storm drain main lines. Existing storm drain main lines include:

- A 30 to 72-inch storm drain line is located within the Brentwood Boulevard right-of-way between Sand Creek Road on the north and Second Street on the south.
- An 18-inch storm drain line is located west of Brentwood Boulevard.
- A 27-inch storm drain line is located within the Sand Creek Road right-of-way west of the intersection of Brentwood Boulevard and Sand Creek Road.
- A 24-inch storm drain line is located west of Brentwood Boulevard connecting Berry Lane to a 60-inch storm drain line segment within the Brentwood Boulevard right-of-way.
- A 15-inch storm drain line is located within the right-of-way of Broderick Drive.

- A 42-inch storm drain line is located within the Central Boulevard right-of-way and connects to the storm drain main line within the Brentwood Boulevard right-of-way.

- A 30-inch and 18-inch storm drain line is located east of the Brentwood Boulevard right-of-way and within the Sycamore Avenue right-of-way, respectively.

- A 42-inch storm drain line is located west of the Brentwood Boulevard right-of-way southwest of the intersection of Brentwood Boulevard and Central Boulevard.

- Two 18-inch storm drain lines are located within the right-of-way of Spruce Street and Second Street and connect to a portion of a 30-inch storm drain main line within the Brentwood Boulevard right-of-way.

The BBSP includes an additional planned storm drain main line along O'Hara Avenue south of Sand Creek Road.

Solid Waste Service

The City of Brentwood's Solid Waste Division collects, processes, and transfers residential, commercial, and industrial solid waste materials within the city's boundaries. The types of materials collected include, but are not limited to, garbage, mixed recyclables, yard waste, and cardboard. To handle these materials, the City owns and operates a Large Volume Transfer/Processing Facility under permit by the California Integrated Waste Management Board. Through this facility, the City has sufficient capacity to handle the City's Solid Waste needs through build out of approximately 75,000 residents.

Police Service

The Brentwood Police Department currently operates with 62 sworn officers. The City utilizes four patrol beats and reporting districts to provide police service 24 hours a day. The BBSP is served by Beat 2 and Beat 3. Beat 2 encompasses a portion of the southern area of the BBSP, south of Central Boulevard and Sycamore Avenue. Beat 3 encompasses all portions of the BBSP north of Central Boulevard and Sycamore Avenue. The four patrol beats would remain unchanged by the BBSP unless call load increases necessitate the establishment of a fifth patrol beat. The City requires all new residential developments to participate within the most current Community Facilities District that contribute to the funding of various City facilities and services, including public safety.

Fire Protection & Life Safety Service

The City of Brentwood receives fire protection from the East Contra Costa Fire Protection District (ECCFPD). The ECCFPD was formed in 2002 as a consolidation of three fire districts, including the East Diablo Fire Protection District, which previously provided services to the City of Brentwood. The district's six stations currently serve a 250 square-mile area and maintain over 62 aggregate career and reserve/paid-on-call emergency staff.

The ECCFPD strives to achieve a standard five-minute response time 90% of the time (Contra Costa County General Plan 7-25). In 2010, the district received a total of 4,807 emergency calls and maintained an average response time of seven minutes within the City of Brentwood. District analysis and management efforts have determined methods to compress turnout time

(elapsed time between receipt of alarm at the station and engine companies going in-service) in order to better meet the average response time goal within the City of Brentwood.

Brentwood is currently served by Station #52 at 201 John Muir Parkway and Station #54 at 739 First Street (slated to be relocated to Sand Creek Road east of Brentwood Boulevard in conjunction with the Barrington project). A third station (#53) will be located at the northwest corner of Grant Street and Shady Willow Lane. The Station #54 relocation and new Station #53 will help to provide faster fire protection services within the BBSP by providing service staff in closer proximity to this service area.

Advanced Life Support (paramedic) response is provided through Quick Response Vehicles (QRVs) – a single paramedic in a non-transport vehicle – provided by the County Ambulance Transport Provider, American Medical Response (AMR). One QRV is currently posted at Station #52.

Appendix D – Infrastructure Improvements Financing & Phasing

The Brentwood Redevelopment Agency was dissolved through State legislative action on February 1, 2012. The Redevelopment Agency was expected to contribute significant funding towards the infrastructure improvements identified in the BBSP. While existing debt obligations of the Brentwood Redevelopment Agency will continue to be funded, an estimated $156 million in tax increment will be lost for the Agency. The City now acts as the Successor Agency to the Brentwood Redevelopment Agency, and as Successor Agency will pursue future Redevelopment funds for projects previously identified as being funded by Redevelopment. The availability of future Redevelopment funds is highly uncertain, and subject to the discretion and approval of an Oversight Board.

The City intends to take a number of actions to catalyze and complement private investment, and to support future growth and development of the Brentwood Boulevard corridor. It had been estimated that both the City and the Redevelopment Agency would play a significant role in helping to transform Brentwood Boulevard and achieve the long-term vision reflected in the BBSP, however, the dissolution of the Agency has resulted in a significant portion of the improvements being unfunded. Implementation of the BBSP goals and policies is a multi-faceted and complex process requiring effort on many fronts simultaneously over many years. The responsibility for making this happen does not fall solely to the private development community or to the City. The City will work collaboratively with landowners, business owners, developers, and community members in order to assist and, where possible, take the lead in creating the conditions needed to stimulate investment.

Full implementation of the BBSP will require expenditure of substantial sums of public and private funds. These funds will be necessary to pay for various public improvements and revitalization projects envisioned in the BBSP. The purpose of this chapter is to identify actions to support infrastructure improvements needed to help implement the BBSP and identify the appropriate sources of funding, including projects and programs that will require funding collected from new development.

Planned Infrastructure Improvements

In order for the Brentwood Boulevard corridor to develop in the manner prescribed in the BBSP, it may be necessary for the City to design and install certain public improvements to catalyze, enable, and complement the desired private investment. The City recognizes the importance of investing in public improvements.

The majority of the key infrastructure features such as adequate water and sewer lines, storm drainage systems, extensive roadway improvements, and widening of the bridge over Marsh Creek required to serve the BBSP area have been identified in the City's 5-Year Capital Improvement Program. Decorative streetscape features such as streetlights, street furniture, tree lights, crosswalks, transit rider stops with waiting areas, special pavement finishes, and lush landscaping in the parkways, medians, trails, pathways, and edges to support the vision of the BBSP will be implemented in conjunction with future public improvement and private development projects. The public improvement projects shall be refined through the ongoing Capital Improvement Program updates to address unforeseen needs, design changes, and regulations as well as to utilize new funding opportunities.

The City intends to take the following actions within the BBSP area, as described in the current Capital Improvement Program. Cost figures below are approximate amounts and may be adjusted due to inflation or other factors that influence project costs.

1. Widen Brentwood Boulevard between the northern city limits to the Marsh Creek Bridge, with a 120-foot right-of-way, with two lanes in each direction and bike lanes, curbs, gutters, 16-foot landscaped medians, sidewalks, streetlights, and landscaping on each side of the roadway. This project will also consist of the bridge widening over Marsh Creek, traffic signal modification at Brentwood Boulevard/Grant Street and at Brentwood Boulevard/Lone Tree Way, and in areas where it cannot be avoided, moving the overhead power lines, telephone lines and cable lines underground, currently estimated at $23,620,000. This project will improve public safety, traffic flow, and circulation. Funding sources for this project were anticipated to be future Redevelopment Bond proceeds; however, at this time funding is only anticipated to come from facility fees with a large unfunded portion.

2. Widen and improve a small portion of Lone Tree Way from O'Hara Avenue to Brentwood Boulevard, with divided road, medians, curbs, gutters, sidewalk, landscaping, drainage, and utility relocations, currently estimated at $15,000,000. This project will improve traffic safety and reduce congestion along Lone Tree Way as it approaches Brentwood Boulevard. This project is contingent on future development along Lone Tree Way, and shall be funded by developer contributions and City Facility Fees. At this time, a large portion of this project is unfunded. Completion time frame is uncertain.

3. Install 10-inch sewer main and 12-inch water main, approximately 2,300 feet along Brentwood Boulevard from Lone Tree Way to the northern City limits, currently estimated at $2,000,000. This project will provide water and sewer service for existing properties along Brentwood Boulevard and Sims Road as well as future development. Funding is contingent on future development along Brentwood Boulevard, will be incorporated in the developer's conditions of approval, and will be funded by developers. This project is unfunded at this time.

4. Prepare streetscape design guidelines for the BBSP, including Brentwood Boulevard and neighborhood streets. Distinguish the traditional boulevard concept with a unique streetscape design that will accommodate automobile and bicycle traffic within the thoroughfare, while fashioning a safe and attractive setting for pedestrians where they are well protected from the street. The boulevard design shall include generously landscaped public frontage, wide planting strips to provide a well-buffered pedestrian environment from vehicular traffic, and wide central median planted with broad-canopy street trees, with decorative paving, crosswalks, street furniture, and streetlights. Cost to prepare the streetscape design guidelines is estimated at $75,000 and will be funded by Redevelopment if funds are available; otherwise, this item is currently unfunded.

5. Install storm drain from Detention Basin #1, through easements across private property, to connect to Sunset Road and to serve properties east of Brentwood Boulevard. This project is necessary for improved drainage and conformance with Contra Costa County Flood Control's Master Plan. This will be completed as development progresses east of Brentwood Boulevard and south of Sunset Road. Funding for this project is through Contra Costa County's Flood Control & Water Conservation District and is currently estimated at $4,400,000.

6. No future parks within the BBSP boundaries are identified in the latest CIP. The City would work in combination with future residential developers within the BBSP boundaries to develop the planned park facilities and ensure that sufficient park land is provided to satisfy the citywide 5 acres per 1,000 population policy established in the City's General Plan. However, not all of the parkland acreage may be included within the BBSP boundaries.

7. Install new collector roadways from Brentwood Boulevard to serve workplace districts, with traffic lanes, curbs, gutters, sidewalks, landscaping, water and sewer lines, and streetlights. Depending on the need to catalyze the private investment in the workplace districts, the Successor Agency may consider funding a portion of the cost to install the necessary infrastructure to encourage job creation, either by paying directly for the construction and installation of infrastructure improvements or by reimbursing a developer. No cost estimates have been performed for these roadway improvements at this time. Funding and construction of roadway improvements is contingent upon market conditions, discussions/negotiations with interested developers, conditions of approval in conjunction with the improvements necessary to support a developer's project, and whether there is a need to catalyze workplace districts with public funding.

Subsequent projects to support the vision of the BBSP may be identified in future Capital Improvement Programs. The City of Brentwood will use a variety of funding sources to implement the BBSP. Potential funding sources and financing mechanisms for improvements and programs described above, including any pertinent issues and constraints related to each, are discussed in the "Financing Public and Private Improvements" section.

Infrastructure Improvement Implementation

Realizing the goal of strengthening and revitalizing Brentwood Boulevard so that it is able to adapt to the unique needs and vision of the community will require a comprehensive strategy for implementing the BBSP. This means that a variety of planning efforts must be coordinated and directed toward similar objectives. Each step that applies to land regulation, permitting, construction, and financing must be utilized as it is most appropriate for Brentwood Boulevard. Only through a coordinated approach can the BBSP attract and enable new investment that ensures a vibrant, attractive, and distinctive boulevard in support of the community's vision.

To catalyze private investment in the corridor, the City will take the lead on enabling the types of new development necessary to secure the corridor's long-term economic viability while making it a desirable residential address and workplace district. In other words, the City will "create the conditions" that will support the continued growth, transformation, and development of Brentwood Boulevard. These conditions are fully identified and discussed in the "Planned Infrastructure Improvements" section.

The City's implementation strategy is action oriented and collaborative, and looks to proceed at times in supportive but independent actions, and at other times in direct partnership with the private sector to emphasize the benefits of the corridor. To maximize the results, the City shall leverage and support actions that will attract private investment.

The two major elements for regulating and encouraging development along Brentwood Boulevard are the BBSP and the Capital Improvement Program. Both of them have strengths in different steps of the implementation process.

- Adoption of the BBSP provides a set of goals, policies, guidelines, and standards for development and design.

- The Capital Improvement Program provides the mechanism and planning tool to identify infrastructure needs in the corridor to support development with the financing and timing of those needs in a way that assures the most responsible and efficient use of resources.

Coordination of the two plans is essential to implementing the community's vision for Brentwood Boulevard. The BBSP shall also be coordinated with the City's Zoning Ordinance and permitting process. While Government Code 65455 allows specific plans to supersede zoning codes, making sure that these plans are consistent will eliminate unnecessary confusion among applications and costly project delays.

A few actions are required as part of the adoption of the BBSP. These actions include a General Plan amendment, a rezone, and certification of a program level environmental impact report (EIR), along with the adoption of a mitigation monitoring plan. These actions will form the basic framework to guide future development within the BBSP. Design standards for streetscape features and enhancements will be produced at a later date to support the BBSP.

Financing Public & Private Improvements

A central tenet of most public financing plans today is that new development should pay its own way. However, as local governments have become more adept at requiring new development to pay for necessary public improvements, the State has enacted laws and regulations to ensure that new development does not pay more than its fair share of the costs for new improvements or programs that will benefit both new and existing development. For improvements in conjunction with new development projects, the funding shall be provided directly by private property owners. For the types of improvements that provide general or citywide benefit, and for those improvements that the City desires to undertake to encourage private investment and development, it is necessary for the City to identify funding sources and financing mechanisms.

The BBSP includes careful consideration of the anticipated capacity required for roads, water and sewer, storm drains, and other public improvements that would be required to serve the area. Land uses, public improvements, and financing capacity were all factors considered during the planning process.

The Capital Improvement Program provides detailed financial plans for the anticipated capital improvement projects needed to support future development in the BBSP, including improved utilities and roadway infrastructure, parks, trails, open spaces, and landscaped facilities and edges. The identification of the necessary financial resources for these improvements have been and will be determined in a way that assures the most responsible and efficient use of resources. The final financing program will most likely be a combination of various financing methods and funding sources, and determined through negotiations with the landowners and developers of site-specific projects.

The following is a detailed discussion regarding the types of funding sources and financing mechanisms needed to finance the BBSP improvements and programs, including any pertinent issues and constraints related to each.

Private Funding – The ultimate improvements for the planned Brentwood Boulevard concept along the length of Brentwood Boulevard and other new roadways and infrastructure within the BBSP area may partially be installed and funded through developer actions. This includes any improvements to be developed or constructed by a developer or builder in conjunction with the improvements necessary to support their project.

Private funding can take the form of a range of exactions, dedications, and contributions made by property owners and developers to pay for specific new projects that serve their properties. Developer improvements are also those that provide an area-wide benefit not specific to the project, and therefore may be partially reimbursable or fee creditable to some extent through the City's Development Fee Program (see Development Fee Program). If developers are required to build a portion of the Brentwood Boulevard infrastructure and other new roadways and infrastructure within the BBSP, the cost of off-site master-planned infrastructure requested by the City and any oversizing of utilities for the general benefit of the area are eligible for reimbursement, known as fee credits. When it is determined that fee credits are due, a development reimbursement agreement shall be executed between the City and the developer. This agreement must be approved by the City Council before it goes into effect. Infrastructure that is the developer's responsibility, as dictated by the project's conditions of approval, is not eligible for reimbursement.

Priorities for exclusively privately funded improvements have not been established. When private property owners and developers must construct improvements to support their project, the City will encourage them to complete these improvements as soon as practical by tying building permit issuance or building occupancy to completion of certain improvements.

Housing Set-Aside Fund – The State's dissolution of Redevelopment included the dissolution of the Housing Set-Aside Fund as well. The City has elected to retain the housing assets and functions of the Housing Set-Aside Fund, although current State legislation requires that the cash balances in this fund be remitted to the State. On January 31, 2012, the California State Senate took action in an attempt to preserve existing Housing Set-Aside cash balances through the passage of Senate Bill 654 (SB 654). SB 654 allows Successor Agencies to retain the cash balances in the Housing Set-Aside Fund for affordable housing use, although the bill would not become effective until July 1, 2013. SB 654 must also still pass through the Assembly Housing and Community Development Committee and the Assembly Appropriations Committee prior to adoption. While SB 654 would preserve existing cash funds for affordable housing, an alternative ongoing source of funding for low income housing has not been identified.

Funds in the Housing Set-Aside Fund are to be used for increasing, improving, and preserving the community's supply of low and moderate-income housing. Community Redevelopment Law (CRL) had required that at least 15% affordable housing be developed within a redevelopment project area and the City of Brentwood's Affordable Housing Ordinance requires at least 10% affordable housing. Although the final resolution regarding the future use of Housing Set-Aside funds is currently unknown, the City is optimistic that clean-up legislation will allow this fund to be used to assist with offsetting the financial burden on developers to provide the 5% difference of affordable housing within the BBSP area. The housing set-aside fund might also be used to assist with supplementing the County's Rehabilitation Loan Program, health and safety grant programs for emergency home repairs, and infrastructure when it is directly related to the preservation and improvement of new and existing affordable housing. Prioritization of housing set-aside funds will be subject to consideration regarding the needs for these funds in other parts of the former Merged Redevelopment Project Area and are subject to legislative restrictions.

Special Assessment Districts – California law provides procedures to levy assessments against benefiting properties and to issue tax-exempt bonds to finance public facilities and infrastructure improvements. The types of improvements include, but are not limited to, streets, storm drains, sewers, streetlights, parks, open space, and landscaping. Assessment districts, also known as improvement districts, are initiated by the City Council, subject to majority vote of property owners or registered voters of the affected properties. Assessments are distributed in proportion to the benefits received by each property, and represent a lien against the property. Special assessment districts can be useful financing mechanisms to pay for improvement costs attributable to both new and existing development, as long as a strong nexus exists between benefits that taxpayers receive and the assessment they are asked to pay. Assessment districts are one of the mechanisms available for the City's use that will allow up-front construction of costly improvements using bond proceeds, to be secured by property within the district and repaid by property owners over time. In Brentwood, these districts are referred to as the Capital Improvement Financing Program (CIFP).

The City of Brentwood has implemented CIFP's as a mechanism through which the City and the development community cooperate to fund and construct major planned infrastructure throughout the City. Examples include roads, water and wastewater lines, and regional drainage facilities. The City is able to obtain very low interest rates through its outstanding financial reputation, and bonds are sold using the participating developer's property as the collateral. As the properties are developed, the bonds are repaid by new property owners over a 30-year period through the property tax bills. Net proceeds of the sale of the bonds will be used to finance a portion of the costs of the acquisition, construction and the installation of capital improvements throughout the City, including the BBSP.

Lighting & Landscaping Districts – Lighting and Landscaping Districts (LLD) may be used for installation, maintenance, and servicing of landscaping and lighting, through annual assessments on benefiting properties. LLD's also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards maintained from general fund revenues.

Community Facility Districts – The Mello-Roos Community Facility Act of 1982 allows for the creation of special districts authorized to levy a special tax and issue tax-exempt bonds to finance public facilities and services. A Community Facility District (CFD) may be initiated by the legislative body or by property owner petition, and must be approved by a 2/3 majority of either affected property owners or registered voters. Taxes are collected annually with property taxes, and may be prepaid if prepayment provisions are specified in the tax formula. This levy creates a tax lien against the property. There is no requirement that the tax be apportioned on the basis of benefit. Because there is no requirement to show special benefit, CFD levies may be used to fund improvements of general benefit, such as emergency services, libraries and parks, as well as improvements that benefit specific properties.

Development Fee Program (also known as Facility Fees) – The City of Brentwood established a Development Fee Program in 1989. The program sets forth the relationship between contemplated new development, facilities needed to serve new development including parks and trails, and the estimated costs of those improvements. The purpose of the fees, referred to as AB 1600 fees, is to finance municipal public facilities to mitigate the impacts caused by new development. These capital improvement "facility fees" are adopted pursuant to Government Code §66000, et seq. The Development Fee Program implements policies of the City's General Plan, including the policy that "new development shall contribute its fair share of the cost of on-

site 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)."

The Development Fee Program is updated periodically and reviewed annually in conjunction with the development of the Capital Improvement Program (CIP) to ensure that required facilities are adequately funded and costs are apportioned to the various types of new development. The updated Development Fee Program information is used to determine the amount of fees available for the funding of proposed CIP projects, including some of those identified and discussed in the Planned Infrastructure Improvements section of this appendix.

When a developer builds infrastructure that provides an area-wide benefit not specific to the project, the cost of the infrastructure requested by the City or the cost for utility over-sizing may be partially reimbursable to some extent through the City's Development Fee Program (see Private Funding) and the collected facility fees.

Enterprise Fees – The funding for all rehab and replacement for existing facilities will come from various sources, such as enterprise fees. Fees collected from ratepayers that receive service from a particular City utility or "enterprise," specifically water, wastewater, and solid waste, are collected to pay for the continued operations, maintenance, upgrades, and new facilities to serve the build-out of the community. Rate studies are performed routinely to adjust the enterprise fees to accurately reflect the true cost of delivery of services and the ultimate planned infrastructure to serve the City's build-out. These collected enterprise fees are reserved and restricted to only the service for which the fees are collected. In other words, if there is a need for a street improvement, but no funds are available for that improvement, monies from the wastewater enterprise fund could not be used.

Park and Trails Fees – The Development Fee Program, as described above, sets forth the relationship between contemplated new development and the facilities needed to serve new development. This includes, among other things, parks, trails, and the estimated costs of those improvements. The park and trails fees are based upon the relative demand imposed by the various types of new development, such as single-family residential, multi-family residential, and active senior residential.

The City conditions residential development to require new parks. The Development Fee Program contains the estimated cost of parkland and improvements to achieve the goal of 5 acres of parkland per 1,000 residents.

Grants – Grants are available from a variety of public agencies and private foundations. However, issues such as authorization of funds, eligibility, and requirements for matching contributions are highly variable and require ongoing research to determine applicability and availability. Grant programs addressing pedestrian/bicycle transportation, recreational trails, roadway construction, infrastructure, and livable communities will be monitored as a source of funding for the BBSP area. Community Development Block Grant ("CDBG") funds may become available, either through application to the County or as Brentwood becomes an eligible entitlement city, and can be used for such expenses as infrastructure, acquisition of right-of-way, demolition, and clearance.

Financing the Specific Plan Preparation

The cost to prepare the BBSP will be recovered by requiring new development to pay a General Plan Maintenance Fee, as outlined in the City's Cost Allocation Plan and Schedule of City Fees. This fee will be paid upon application submittal, and is currently set at $278 for each new residential unit and for every 2,500 square feet of floor area for new non-residential development.

Summary

The foregoing identifies improvements and programs proposed as part of the BBSP and one or more potential funding sources for each improvement. Implementation of the BBSP will also require improvements to be developed or constructed by a developer or builder in conjunction with the improvements necessary to support their project. Several funding mechanisms and tools have been identified that will assist in developing financing plans for the future improvements.

Factors that the City shall consider when selecting the techniques of financing individual improvements and to adequately match programs and project with appropriate funding sources include:

- Required timing of the improvements compared to location and rate of development.
- Feasibility of constructing an improvement on a "pay as you go" basis compared to "all at once" construction requiring bond financing.
- Feasibility of simultaneously processing several development applications to assure an adequate basis for financing major improvements.
- Capacity to coordinate the timing of approval of individual bonds and other available funding sources with construction requirements while maintaining compliance with then-applicable requirements for bond financing and funding source constraints.
- Preferences of a developer or individual landowners will be balanced with the overall requirements for efficient and equitable implementation of the City actions for the BBSP.
- Programs and projects that require public funding shall be prioritized and integrated with overall citywide priorities.

The challenge in implementing the City's actions to accommodate and encourage the needs of the BBSP will be balanced with the needs in other parts of the City.

Appendix E – Relationship between the Specific Plan & General Plan

Development within the BBSP is subject to a variety of goals and policies, as well as those identified within the City's General Plan and other City regulations. The City's General Plan provides the constitution or blueprint for the City's development. There are seven mandatory General Plan elements, including Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Conservation and Open Space are included in the City's General Plan as one combined element. Additionally, the General Plan includes several elements that are not State-mandated. These non-required elements include Community Design, Growth Management, Economic Development, Infrastructure, and Community Facilities. The BBSP must be consistent with the General Plan and provides further detail relating to development within its boundaries. Below are relevant General Plan goals, policies, and actions that are supported by the BBSP goals, policies, planned land uses, and development requirements.

Land Use Element

The General Plan Land Use Element is required to designate the general distribution and location of land uses, including housing, business, industry, and open space. Below are portions of the General Plan Land Use Element that the BBSP supports and helps to achieve.

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 1.1.1 **Pre-zone:** Work with property owners to pre-zone areas within the City's Sphere of Influence.

Action 1.1.2 **Annexation:** Encourage early annexation of all lands within the City's Sphere of Influence, provided adequate services and facilities are available.

Action 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.

Action 1.1.6 **Contiguous Development:** Require new development to be contiguous to existing development, whenever possible.

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

Action 1.2.1 **Planned Developments/Specific Plans:** Utilize Special Planning Areas (SPAs), Planned Development (PD) Zoning or Specific Plans to implement and regulate development.

Action 1.2.2 **Park/Open Space:** Require adequate park, open space and recreational facilities within neighborhoods.

Action 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.

Action 1.2.4 **Child Care:** Encourage the development of childcare facilities within commercial and residential areas to serve neighborhoods.

Action 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.

Action 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.

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

Action 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.

Action 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.

Action 1.3.3 **Design Standards:** Adopt and apply design guidelines that require high quality design for nonresidential land uses.

Action 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.

Action 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.

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 2.1.1 **Design Standards:** Apply design standards regulating setbacks, landscaping, screening and architectural style to new residential development and rehabilitation projects.

Action 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.

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 2.2.2 **Location of Higher Density:** Locate medium and high-density residential development near activity centers.

Action 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.

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.

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

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.

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 4.1.1 **Compatibility:** Prohibit uses that have significant adverse impacts on the surrounding neighborhood.

Action 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.

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

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 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.

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

Action 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.

Action 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.

Housing Element

The Housing Element provides policy guidance to ensure that the housing needs of all economic segments of the community can adequately be met and that the City plans for its fair share of future regional housing needs. The BBSP assists with the implementation of the Housing Element by designating sites for a variety of future housing types. The relevant Housing Element goals, policies and actions supported by the BBSP are provided below.

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

Policy 1.1 Provide adequate residential sites for the production of new for-sale and rental residential units for existing and future residents.

Goal 3 - Equitable Distribution of Affordable Housing: Achieve and maintain an equitable distribution of housing for all economic groups throughout the community.

Policy 3.2 Facilitate improvements within the eastern portion of the City as a means of making the area more attractive for market rate single-family development and encouraging future private economic investment in the area.

Community Design Element

The Community Design Element is included within the City's General Plan to define and enhance the urban form and visual character of the community over time. Figure 8 of the Community Design Element includes Brentwood Boulevard as a Gateway Route for special landscape treatment and Gateway Monumentation in the vicinity of the intersection of Brentwood Boulevard and Lone Tree Way. Below are portions of the General Plan Community Design Element that the BBSP supports and helps to achieve.

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.

Action 1.1.2 **Driveway Distances:** Implement an ordinance (or develop standards or design guidelines) establishing minimum distances between driveways for adjacent parcels.

Action 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.

Action 1.2.1 **Specific Plans and Design Guidelines:** Require specific plans and design guidelines for proposed large-scale residential developments.

Action 1.2.2 **Relationship to Neighborhoods:** Encourage developments that relate to existing neighborhoods and infrastructure.

Action 1.2.3 **Neighborhood Centers:** Create neighborhoods with visible and functional centers (e.g. parks, neighborhood commercial centers, community centers).

Action 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.

Action 1.3.1 **Landscape and Design Standards:** Prepare landscape and design standards for residential, industrial, office, commercial developments and streets.

Policy 1.4 Character of Streets: Create streets which are pedestrian friendly and provide views of abutting neighborhoods.

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.

Policy 3.2 Neighborhood Integrity: Maintain and enhance the integrity and distinctive qualities of existing neighborhoods and districts within the Brentwood community.

Action 3.2.3 **Infill Development:** Respect existing neighborhood scale and character when considering infill projects and/or upgrading existing residential neighborhoods.

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.

Action 3.3.2 **Community Gateways:** Establish locations for community gateways that clearly define major entry points of Brentwood and require their dedication.

Growth Management Element

The Growth Management Element establishes performance standards for public facilities and services and establishes a comprehensive, long-range program to meet the demands for public facilities generated by new development master plans, capital improvement programs and development mitigation programs. The growth management program is intended to allow the City to manage urban expansion without burdening the community's resources and revenues, and constraining economic development. Below are portions of the General Plan Growth Management Element that the BBSP supports and helps to achieve.

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 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).

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 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.

Action 1.3.10 **Orderly Growth:** Ensure that the rate of growth is consistent with the ability to provide adequate parks.

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.

Basic Routes. All roads not designated as Routes of Regional Significance are considered to be Basic Routes. Signalized intersections on Basic Routes are required to meet the level of service standards shown in the following chart.

LEVEL OF SERVICE STANDARDS
FOR SIGNALIZED INTERSECTIONS OF BASIC 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.

Policy 1.6 Growth Management: The City will require provision of concurrent infrastructure to address the impacts of development projects.

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 2.1.2 **Zoning:** Ensure that adequate land is zoned for industrial, commercial, office and mixed-use development.

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 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.

Action 3.1.2 **Transit Oriented Development:** Encourage new development that is convenient to transit lines in order to reduce automobile reliance.

Action 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.

Economic Development Element

The Economic Development Element is included in the City's General Plan to help support and induce balanced economic growth; reserve and maintain adequate appropriate areas for a variety of employment generating uses; provide a broad base of employment opportunities for; and encourage retail and service growth that corresponds with local and regional demands. Below are portions of the General Plan Economic Development Element that the BBSP supports and helps to achieve.

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 1.3 Redevelopment: Encourage redevelopment of blighted or economically depressed areas within the City of Brentwood.

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.

Action 1.4.5 **North Brentwood:** Improve infrastructure in the North Brentwood Redevelopment Area, including roads, sewer, water and utility services.

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.

Action 3.1.2 **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.

Action 3.2.1 **Screen Uses:** Screen commercial and industrial uses to ensure visual compatibility with adjacent residential neighborhoods.

Action 3.2.2 **Access:** Provide access to industrial facilities along roadways that do not serve residential areas.

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
>
> **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.

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 5.2 Strip Commercial:** Discourage the expansion of strip commercial development.
>
> **Action 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.

Infrastructure Element

The Infrastructure Element helps plan for improvements to the City's infrastructure to meet growth allowed by the General Plan in order to protect Brentwood's public health and safety. Below are portions of the General Plan Infrastructure Element that the BBSP supports and helps to achieve.

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.
>
> **Action 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).

Community Facilities Element

The Community Facilities Element helps to provide Brentwood with high-quality and cost-effective facilities over time to meet evolving community needs. Below are portions of the General Plan Community Facilities Element that the BBSP supports and helps to achieve.

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

Policy 1.7 Park Planning: A variety of park facilities shall be provided in a timely manner in accordance with the pace of development.

Circulation Element

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. Below are portions of the General Plan Circulation Element that the BBSP supports and helps to achieve.

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 1.1.1 **Level of Service:** Maintain a level of service standard of "D" or better throughout the vehicular street system.

Action 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.

Action 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.

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 2.1.1 **Density and Mixed Uses:** Emphasize transit-oriented development, high-density and mixed land use patterns that promote transit and pedestrian travel.

Action 2.1.2 **Neighborhood Complexes:** Promote conveniently located neighborhood complexes that provide housing

and commercial services near employment centers and along transit corridors.

Action 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.

Action 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.

Action 2.1.5 **Transit Corridors:** Encourage growth to occur along existing transit corridors.

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 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.

Conservation and Open Space Element

The Conservation and Open Space Element is included within the General Plan to help preserve productive agricultural lands, protect cultural resources, maintain Brentwood's ground and surface water quality, encourage efficient energy utilization and mineral resource extraction, protect and enhance natural resources, and create an urban form that provides open space throughout and around the community. Below are portions of the General Plan Conservation and Open Space Element that the BBSP supports and helps to achieve.

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.

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

Policy 7.2 Preserve Vegetation: Preserve vegetation and associated wildlife habitat in the Brentwood Planning Area.

Action 7.2.3 **Landscape Buffers:** Incorporate natural landscape buffers into project design at the urban/rural interface.

Action 7.2.4 **Setbacks:** Require special setbacks for structures on the edges of biological habitats.

Action 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.

Action 7.3.1 **Channel Restoration:** Restore creek channels to their natural condition.

Action 7.3.2 **Bank Stabilization:** Use natural techniques, including restoration of riparian vegetation to stabilize banks.

Action 7.3.4 **Master Plan:** Implement the Brentwood Creek Trails and Revegetation Master Plan.

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.

Action 9.1.3 **Corridor Design:** Establish a mechanism that ensures open spaces are included in the design and construction of transportation corridors.

Safety Element

The Safety Element is included within the City's General Plan to help prepare for man-made and natural hazards. Man-made hazards include air pollution and hazardous materials. Natural hazards include geologic or seismic activity, landslides, soil erosion, flooding, and fire. Below are portions of the General Plan Safety Element that the BBSP supports and helps to achieve.

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.

Action 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.

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.

Action 2.1.4 **Regulate Storage:** Regulate the storage of hazardous substances.

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

Policy 3.2 Safety From Crime: Promote community order by preventing criminal activity, enforcing laws, and meeting community police service demands.

Action 3.2.2 **Safe Design:** Design public and private spaces to minimize opportunities for criminal activity.

Noise Element

The Noise Element is included within the General Plan to address noise pollution and reduce exposure to high noise levels that can cause hearing loss, annoyance, discomfort, and interference with normal activities such as sleep, communication, business, and relaxation. Below are portions of the General Plan Noise Element that the BBSP supports and helps to achieve.

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.

Action 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.

Action 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.

Action 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.

Action 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		
	Daytime	Nighttime
Noise Level Descriptor	(7 a.m. to 10 p.m.)	(10 p.m. to 7 a.m.)
Hourly Average (L_{eq}, dBA)	50	45
Maximum level (dBA)	70	65

Action 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.

Action 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.

Action 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).

Action 2.1.3 **Architecture:** Encourage development architecture that places noise-sensitive rooms away from major roadways.

CHAPTER 6 – FIGURES & TABLES

Figure 1
Land Use Map

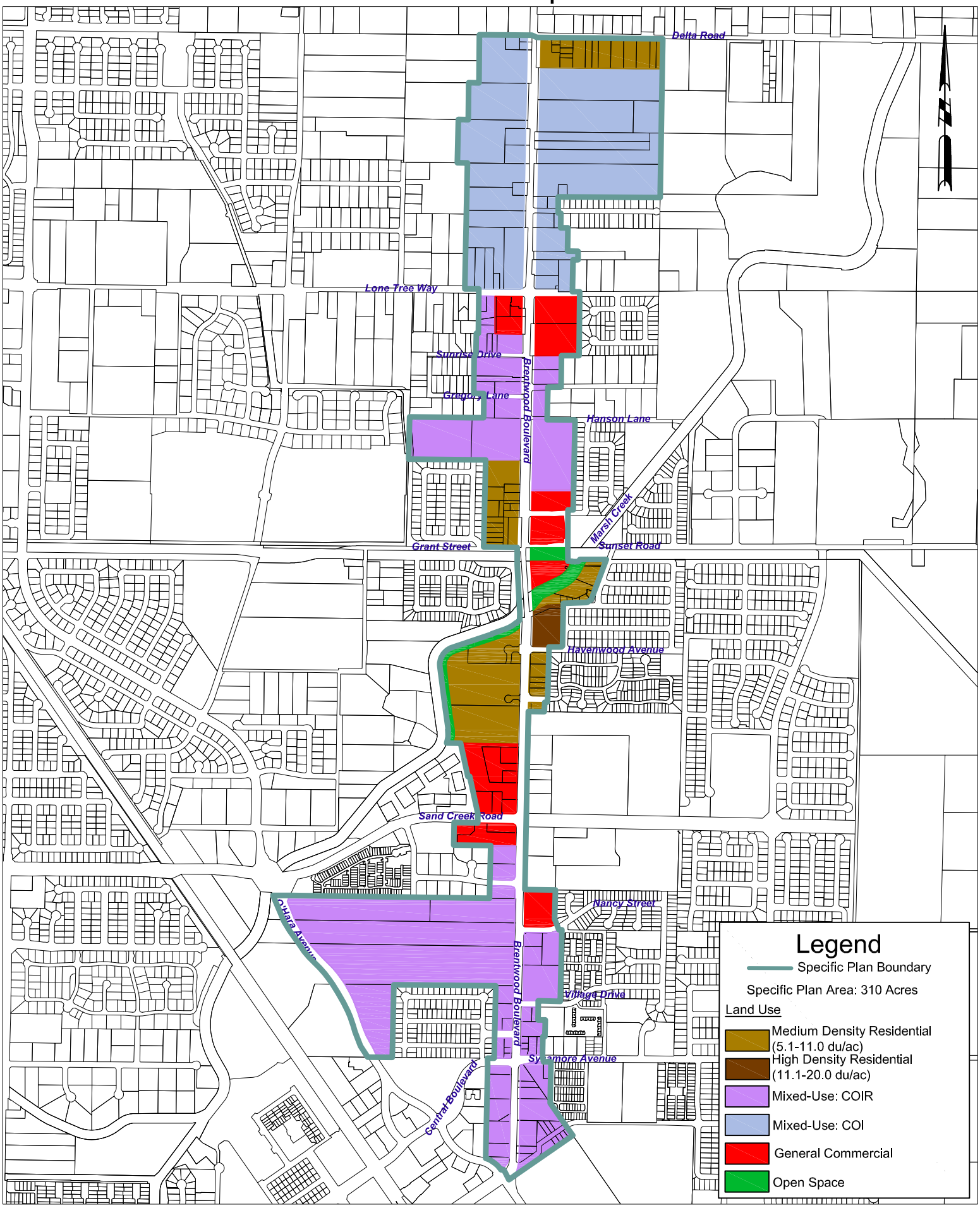


Figure 2
Plan Area Regional Location Map

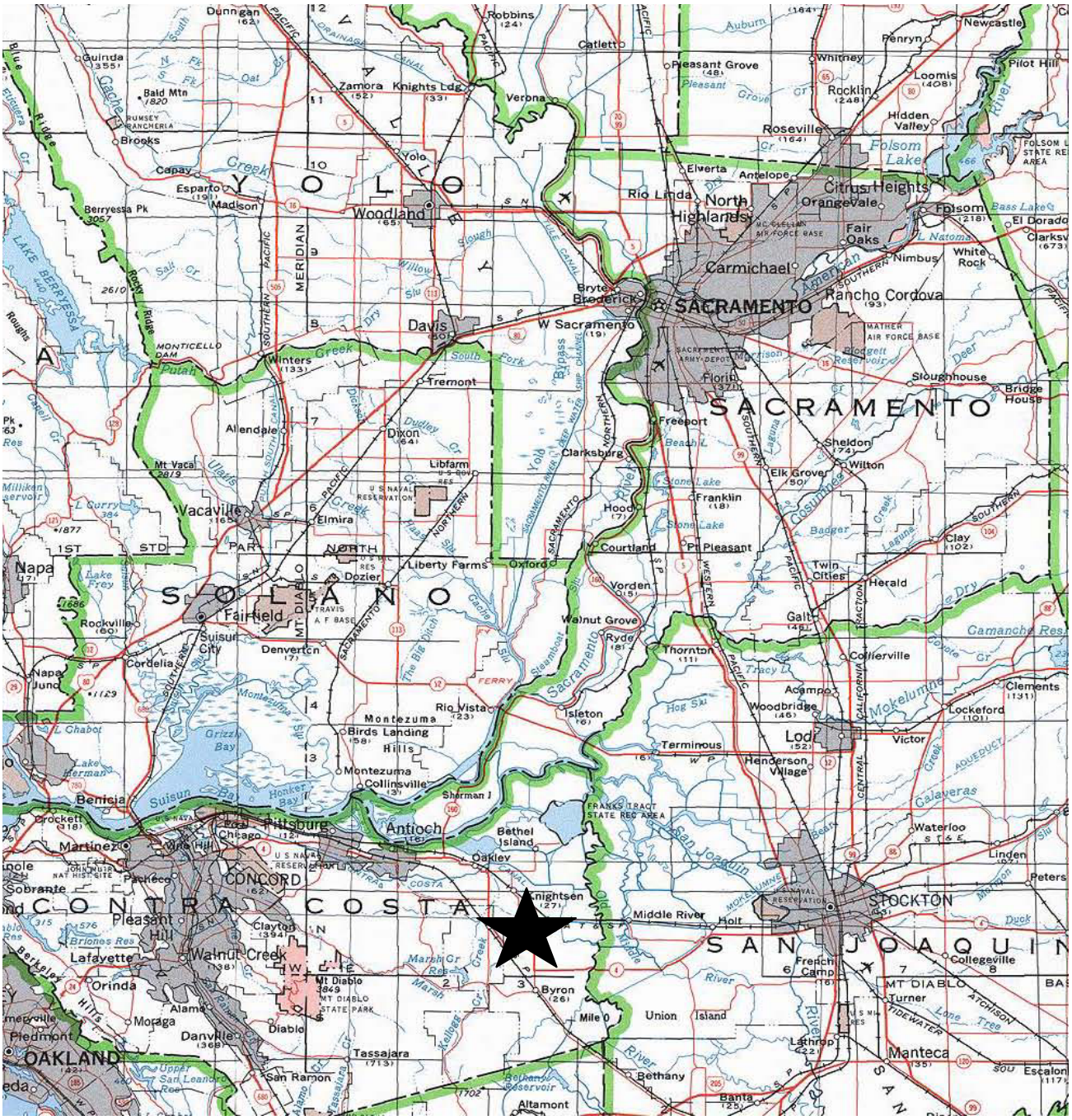


Figure 3
Plan Area Boundary Map

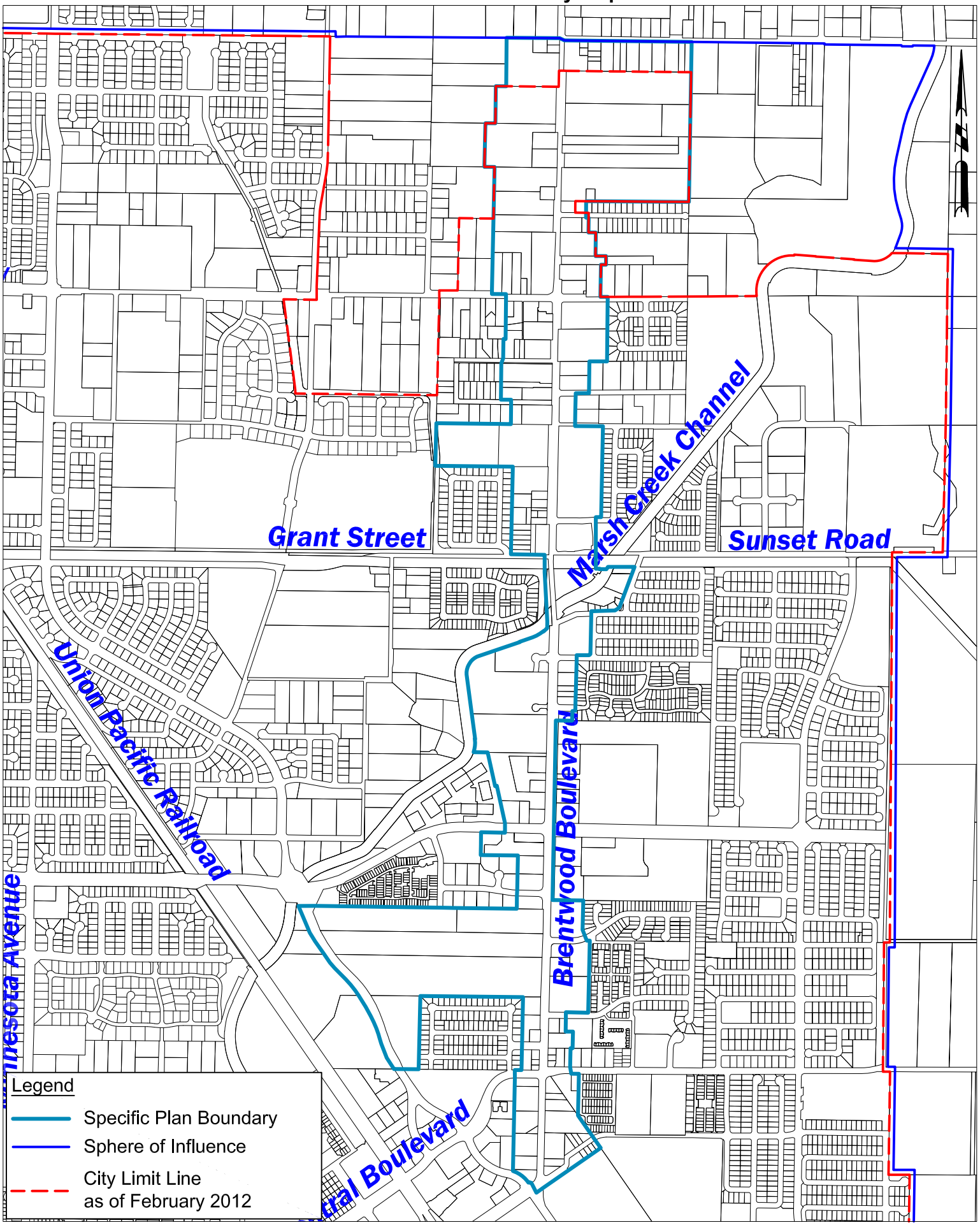


Figure 4
Specific Plan Area Map

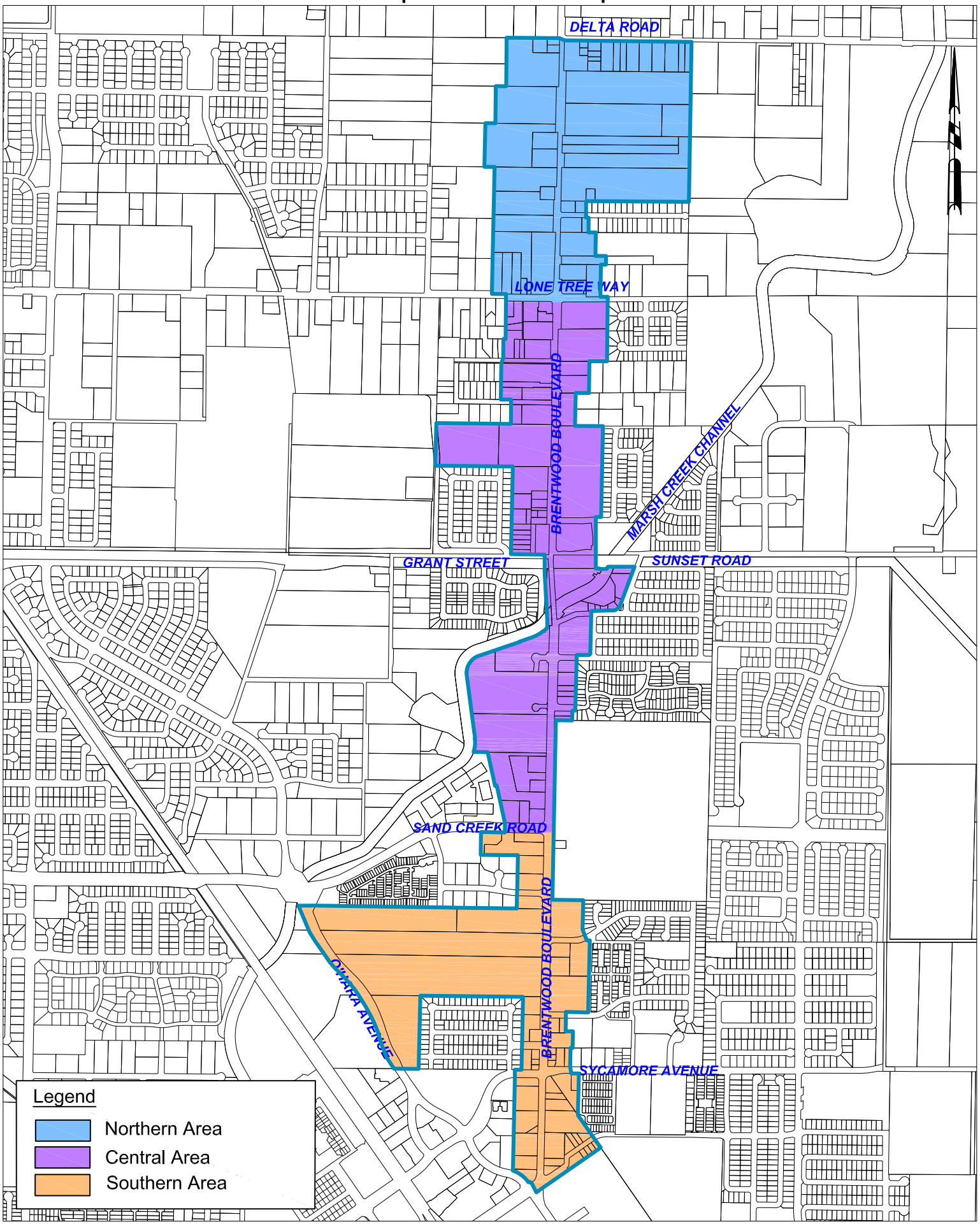


Figure 5
Vacant Land Map

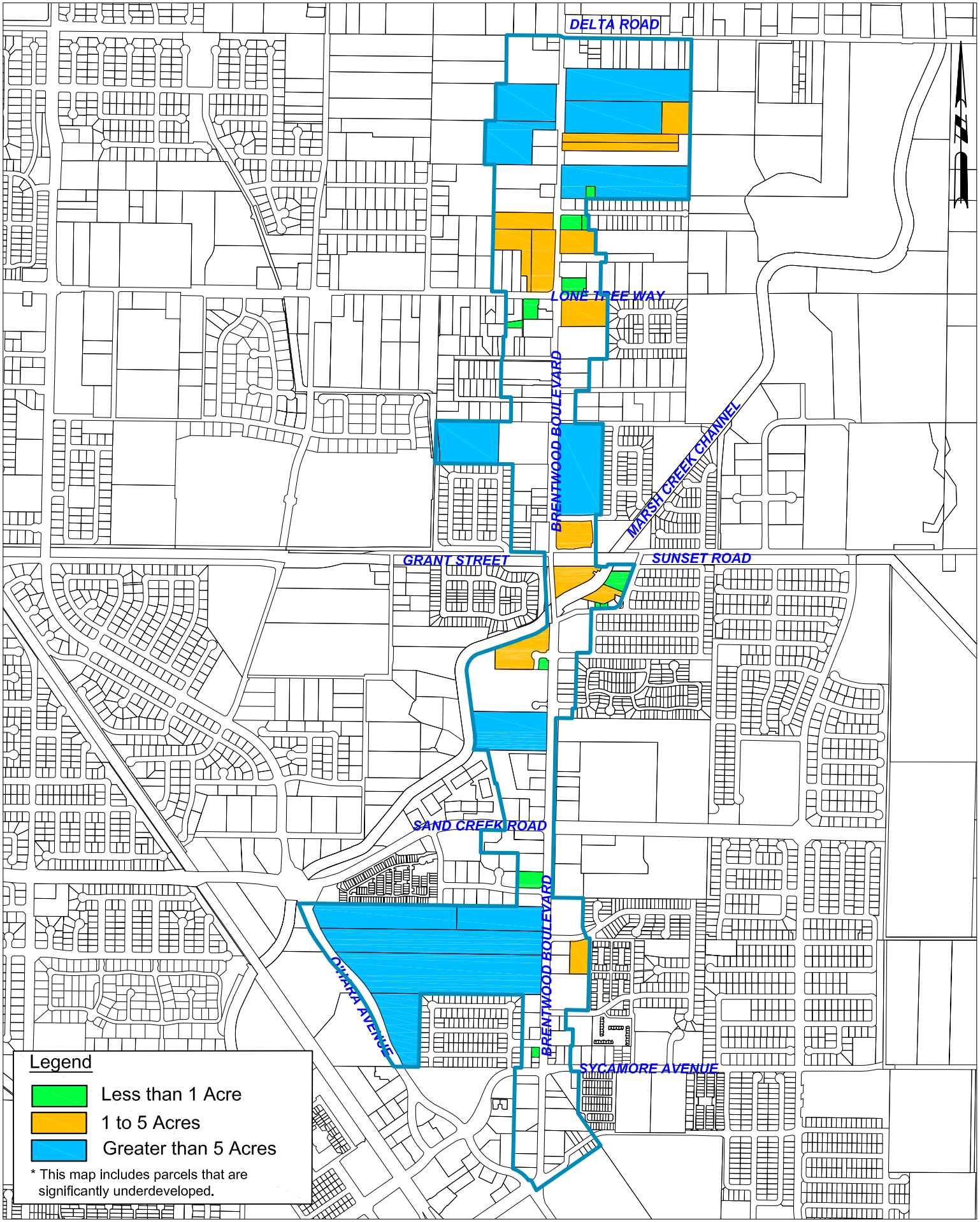
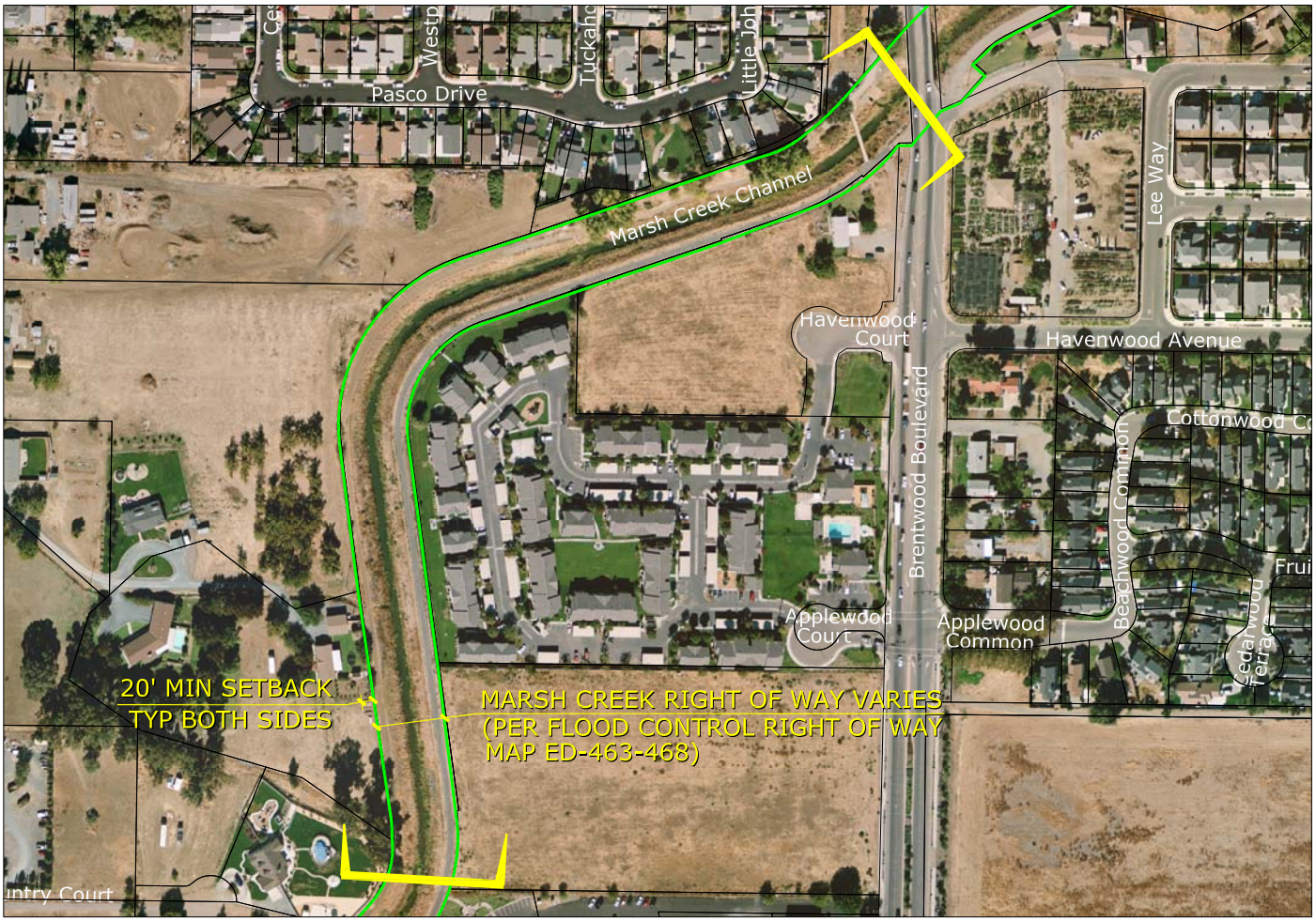
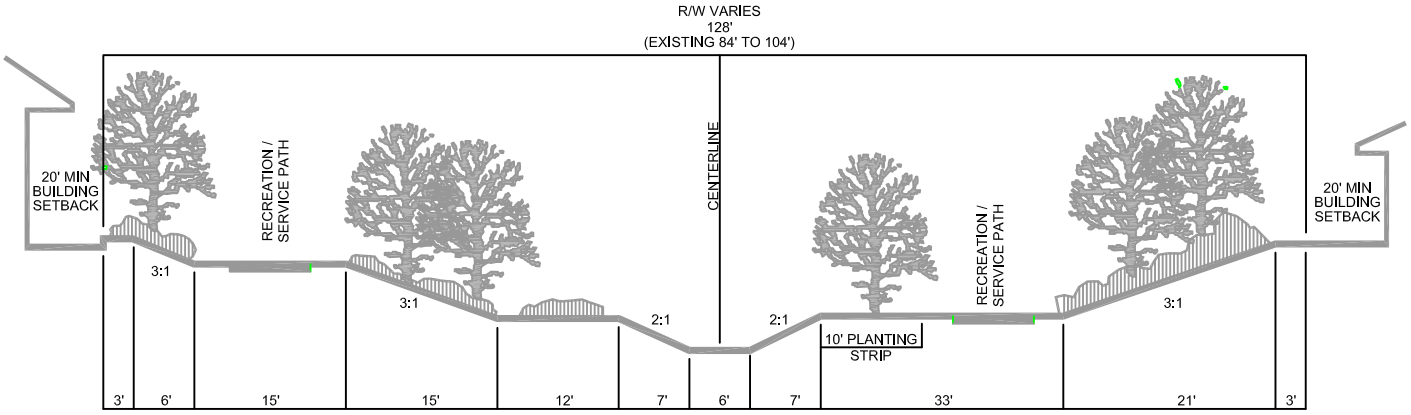


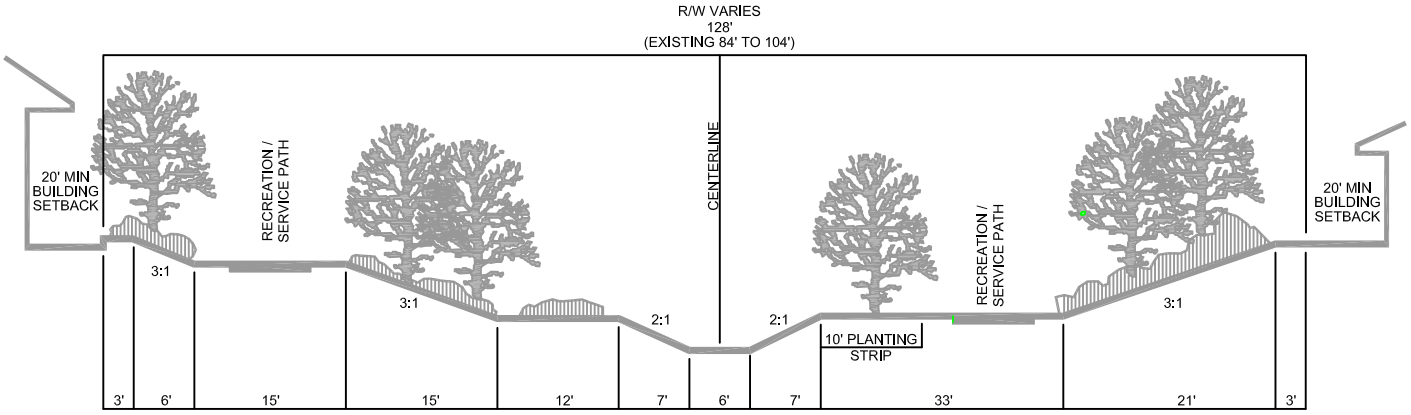
Figure 6
Marsh Creek Setback
(N of Sand Creek Road to W side of Marsh Creek Bridge)





MARSH CREEK RIGHT-OF-WAY
NOT TO SCALE

Figure 7
Marsh Creek Setback
(E side of Marsh Creek Bridge to EBMUD Mokelumne Aqueduct)



MARSH CREEK RIGHT-OF-WAY
NOT TO SCALE

Figure 8
Roadways Map

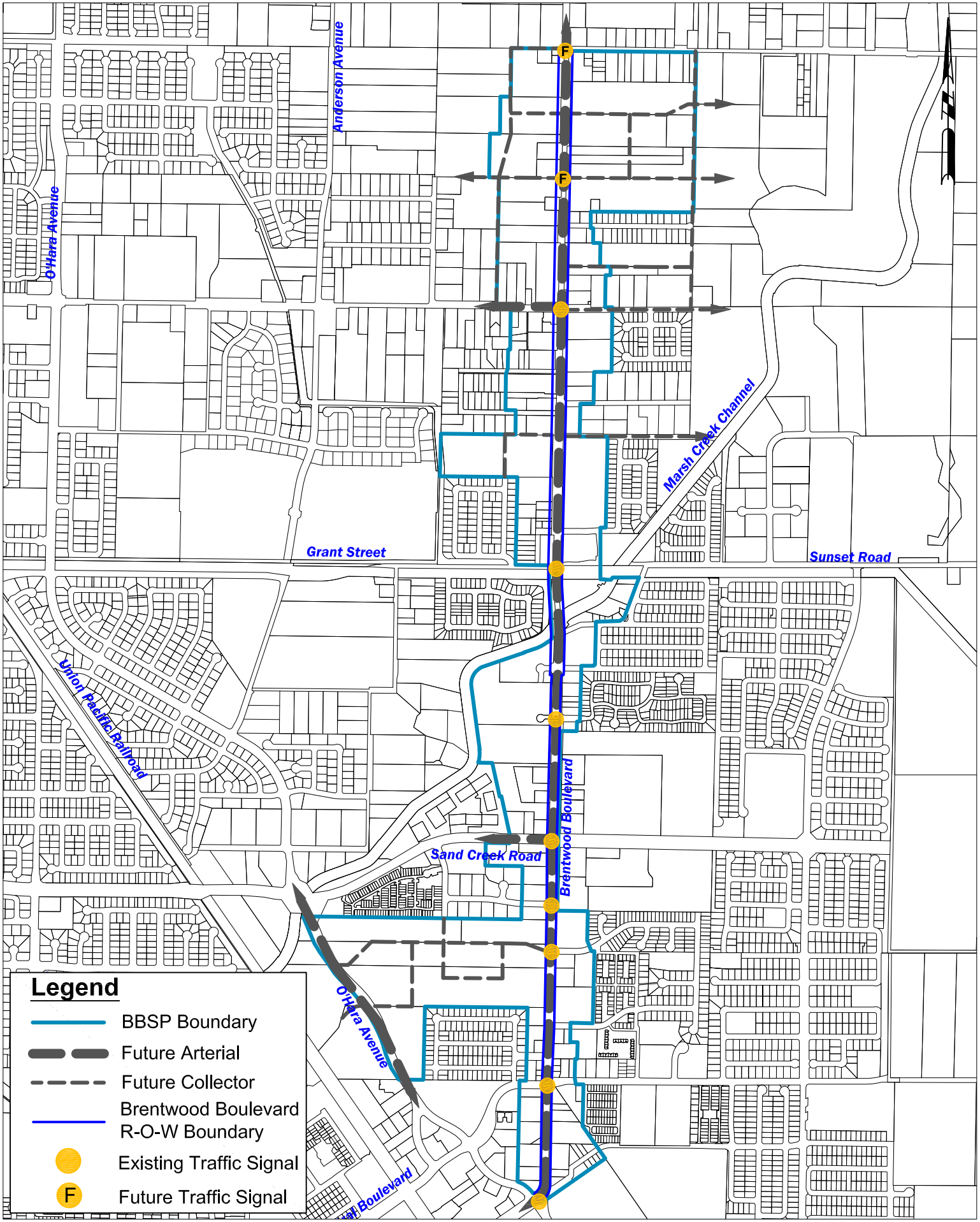


Figure 9
Arterial Roadway Cross-Section (120-Foot Right-of-Way)

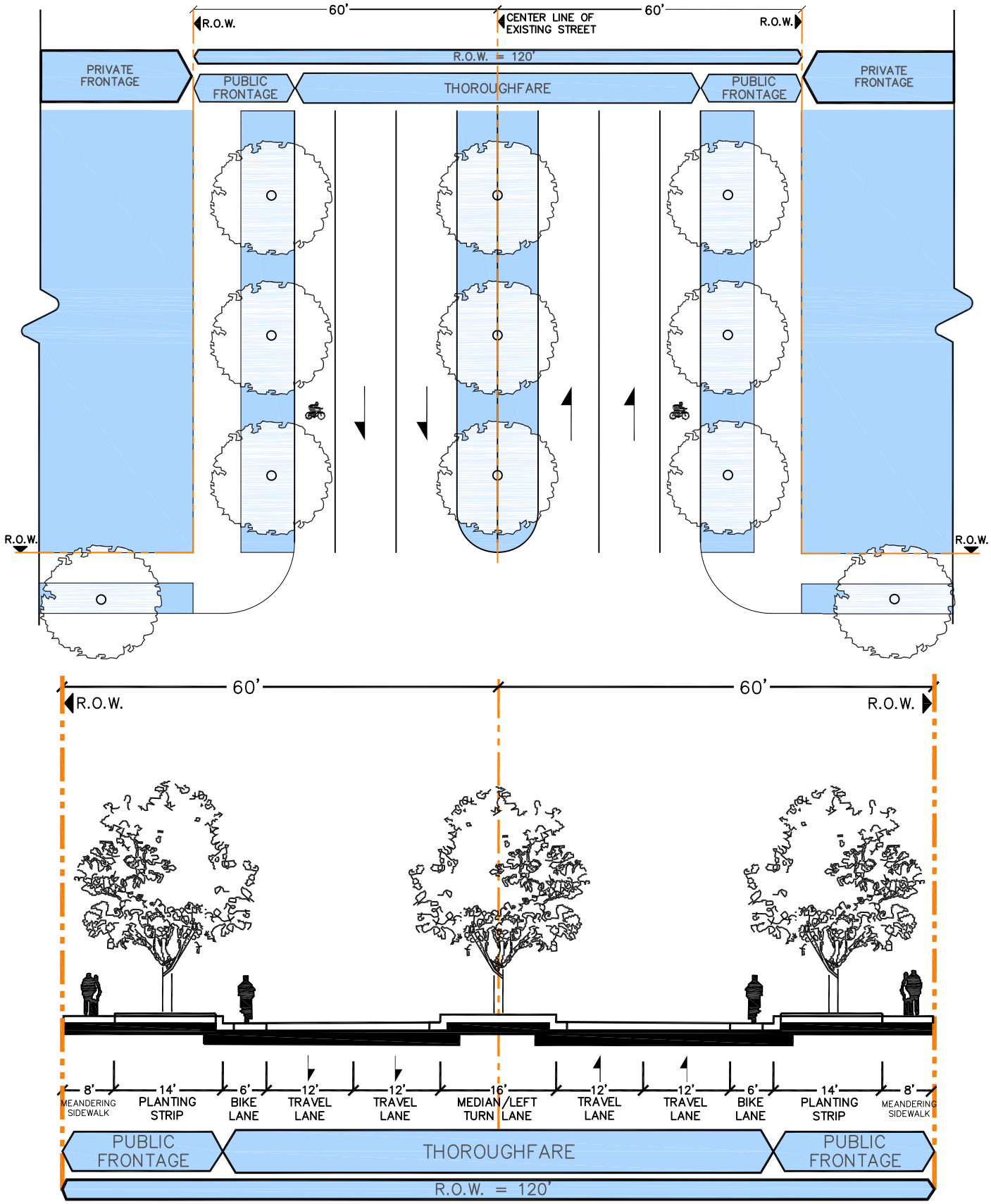
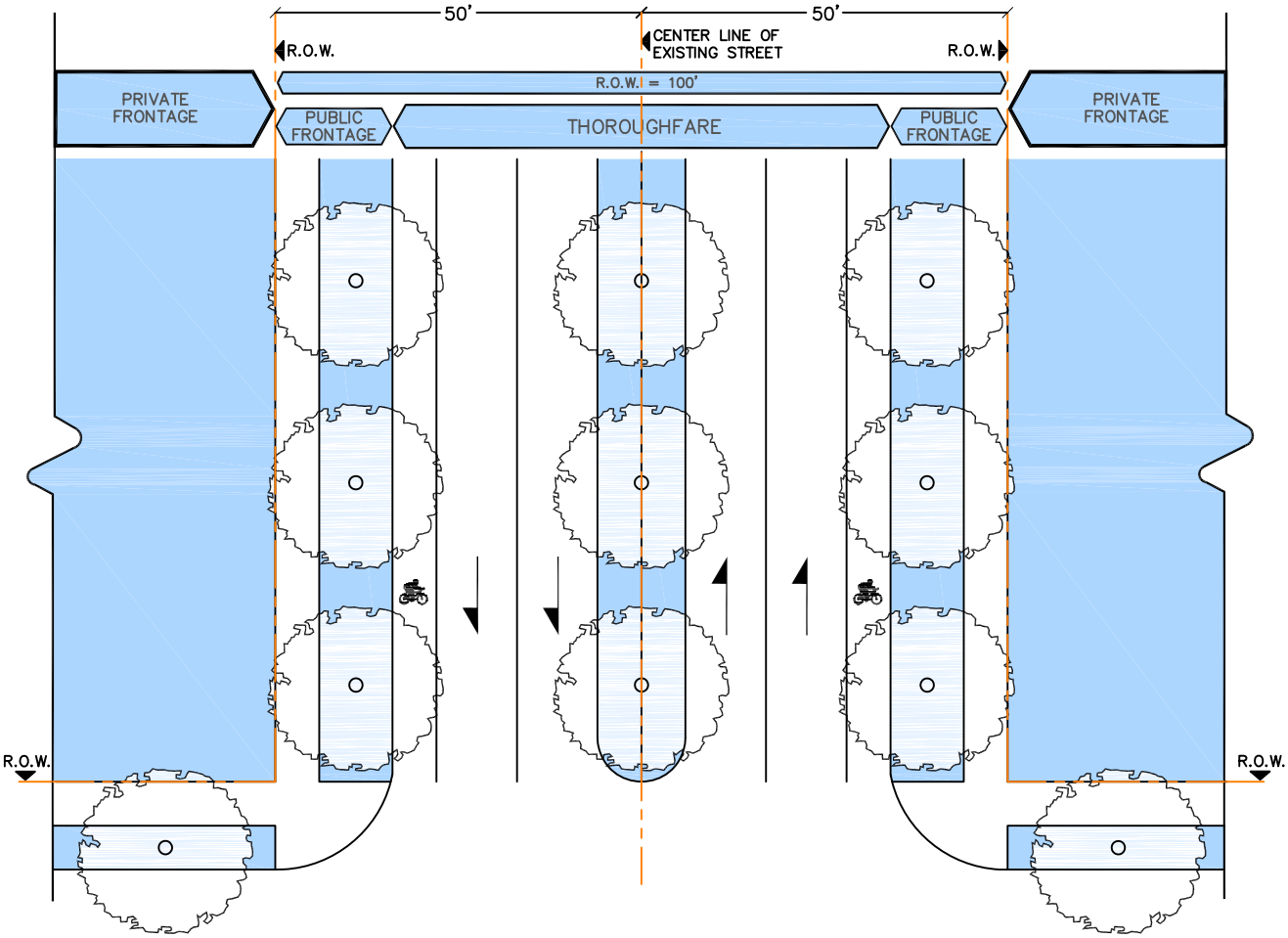


Figure 10
Arterial Roadway Cross-Section (100-Foot Right-of-Way)



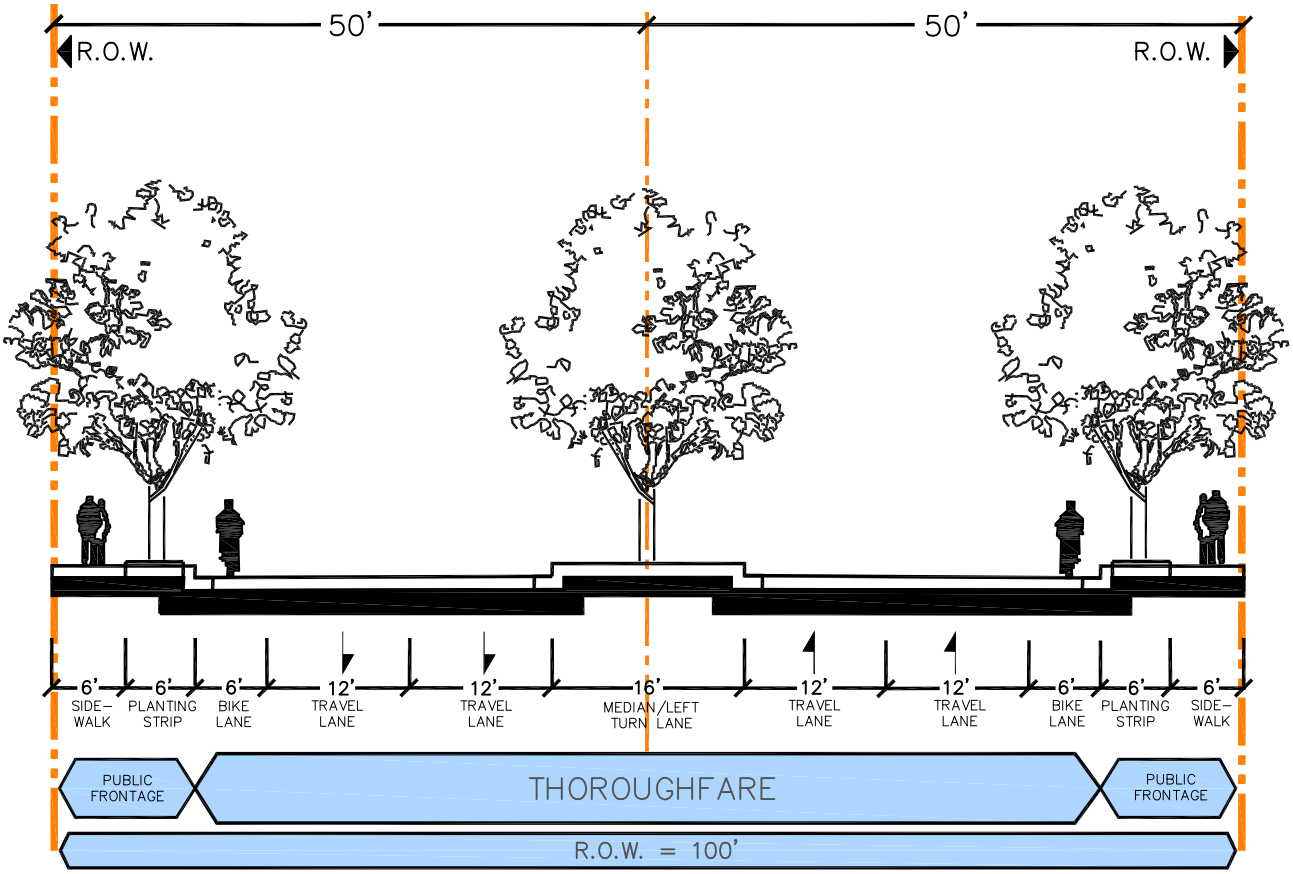


Figure 11
Collector Roadway Cross-Section (84-Foot Right-of-Way)

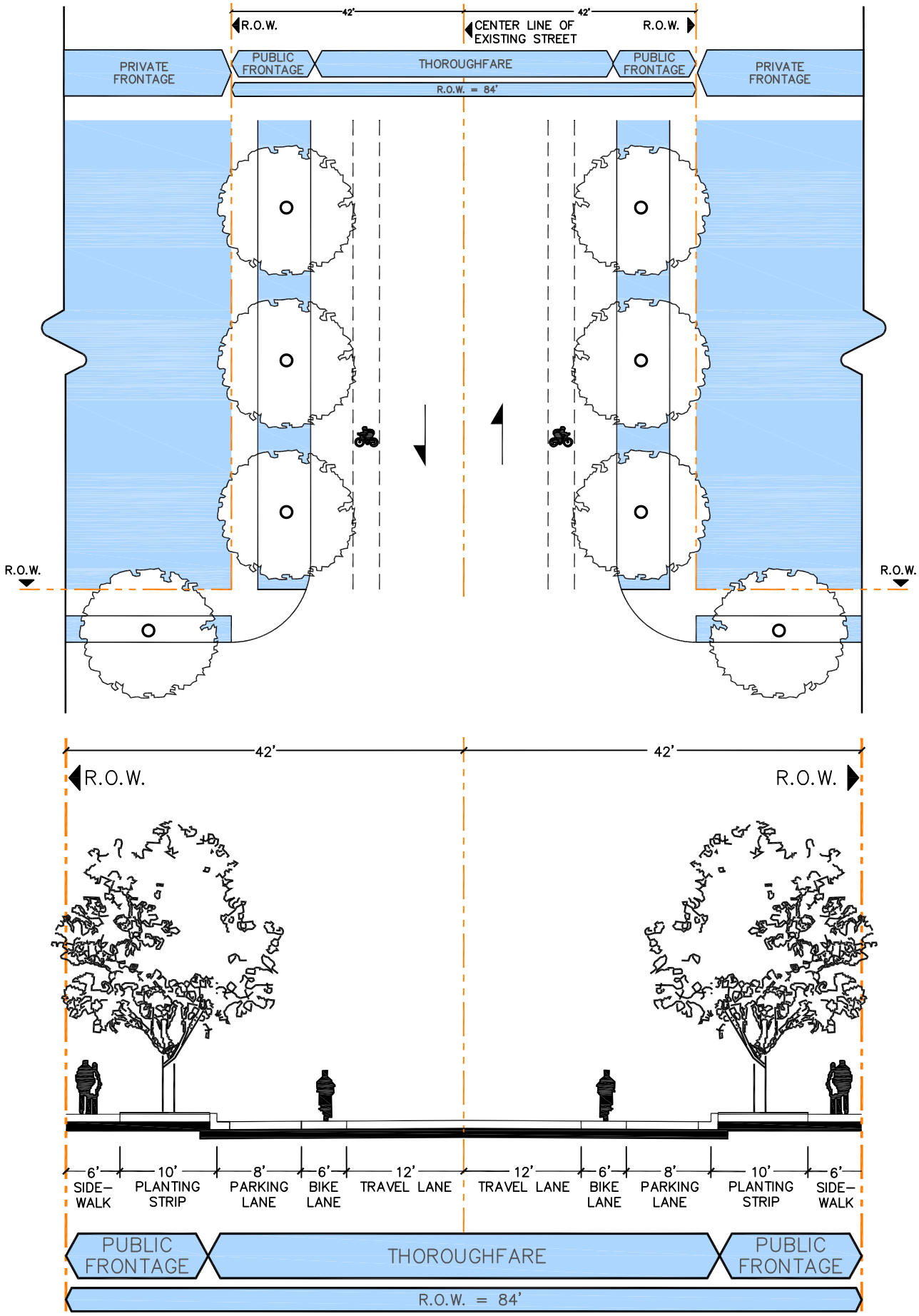


Figure 12
Roadway Right-of-Way Map

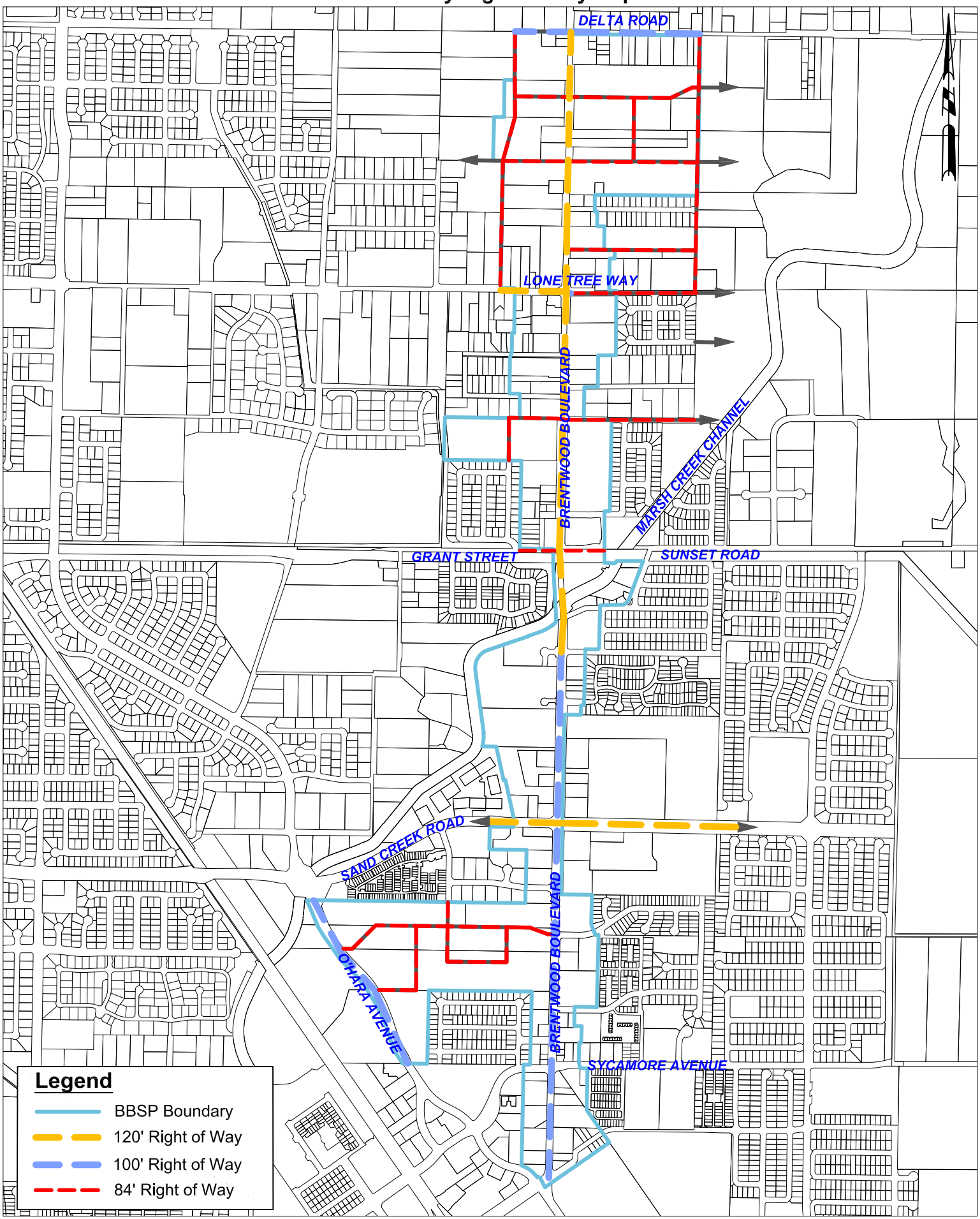


Figure 13
Planned Transit Stops Map

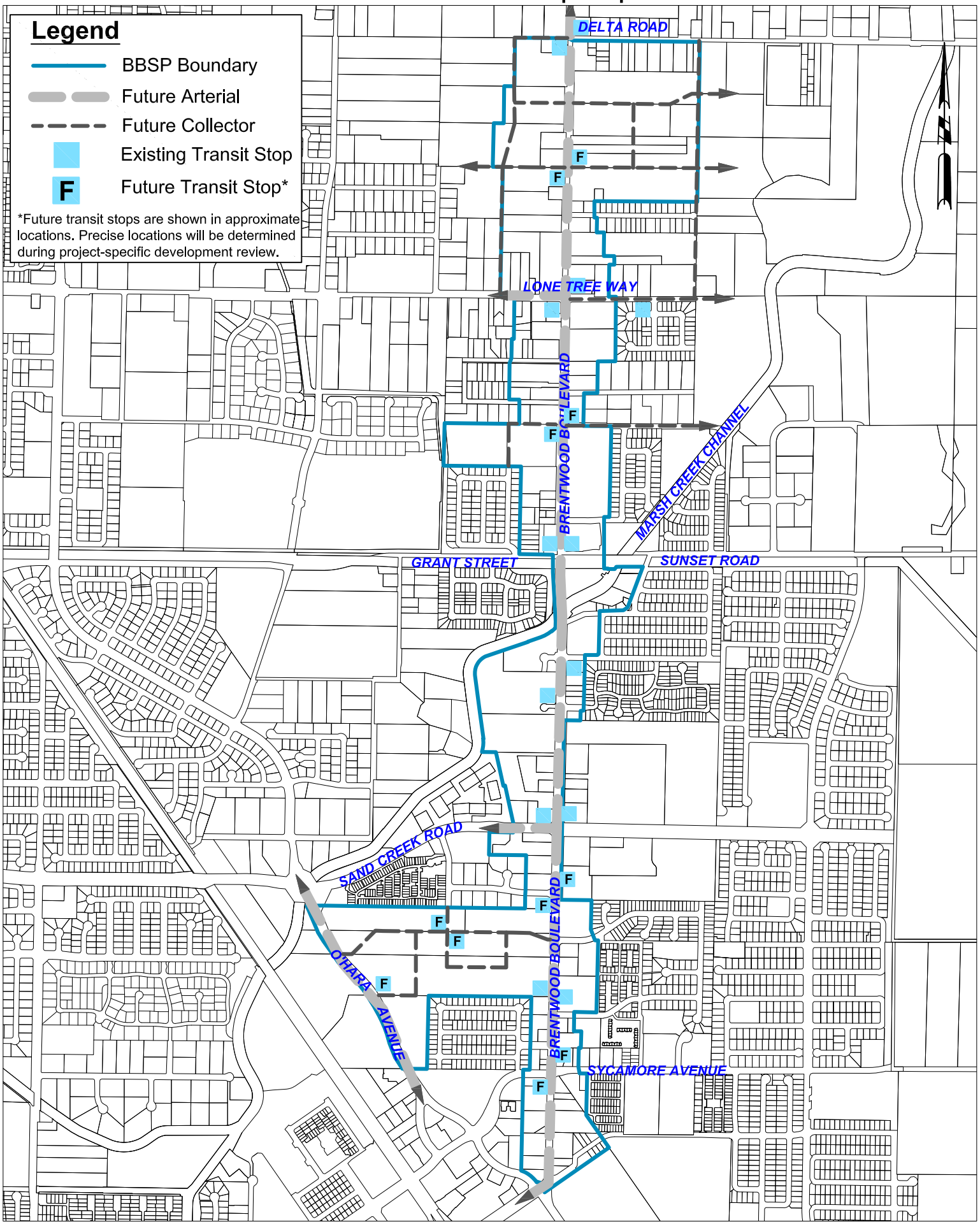


Figure 14
Bikeway Routes Map

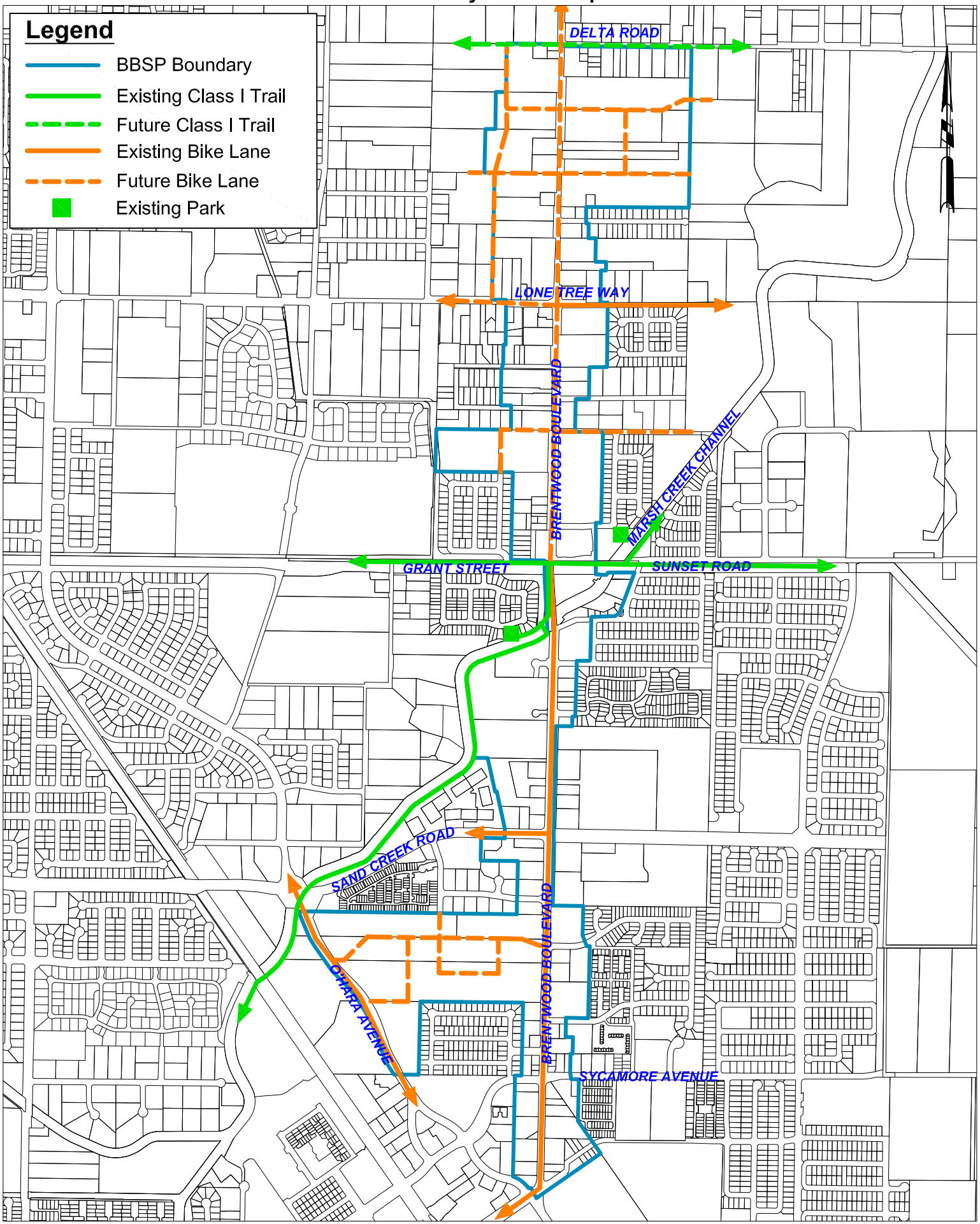


Figure 15
Northern and Central Area Utility Map

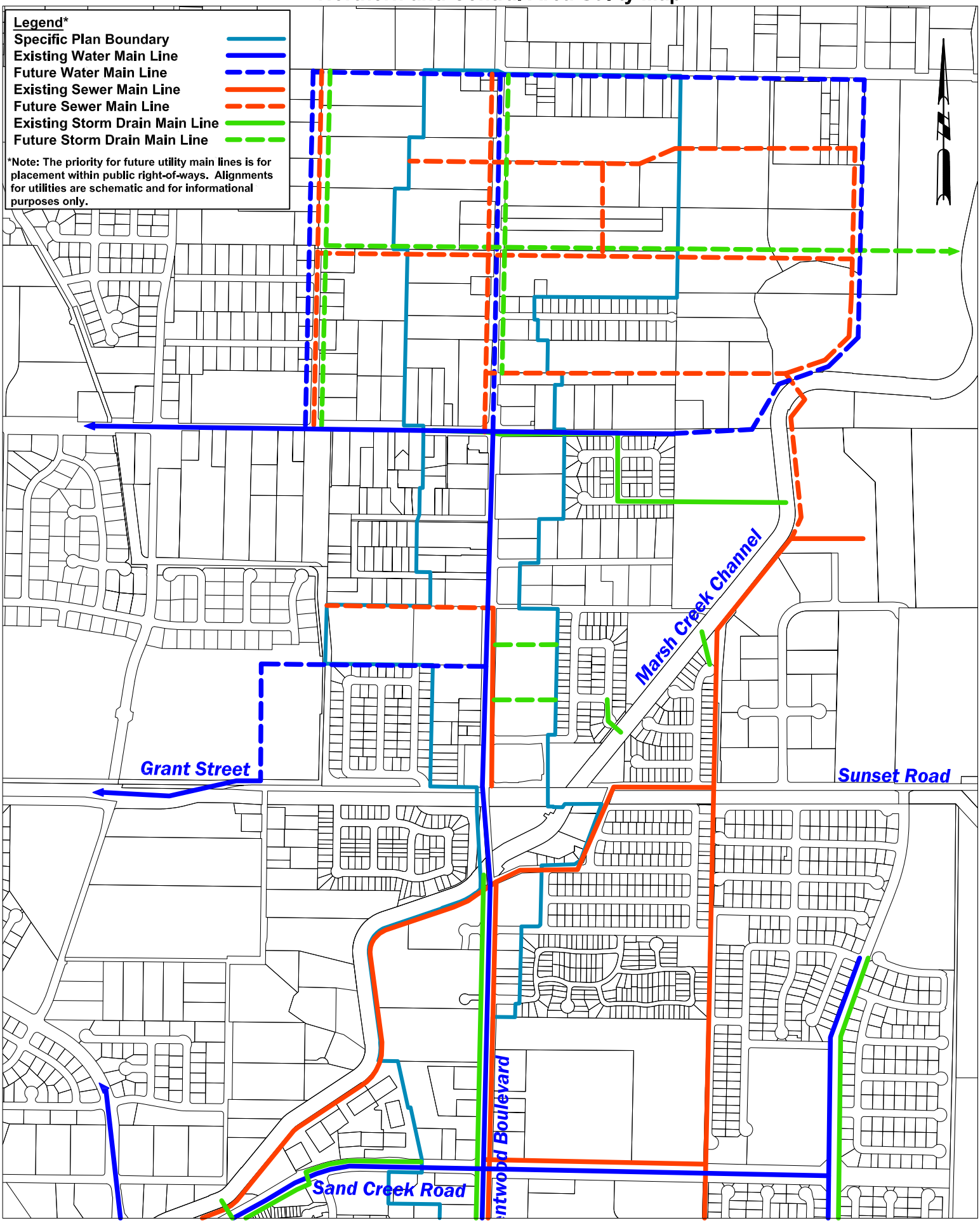


Figure 16
Southern Area Utility Map

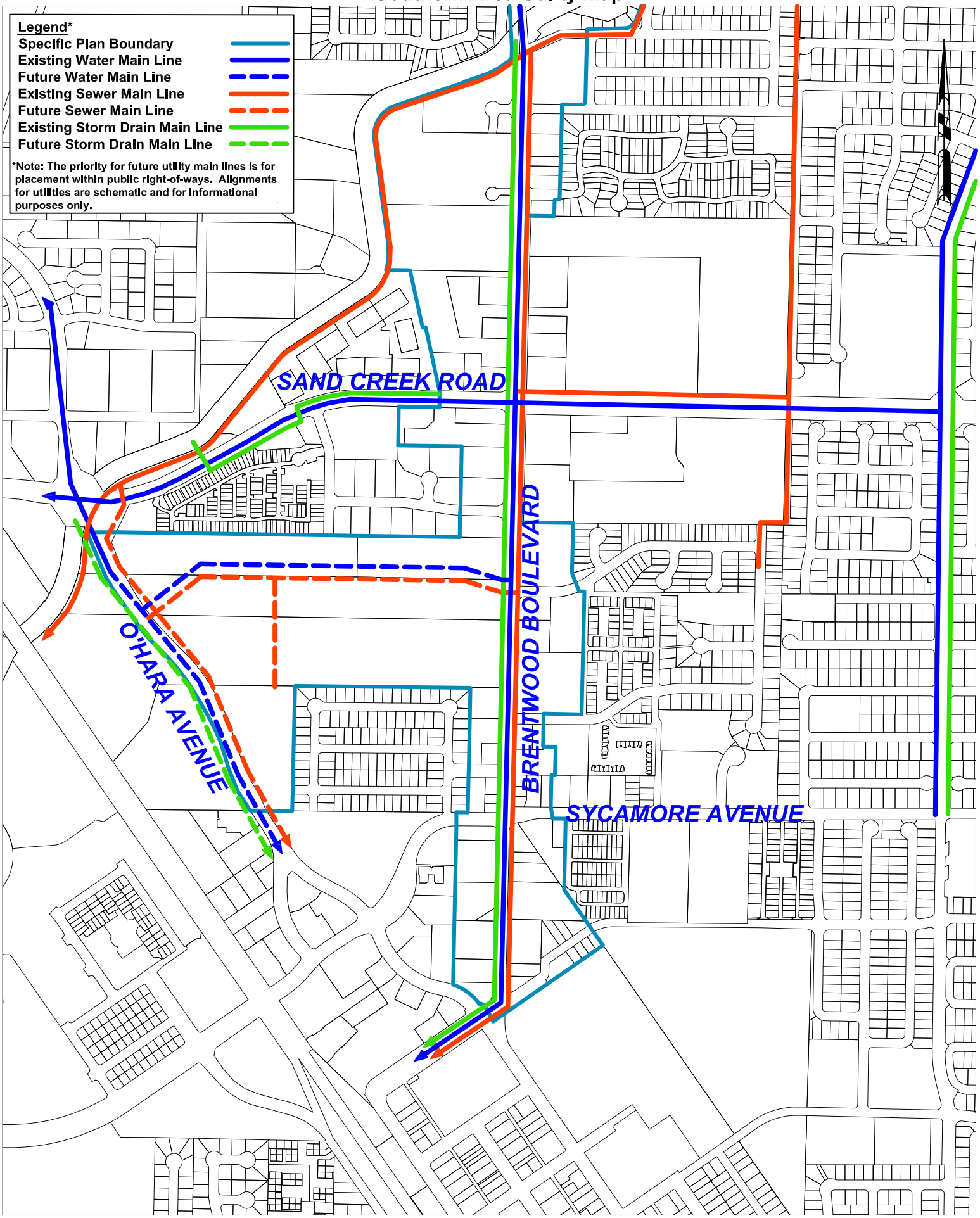


Table 1
Vacant Land by Area*

Location	Parcel Size	Total Acreage
Northern Portion	Less than one acre One to 5 acres Over 5 acres	2.17 17.75 38.7
Northern Portion Total		58.62
Central Portion	Less than one acre One to 5 acres Over 5 acres	2.1 11.7 22.67
Central Portion Total		36.47
Southern Portion	Less than one acre One to 5 acres Over 5 acres	1.18 1.6 53
Southern Portion Total		55.78
Total Vacant Land		**150.87**

*Note: Vacant acreage includes parcels with 25% or less of the area developed with permanent or semi-permanent structures.

Table 2
Land Use Plan Summary

Land Use	Acreage	COI Building Area	Planned Jobs	Total Dwelling Units
Medium Density	32.64	N/A	N/A	359
High Density	9.74	N/A	N/A	188
General Commercial	29	315,810	1,053	N/A
Mixed-Use (COIR)	108.05	329,466	916	1,513
Mixed-Use (COI)	80.98	821,222	1,572	N/A
Open Space	5.65	N/A	N/A	N/A
Total	**266.06**	**1,466,498**	**3,541**	**2,060**

1. Planned new dwelling unit figures are provided for the maximum residential density for each land use category. Planned job figures are based upon the anticipated square footage of a non-residential land use type. The square footage is estimated based on anticipated Floor Area Ratio (FAR) as follows: General Commercial FAR of 25%, Office FAR of 25%, and Industrial FAR of 20%. FAR is the ratio of usable building square footage to total site square footage. The anticipated employment density is one employee per 300 square feet for retail, one employee per 350 square feet for office, and one employee per 500 square feet for industrial.

2. The Specific Plan includes two mixed land use categories. The Mixed-Use Commercial/Office/Industrial/Residential (COIR) category and the Mixed-Use Commercial/Office/Industrial (COI) category. The assumed land uses in the Mixed-Use COIR category are 10% of gross acreage Commercial, 10% of gross acreage Office, 10% of gross acreage Industrial, and 70% of gross acreage High Density Residential (11-20 dwelling units per acre). The assumed land uses in the Mixed-Use COI category are 30% of gross acreage Commercial, 35% of gross acreage Office, and 35% of gross acreage Industrial.

3. Specific Plan total acreage within the table excludes existing roadways.

Table 3
Northern Area Parcel Information

APN	Acreage	Sub Area	Owner	Address
18 040007	0.50	Northern	MCINTYRE DAVID J & NANCY A	6011 Brentwood Blvd
18 040008	0.24	Northern	MENDOZA MIGUEL & MARIANA	6021 Brentwood Blvd
18 040009	0.29	Northern	BROWN ARTHUR J & YVONNE	6031 Brentwood Blvd
18 040013	1.00	Northern	COBB CHARLOTTE M TRE	6201 Brentwood Blvd
18 040015	1.22	Northern	TURNER PAUL & KELLY	6241 Brentwood Blvd
18 040025	5.36	Northern	DRENIK LOUISE M TRE	60 Old Stagecoach Road
18 040027	5.44	Northern	DIAS ALBERT L & ROSELLA V TRE	59 67 Old Stagecoach Road
18 040030	5.39	Northern	AMARO RICHARD P & EVELYN TRE	Brentwood Blvd
18 050003	2.76	Northern	FAIX ROBERT W	8370 Lone Tree Way
18 050004	0.25	Northern	FAIX ROBERT W	8360 Lone Tree Way
18 050005	0.93	Northern	WHITTERN WAYNE D TRE	8350 Lone Tree Way
18 050006	1.03	Northern	BLOODWORTH ALICE TRE	8340 Lone Tree Way
18 050007	1.03	Northern	OROZCO LUIS JR & CELIA P	8330 Lone Tree Way
18 050015	3.35	Northern	HOM CLARENCE G & JULIA TRE	8400 Lone Tree Wy
18 050029	3.31	Northern	STACK EDWARD E TRE	6271 Brentwood Blvd
18 050031	0.52	Northern	STACK EDWARD E TRE	6303 Brentwood Blvd
18 050032	3.07	Northern	ROCKENBAUGH CHRISTOPHER A	6337 Brentwood Blvd
18 050033	2.44	Northern	FAN LI	6357 Brentwood Blvd
18 250009	0.97	Northern	GOLDEN SHEPHARDS INC	6400 Brentwood Blvd
18 250011	1.10	Northern	KAPLAN ABE ET AL	6440 Brentwood Blvd
18 250013	10.99	Northern	DRISKILL MICHAEL W & JOLENE	8424 Lone Tree Way
18 250017	2.00	Northern	SERB JOHN / MARY E TRUST	6360 Brentwood Blvd
18 250019	0.94	Northern	LEM ALBERT G & SARAH TRE	8410 Lone Tree Way
18 250020	0.02	Northern	CITY OF BRENTWOOD	8414 Lone Tree Way
18 260001	0.40	Northern	NUNN RONALD E & SHIRLEY A	6330 Brentwood Blvd
18 260002	0.35	Northern	BARKER ERIN JOHN	100 Sims Road
18 260039	0.78	Northern	CONTRA COSTA NURSERY	101 Sims Road
18 260040	0.22	Northern	DEMARTINI DEWEY & CAROLYN TRE	Sims Road
18 270001	2.50	Northern	LUCCHESI ALAN M & JULIE A	6200 Brentwood Blvd
18 270002	2.50	Northern	LUCCHESI ALAN M & JULIE A	Brentwood Blvd
18 270004	10.77	Northern	NUNN RONALD E & SHIRLEY A	6280 Brentwood Blvd
18 270005	0.23	Northern	NUNN RONALD & SHIRLEY	6300 Brentwood Blvd
18 270006	4.83	Northern	TOMPKINS VAL H & LYDIA D TRE	6240 Brentwood Blvd
18 280001	1.70	Northern	TALBERT LAUREL M JR & NICOLE D	31 Delta Road
18 280002	0.18	Northern	CALDERON JOSE H & IRMA	41 Delta Road
18 280003	0.16	Northern	MIDDLETON LINDEN C & BARBARA K	435 Memory Lane
18 280004	0.38	Northern	PERKINS LEANNE M	51 Delta Road
18 280006	0.31	Northern	SURGES CHARLES W	460 Memory Lane
18 280008	0.51	Northern	ROBERTS KENNETH D & ALICE D	81 Delta Road
18 280009	0.43	Northern	MARTINEZ TRUST	91 Delta Road
18 280010	0.94	Northern	MOONEY FREDERIC WILLIAM JR	111 Delta Road
18 280011	0.94	Northern	PETRELL JEREMY	143 147 Delta Road
18 280012	0.94	Northern	MARTINEZ RAFAEL S & REGINA TRE	161 165 Delta Road
18 280013	0.94	Northern	STRAUB CARL M & DARLENE TRE	193 Delta Road
18 280014	0.47	Northern	BARTELL BRUCE & SUZZETTE	239 243 Delta Road
18 280015	0.47	Northern	BARTELL BRUCE & SUZZETTE	253 257 Delta Road
18 280017	7.47	Northern	LUCCHESI ALAN M & JULIE A TRE	Brentwood Blvd
18 280018	9.66	Northern	LUCCHESI ALAN M & JULIE TRE	Brentwood Blvd
18 280019	2.20	Northern	LUCCHESI ALAL M TRE	Brentwood Blvd
18 280020	0.13	Northern	MARTINEZ ROSARIO	450 Memory Lane
18 280021	0.18	Northern	GUTIERREZ CHALENE MARCELLA	440 Memory Lane
18 280022	0.85	Northern	RODRIGUEZ, LUIS & LUZ	61 Delta Road

Table 4
Central Area Parcel Information

APN	Acreage	Sub Area	Owner	Address
16 010003	0.12	Central	TORRES NESTORA O LIVING TRUST	1905 Jayne Way
16 010004	0.27	Central	TORRES NESTORA O LIVING TRUST	179 Kayla Road
16 010005	0.10	Central	MERCADO FELIPE G & ELENA	Sunset Road
16 010006	0.09	Central	MERCADO FELIPE G & ELENA	Sunset Road
16 010007	0.13	Central	SINGH ASHVIN	167 Kayla Place
16 010013	0.93	Central	BRENTWOOD REDEVELOPMENT AGENCY	1909 Jane Way
16 010015	1.03	Central	BRENTWOOD REDEVELOPMENT AGENCY	1907 Jane Way
16 010016	2.10	Central	BRENTWOOD REDEVELOPMENT AGENCY	7030 Brentwood Blvd
16 010017	0.38	Central	TWEDT TELMER H & GENEVA TRE	163 Kayla Road
16 010019	0.33	Central	MORA JESUS & HEROLINDA D	1913 Jane Way
16 110030	3.38	Central	DISCOVERY BUILDERS INC	7201 Brentwood Blvd
16 110031	3.51	Central	BRENTWOOD CITY OF	1101 Sand Creek Road
16 180014	2.98	Central	GROVE SUNSET LP	201 Sunset Road
16 200003	4.80	Central	EBMUD	Sunset Road
16 230008	0.52	Central	ELKINS BEATRICE P TRE	7172 Brentwood Blvd
18 150011	0.27	Central	GEE KING WAH KAY	Lone Tree Way
18 150013	0.03	Central	PRICE BARBARA TRE	Lone Tree Way
18 150018	0.22	Central	CASTRO JOSE	100 Sunrise Drive
18 150028	0.46	Central	CHUMBAR SATNAMS & BALVIR KAUR	8401 Lone Tree Way
18 150040	1.05	Central	MOORE DANNY A & LAURA	6563 Brentwood Blvd
18 150042	0.60	Central	GEE KING WAH KAY	8383 Lone Tree Way
18 150043	0.29	Central	MCGRATH THOMAS P & GLORIA E	8379 Lone Tree Way
18 150045	0.26	Central	HOMER GLENN	110 Sunrise Dr
18 150046	0.88	Central	LOPEZ HOPE	130 Sunrise Dr
18 150048	0.34	Central	PRICE BARBARA TRE	6521 Brentwood Blvd
18 150051	0.06	Central	CHO JERRY	Lone Tree Way
18 150052	0.70	Central	TEETER WILLIAM J / MICHAEL J.	Lone Tree Way
18 150053	1.29	Central	VALLE JESUS GUZMAN & CARMEN	6611 Brentwood Blvd
18 160028	0.48	Central	LLG GROUP LLC	81 Gregory Lane
18 160029	1.45	Central	LLG GROUP LLC	6745 Brentwood Blvd
18 160032	0.86	Central	LLG GROUP LLC	6715 Brentwood Blvd
18 160035	2.38	Central	LLG GROUP LLC	6655 Brentwood Blvd
18 160036	0.72	Central	LLG GROUP LLC	Gregory Ln
18 160037	0.62	Central	LLG GROUP LLC	110 Gregory Lane
18 170003	6.17	Central	PASCHALL DIANNA L	Brentwood Blvd
18 170005	5.00	Central	PASCHALL DIANNA L	6823 Brentwood Blvd
18 180008	0.10	Central	F/D MARTIN FAM LP	6911 Brentwood Blvd
18 180011	1.22	Central	PENTECOSTAL HOLINESS CHURCH	6955 Brentwood Blvd
18 180012	0.28	Central	FEDERAL NAT'L MTG ASSN. FNMA	6 Almond St
18 180013	0.23	Central	STOLHAND EARNEST JR & BARBARA	5 Almond St
18 180014	0.23	Central	KRABER RODNEY L NICOLE J	4 Almond St
18 180015	0.23	Central	WOLTER C BRENT	3 Almond St
18 180016	0.23	Central	KAPPHAHN APRIL	2 Almond St
18 180017	0.23	Central	DRYDEN LORACE	1 Almond St
18 180020	2.30	Central	PIZZAGONI JOHN & KRISTINA M	6877 Brentwood Blvd
18 180096	0.31	Central	MARTIN FRANK III TRE	Brentwood Blvd
18 180097	0.31	Central	MARTIN FRANK III TRE	6901 Brentwood Blvd
18 180098	0.11	Central	MARTIN FRANK III TRE	Brentwood Blvd
18 180099	0.15	Central	MARTIN FRANK III TRE	6917 Brentwood Blvd
18 180100	0.26	Central	ESTENSON JIM & BECKY	7 Almond St.
18 180101	0.20	Central	MARTIN FRANK III TRE	6909 Brentwood Blvd
18 180102	0.64	Central	MARTIN FRANK III TRE	6903 Brentwood Blvd
18 180103	0.53	Central	MARTIN FRANK III TRE	6905 Brentwood Blvd
18 190018	9.83	Central	CRANTZ FAMILY TRUST	Sunset Rd
18 190020	2.24	Central	SANDOVAL MARINO & NICOLE	6970 Brentwood Blvd
18 230014	1.21	Central	BLACK GOLD PARTNERS INC	6750 Brentwood Blvd
18 230035	1.00	Central	PARVIZI ROBABEH 2001	6670 Brentwood Blvd
18 230036	1.23	Central	ST. FINANCIAL INCORPORATED	6700 Brentwood Blvd
18 230037	3.62	Central	BRENTWOOD INVESTORS	6600 Brentwood Blvd
18 230042	3.03	Central	BUTLER WILLIAM L TRUST	Lone Tree Way

Table 5
Southern Area Parcel Information

APN	Acreage	Sub Area	Owner	Address
13 010012	1.29	Southern	GARAVENTA MARY C TRE	8111 Brentwood Blvd
13 010013	0.73	Southern	G & G INVESTMENTS	8157 Brentwood Blvd
13 010016	0.47	Southern	EVANS WILLIAM A TRE	1300 Central Blvd
13 010050	0.41	Southern	GHIGGERI LILIANA TRE	Second St
13 010064	1.45	Southern	MILADINOVICH EDITH TRE	8065 Brentwood Blvd
13 010084	1.16	Southern	BILL BRANDT FAM PARTNERSHIP	8085 Brentwood Blvd
13 010085	0.13	Southern	BILL BRANDT FAM PARTNERSHIP	8091 Brentwood Blvd
13 021010	0.28	Southern	DIABLO VALLEY MOSQ ABATEMENT	29 Spruce St
13 021011	0.21	Southern	MARTINEZ BENNIE B TRE	27 Spruce St
13 021012	0.11	Southern	VEGA CARLOS	19 Spruce St
13 021013	0.20	Southern	OCHOA ARTHUR C & TERESA	1 Spruce St
13 021022	1.14	Southern	SILVA RICCI A	8130 Brentwood Blvd
13 021023	0.32	Southern	BROWN J MICHAEL & CINDI S TRE	8150 Brentwood Blvd
13 021024	0.22	Southern	CALIFORNIA STATE OF	Brentwood Blvd
13 021028	1.91	Southern	BILL BRANDT FAMILY PARTNERSHIP	8090 Brentwood Blvd
13 021029	0.30	Southern	PICHE JERRY D.	48 Sycamore Ave
13 021034	1.13	Southern	BEASLEY INVESTMENTS INC.	44 Sycamore Ave
13 021035	0.66	Southern	CASE ROGER E/ DEPIERO VAN	8040 Brentwood Blvd
13 021036	0.36	Southern	BEASLEY PATRICIA TRE	8010 Brentwood Blvd
13 021037	0.27	Southern	KIRK DOUGLAS J & ANNETTE B TRE	8020 Brentwood Blvd
13 022001	0.39	Southern	LIBERTY UNION HIGH SCHOOL DIST	Spruce St
13 022002	0.13	Southern	SANABRIA MAXIMINO & MARIA TRE	26 Spruce St
13 022003	0.11	Southern	GARCIA GENARO TRE	18 Spruce St
13 022004	0.11	Southern	MEEK ROGER L & MARY	10 Spruce St
13 022005	0.11	Southern	URENDA HERMAN J	2 Spruce St
16 110011	9.03	Southern	OREGON INVESTORS III	7251 Brentwood Blvd
16 110012	6.71	Southern	ENGLUND CHESTER W JR TRE/ ENGLUND F	7303 Brentwood Blvd
16 110017	1.68	Southern	GERSHMAN PROPERTIES LLC	51 Sand Creek Road
16 110018	0.53	Southern	HERMAN BRIAN H & PATRICIA TRE	41 Sand Creek Rd
16 110019	0.53	Southern	MCDONALDS CORPORATION	7455 Brentwood Blvd
16 110020	0.44	Southern	KREBS JUAN A & MADELYNN M	7377 Brentwood Blvd
16 110021	0.70	Southern	EDWARDS DARRELL TRE	7351 Brentwood Blvd
16 110022	0.90	Southern	SAND CREEK ASSOCIATES LLC	71 Sand Creek Rd
16 110026	0.62	Southern	LATSIS ANTONIOS	Sand Creek Rd
16 110027	2.09	Southern	FBB REO I LLC	50 Sandcreek Rd
16 110042	0.67	Southern	KAI HOSPITALITY LP	Sand Creek Rd
16 120020	12.31	Southern	MANGINI LOUIS E & MARIAN TRE	Brentwood Blvd
16 120024	5.06	Southern	ROCHE WILLIAM & DAVID S TRE	Brentwood Blvd
16 120025	8.31	Southern	VOLPONE MARIA B TRE	Brentwood Blvd
16 120028	1.12	Southern	BMS INVESTMENTS 4 LLC	7605 Brentwood Blvd
16 120029	1.00	Southern	GREGORY INVESTMENT CO LP	Brentwood Blvd
16 120030	0.78	Southern	SEA/PGA LLC	60 Technology Way
16 130006	28.01	Southern	MANGINI EUGENE E TRE	Brentwood Blvd
16 130007	14.25	Southern	D & B PROPERTIES	Sycamore Ave
16 144014	0.48	Southern	NADLER ERAN	50 Broderick Dr
16 144016	0.10	Southern	DESANTIAGO MANUEL III	7973 Brentwood Blvd
16 144017	0.18	Southern	DESANTIAGO MANUEL JR & RACHEL	7961 Brentwood Blvd
16 144018	0.10	Southern	BRODERICK FAMILY TRUST	7985 Brentwood Blvd
16 150025	0.38	Southern	EIM-EL SEGUNDO LP	7920 Brentwood Blvd
16 150026	0.22	Southern	CONQUEST WEST	90 Village Dr
16 150106	3.40	Southern	CENTRO DEVELOPMENT PROPERTIES	7820 7870 Brentwood Blvd
16 150109	0.39	Southern	SINGH HARDIAL	29 Sycamore Ave
16 150110	0.18	Southern	SINGH TRUST TRE	35 Sycamore Ave
16 150111	0.90	Southern	ARTEAGA ANTONIO TRE	7940 Brentwood Blvd
16 150112	0.89	Southern	DOLAN FOSTER ENTERPRISES	7814 Brentwood Blvd
16 150114	1.58	Southern	BRENTWOOD PROJECT LLC	Brentwood Blvd
16 150116	0.11	Southern	SINGH TRUST TRE	7990 Brentwood Blvd
16 150117	0.13	Southern	SIINO HORACE J & NORRINE A	7960 Brentwood Blvd
16 150118	0.11	Southern	CITY OF BRENTWOOD	7970 Brentwood Blvd
16 150128	0.64	Southern	HARMAN LEON W TRE	7810 Brentwood Blvd
16 170009	2.74	Southern	SUNSET PLAZA PROPERTIES LLC	7710 7760 Brentwood Blvd
16 213036	0.83	Southern	BYER JOANNE L	7885 7911 Brentwood Blvd
16 213040	0.30	Southern	CHAUDHRY RAMZAN ALI	7935 Brentwood Blvd
16 213042	0.77	Southern	BRENTWOOD AUTO PARTS INC	7875 7881 Brentwood Blvd
16 230002	0.60	Southern	DAVIS JAMES F JR & RHONDA	7190/7196 Brentwood Blvd

Table 5
Southern Area Parcel Information
(continued)

16 230003	25.00	Southern	WEAVER GARY L & JACQUELINE A	7224 Brentwood Blvd
16 230004	0.23	Southern	CRUZ GERONIMO C & EVELYN L	7236 Brentwood Blvd
16 230009	0.37	Southern	GARCIA DANIEL & BLANCA	7258 Brentwood Blvd