

**ATTACHMENT A**

**STAFF MEMO DESCRIBING RECOMMENDED EDITS TO DRAFT 2045 GENERAL PLAN**

# MEMORANDUM

DATE August 21, 2024  
TO Contra Costa County Department of Conservation and Development  
FROM PlaceWorks  
SUBJECT Public Review of Draft 2045 General Plan and Draft Climate Action and Adaptation Plan 2024 Update and Staff-Recommended Changes

## Introduction

This memo provides a summary of the public outreach efforts and comments on the Draft Contra Costa County 2045 General Plan and the Draft Climate Action and Adaptation Plan 2024 Update. The memo begins with an overview of the public review process, followed by a summary of the public comments received through the various engagement channels. It concludes by presenting the staff-recommended revisions to the General Plan and Climate Action and Adaptation Plan in response to public comments and new information available since the draft documents were published.

## Public Review Process

The Draft Contra Costa County 2045 General Plan and the Draft Climate Action and Adaptation Plan 2024 Update were published on the [Envision Contra Costa website](#) on October 17, 2023, starting a public comment period that lasted through April 22, 2024. The public review process included digital and in-person activities and events as a means of sharing the draft documents with the public and receiving feedback. Engagement events included: webinars, in-person open houses held in each supervisorial district, Municipal Advisory Committee (MAC) meetings, meetings with various County boards and commissions, and meetings with various community groups. Comments were accepted in written and verbal form at open houses and MAC meetings; written comments were also accepted through an online commenting platform and via email.

The announcement of the draft documents and promotion of events primarily occurred via email through the Envision Contra Costa mailing list; during the public comment period, 14 eblasts related to the public review process were sent to the 1,277 subscribers on this mailing list. This outreach also occurred via social media, with 12 unique posts shared to Facebook, Instagram, and Twitter/X. Other methods of outreach and communication occurred through flyer distribution and sharing updates through the various District Supervisor mailing lists and newsletters. County staff also contacted community groups that had attended prior engagement events or otherwise expressed interest in the project and offered to provide an overview of the draft documents at their meetings.

To support this public review process, the County prepared the following materials:

- A brief, two-page [user guide](#) describing the draft documents and how to provide feedback
- A 12-page [booklet](#) providing a detailed overview of the draft documents and how to provide feedback
- A five-part [video series](#) describing the draft documents, centered around the four General Plan themes, plus a vision for the future as described by Contra Costa County youth
- A [presentation in Spanish](#) providing an overview of the draft documents and how to provide feedback

The engagement events and channels are described below. Highlights of the public review process include:

- Notifications to 1,277 mailing list subscribers over 14 eblasts
- 12 unique social media posts shared to Facebook, Instagram, and Twitter/X
  - Facebook: 1,141 views, 30 reactions/likes, and 17 shares
  - Instagram: 667 views, 64 likes, and 7 shares
  - Twitter/X: 3,846 views, 8 likes, and 11 retweets/shares
- 38 meetings with over 300 attendees
- 63 comments by 33 commenters on the online commenting platform
- 81 comment letters and emails
- 1,349 views of video series, with 7 likes and 5 comments
  - Nextdoor posts about video series (almost 600,000 followers): viewed by 181,364 users, with 108 thanks and 172 replies
  - Twitter/X posts about video series (over 23,000 followers): viewed by 10,160 users

## WEBINARS

The County hosted two webinars to provide an overview of the draft documents and the various methods of providing feedback. These events bookended the district open houses with webinars held in December 2023 and March 2024. Each webinar included a high-level presentation of the Draft General Plan and Climate Action and Adaptation Plan contents and themes, followed by an overview of the methods to provide feedback. There was also time for questions from attendees. Simultaneous interpretation from English to Spanish was available at each event.

The webinars were held from 5:30 to 6:30 on the following dates:

- Webinar 1: December 4, 2023, 25 attendees
- Webinar 2: March 26, 2024, 8 attendees

## DISTRICT OPEN HOUSES

The County hosted a series of in-person events in each supervisorial district in the county. The two-hour events were organized in an open house format to allow community members to participate at their own pace. At the sign-in table, attendees received copies of the user guide and the longer booklet summarizing the draft documents, as well as a comment card. There were also printed copies of the public review drafts of the Contra Costa County 2045 General Plan, Climate Action and Adaptation Plan 2024 Update, and Community Profiles (from the General Plan Stronger Communities Element) for viewing. There were seven stations placed around the room with banners presenting key background information and relevant policy topics in English and Spanish. Four of the stations represented the themes of the General Plan: community health, environmental justice, sustainability, and economic development. The three other stations included an overview of the Climate Action and Adaptation Plan, Community Profiles, and countywide land use map. Each station was staffed by a facilitator who recorded comments from the participants, answered questions, and sought feedback to gauge community perspective on the draft documents. A Spanish-speaking facilitator was also available at each event to record comments and answer questions from Spanish speakers. There was also a station with a laptop to demonstrate how to comment on the documents online using the online commenting tool.

Approximately 61 community members attended the five events, which were held from 5:00-7:00 PM on the following dates and locations:

- District 1 (El Cerrito): February 21, 2024, approximately 13 attendees
- District 2 (Alamo): December 14, 2023, approximately 20 attendees

- District 3 (Knightsen): January 10, 2024, approximately 5 attendees
- District 4 (Contra Costa Centre): January 22, 2024, approximately 20 attendees
- District 5 (Martinez): March 14, 2024, approximately 3 attendees

## MAC MEETINGS

County staff attended a meeting of each MAC to share information about the draft documents, including the relevant Community Profiles in the General Plan. In total, staff attended 13 MAC meetings, listed below.

- Byron MAC: October 24, 2023, approximately 6 attendees
- Rodeo MAC: October 26, 2023, 12 attendees
- Bay Point MAC: November 7, 2023, approximately 20 attendees
- Pacheco MAC: November 8, 2023, 12 attendees
- Diablo MAC: November 13, 2023, 19 attendees
- Bethel Island MAC: November 14, 2023, 27 attendees
- Discovery Bay Community Services District (CSD): November 15, 2023, 19 attendees
- Kensington MAC: November 29, 2023, 21 attendees
- North Richmond MAC: December 5, 2023, 20 attendees
- Alamo MAC: December 5, 2023, 20 attendees
- El Sobrante MAC: December 13, 2023, 23 attendees
- East Richmond Heights MAC: December 20, 2023, approximately 20 attendees
- Knightsen Town Advisory Council (TAC): April 16, 2024, approximately 20 attendees

## COUNTY BOARDS AND COMMISSIONS MEETINGS

Various County boards and commissions held study sessions on the draft documents during the public comment period. County staff presented an overview of the draft documents and ways to provide feedback, and answered questions. There were six study sessions with the following boards and commissions:

- Board of Supervisors Study Session, October 24, 2023
- Sustainability Committee Meeting, November 27, 2023
- Sustainability Commission Meeting, December 11, 2023
- Aviation Advisory Committee Meeting, January 11, 2024
- Fish and Wildlife Committee Meeting, March 20, 2024
- Transportation, Water, and Infrastructure Committee Meeting, May 13, 2024

## COMMUNITY GROUP MEETINGS

County staff attended meetings of various community groups and organizations to share information about the draft documents and ways to provide feedback, and answer questions. Staff attended 12 community group meetings, listed below.

- Contra Costa Community Economic Resilience Fund Sub-Regional Table, October 26, 2023
- La Clinica and Lifelong Medical Workshop for Promotoras (Community Health Ambassadors): October 28, 2023
- Richmond Community Foundation (RCF) Connects: November 15, 2023
- Industrial Association of Contra Costa County Board of Directors: November 16, 2023
- East Contra Costa Community Alliance: November 17, 2023
- Western States Petroleum Association/Bay Area Refining Committee: December 14, 2023

- Healthy and Active Before 5: December 19, 2023
- Contra Costa History Alliance: January 17, 2024
- Contra Costa Taxpayers Association: February 23, 2024
- 350 Contra Costa, Bay Miwok Interfaith Climate Action Network of Contra Costa County, Greenbelt Alliance, GRID Alternatives, Sunflower Alliance, Contra Costa Climate Leaders, Center for Human Development and the East County Community Leaders Network, Climate Reality, Citizens Climate Lobby, and Diablo Water District: March 7, 2024
- Contra Costa Watershed Forum: March 14, 2024
- Concord Historical Society: March 21, 2024

## ONLINE AND EMAIL COMMENTS

To facilitate online commenting, the County posted the draft documents on [Konveio](#), a document publishing and community engagement software platform. On this platform, community members were able to read the documents in their entirety or search for specific words or phrases of interest and provide comments by clicking anywhere on the document page. Users were also able to view comments made by other users. Nineteen people submitted 39 comments on the Draft General Plan and 14 people submitted 24 comments on the Draft Climate Action and Adaptation Plan.

Community members were also able to email comment letters directly to the County project team. The project team received 81 comment letters and emails from individuals, public agencies, and non-governmental organizations.

## VIDEO SERIES

The County prepared a series of short videos describing the draft documents, centered around the core themes of the General Plan – community health, environmental justice, economic development, and environmental sustainability – as well as a vision for the future articulated by Contra Costa County youth. The videos, which featured District Supervisors, community leaders, and students, were hosted on [YouTube](#) and shared via the County’s social media platforms and the Envision Contra Costa mailing list. Social media view statistics are as follows:

- Nextdoor posts (almost 600,000 followers): viewed by 181,364 users, with 108 thanks and 172 replies
- Twitter/X posts (over 23,000 followers): viewed by 10,160 users
- YouTube: Videos viewed 1,349 times, with 7 likes and 5 comments

## Public Comments

Comments on the Draft Contra Costa County 2045 General Plan and the Draft Climate Action and Adaptation Plan 2024 Update were received at open houses, MAC meetings, and through the online commenting platform and email.

## OPEN HOUSES

Detailed notes from the open house series are available on the [Envision Contra Costa website](#). A summary of the input received for each open house station is provided below.

## Land Use

Open house participants voiced the need for homeownership opportunities and “family-friendly” housing. While the majority of comments recognized that more housing is needed, the sentiment regarding where new housing

should be built and at what density was not universal. Some participants suggested putting more homes in high-resource areas with good air quality and health conditions instead of increasing density in areas that are burdened with pollution and other challenges. Others commented on the need to transition density from high to low in a way that aligns with existing neighborhood design. Finally, some felt land use changes were happening too quickly. There was concern about overflow parking in neighborhoods from nearby commercial centers and BART stations and a suggestion to increase residential parking in these areas, such as in Contra Costa Centre.

### **Environmental Justice**

Comments on the Environmental Justice theme related to the placement of housing. Residents voiced concern that too much new housing was being sited in communities with high pollution levels. Participants suggested increasing residential density in affluent, low-pollution neighborhoods.

### **Community Health**

Participants were supportive of policies that expand bicycle and pedestrian infrastructure throughout the county, especially those intending to create a complete bicycle network and reduced the need for cyclists to cross busy roads unprotected. There was also support for additional libraries throughout the county to improve social cohesion, as libraries serve as a gathering space and archive for the area's history.

### **Economic Development**

Comments received at the Economic Development station related to housing, open space, and local representation in governance. Participants suggested a diverse mix of affordable housing sizes and types, including those for young families. Others suggested developing single-family homes instead of more multi-family housing. Participants suggested that new open space in residential developments be at the ground level instead of on rooftops to ensure public accessibility. Participants also noted a feeling of a lack of representation, both from land use decisions made by adjacent incorporated jurisdictions and the viewpoints of elected County officials.

### **Sustainability**

Participants voiced concern regarding water management and climate change as patterns of rainfall and therefore flooding could change. They suggested focusing on solutions for rainwater capture and groundwater management to prevent flooding.

### **Community Profiles**

Feedback received on the Community Profiles was specific to individual communities, often the one where the Open House was hosted or nearest to. Most of the comments received were related to housing and land use. Some residents expressed concern over increasing density in their community while others encouraged it. Participants suggested focusing on homeownership as a community goal. They also suggested clustering development of housing, both single-family and multi-family, and including buffer areas between areas of high and low density. Finally, there was a suggestion to improve pedestrian safety.

### **Climate Action and Adaptation Plan**

In relation to the Climate Action and Adaptation Plan, participants commented on specific activities that produce or reduce emissions and on the concept of public education around environmental issues. There was a suggestion to reduce emissions from wastewater processing. There was concern regarding the negative health impacts of artificial turf. There was a suggestion to provide more education on zero-emission modes of

transportation and transportation planning assistance to encourage residents to switch from personal gas-powered vehicles. There was also a suggestion to create an “integrated communication plan” for sharing climate action commitments and progress with residents. There was concern around streets being too narrow for compost service in specific neighborhoods. Finally, there was concern regarding rising home insurance costs due to wildfire and other hazard risks.

## MAC MEETINGS

Given the localized focus of the MAC meetings, the feedback gathered at these meetings was mostly relevant to the Community Profiles section of the General Plan Stronger Communities Element, although some comments relate to countywide General Plan policy. Feedback received at each MAC meeting is summarized below.

### Byron

- Questions about the Urban Limit Line and its relation to Byron.
- Comments about proposed density changes in agricultural areas.
- Concerns with the Byron Community Profile inaccurately describing the community.

### Rodeo

- New John Swett Unified School District School Garden being planted.
- Concerns about a potential new gas station being built in Rodeo. There’s already one gas station and no grocery store in the community. The nearest grocery store is in the city up a hill.
- There are no bus stops/routes that serve Rodeo.
- Concerns about landscaping and certain areas of the community lying empty with no new vegetation.

### Bay Point

- Protect pedestrian corridors.
- Concern about property owned by PG&E in Bay Point and allegations of potential release of unusual substances onto adjacent properties.
- The Community Advisory Panel is working to plant native plant species to absorb metals from the ground in certain areas of Bay Point.
- Questions were raised about what energy efficiency services are offered by the County for low-income residents and if the County has incentives for installing solar and for panel upgrades.
- Question about what the County is doing to get more public EV charging stations in Bay Point. There is only one EV charging station in the community, and it is not easy to get to for many residents.

### Pacheco

- Question about whether the General Plan applies to the unincorporated county only.
- Question about whether the GHG reduction goals are in alignment with State targets.
- Question about what climate equity is.
- Question about whether the County will be incentivizing activities that will be required to meet our reduction targets.

### Diablo

- Question about how to best get the word out about the updated General Plan and Climate Action and Adaptation Plan.

- Question about what the County is doing to support Historic Districts and whether they are included in the General Plan.
- Question about whether the Climate Action and Adaptation Plan includes estimates/maps for sea level rise in the Bay.

## Bethel Island

### Flooding Comments:

- High level of concern from community members about flooding.
  - It took 11 months to get an updated map of ditches and drainage.
  - It's unclear who has authority to plan for resilience centers.
  - The Local Hazard Mitigation Plan does not anticipate the flooding experienced in the community in the last few years.
  - Roads are designed with a crown to shed water, and this sends water onto residents' properties. Questions about who should collect and convey that water.
  - Request for an additional evacuation route.
  - Concerns that government won't take responsibility for helping residents with these concerns.
- Concerns about whether/how rescue efforts would happen on Bethel Island if there were an emergency, particularly flooding or bridge closed.
- Residents are frustrated that they have been raising these concerns with the MAC and there does not appear to be any action by the MAC or the Board of Supervisors.

### Other Comments:

- Questions about whether there is a change to zoning proposed, and whether a residential property could be rezoned to commercial if it wants to lease out dock space.
- Question about whether the General Plan includes traffic studies.
- Concerns about new homes being built in the area and these new residents are creating traffic congestion. This is particularly worrisome for residents if there is a need to evacuate.
- Community Profile incorrectly states there is a fire station on the island.
- Questions about the relationship between the City of Oakley and the County and which agencies can influence the rate of new housing allowed in Oakley.
- Concerns about road improvements.

## Discovery Bay

- Provided an overview of Community Services District's past comment letters and input on the General Plan.
- Question about CEQA review requirements for projects that abide by the General Plan/Climate Action and Adaptation Plan.
- Noted a few edits to the Discovery Bay Community Profile; for example, Discovery Bay refers to waterways as "bays" and information about Slifer Park needs to be updated. The CSD Board will compile comments and submit them to the County.
- Discussion about the residential land use designation on the parcel across from the Community Center. Questions about the County's role in approving the project, whether the County can deny the project, whether the property owner has to build according to the land use designation, and whether the property owner can do nothing.



- Concern about funding for additional utilities, infrastructure, and emergency services if more housing is built.
- Discussion about Cecchini Ranch property.
- Question about how the Climate Action and Adaptation Plan, which aims to reduce emissions, works with the General Plan, which increases emissions due to additional development.

### Kensington

- Question about whether seismic retrofit incentives for residential properties were already available.
- Compliments for efficiency of permitting process to retrofit all sidewalks to include ramps for accessibility.
- Question about how to leave comments online.
- Question about whether the General Plan and/or Local Hazard Mitigation Plan address mudslide hazards. Concerns about recent rain levels leading to more mudslide hazards.

### North Richmond

- Discussion about the Light Industry land use designation.
- Concern about trucks going through the community.
- Discussion about housing density. Questions about why the General Plan allows more housing in this community and suggestion to provide for lower-density housing.
- Concern about differences in resources and tax value. Discussion about advantages to obtaining State funding when in well-resourced communities.
- Support for trend of homeownership, noting that Parkway Estates and Bella Flores are thriving.
- Question about whether investments in infrastructure will happen.
- Discussion about quality of life and mixed use.
- Discussion about warehouse moratorium for North Richmond.
- Concerns about light industrial impacts on quality of life.
- Question about how the County is getting information to the community.
- Question about what the first sentence about the purpose of the General Plan means and what changes are being considered (e.g., housing, bike lanes, physical activity).
- Questions about GHG emissions from different sectors and why some are higher/lower.
- Questions about the 30-year goals and whether they consider the community that will be here at that time. Questions about how the County accounts for demographics and community preferences.

### Alamo

- Questions about current energy efficiency programs, including BayREN.
- Questions and comments on State housing allocation for Alamo.

### El Sobrante

- Suggestion to explore creating a noise ordinance for smaller gatherings of less than 75 people. Noise and parties are a big issue after the pandemic.
- Concern about a traffic study to be done looking at a road diet for improved bike lanes.
- Concerns about traffic and not being able to evacuate in an emergency.
- Difficulty reaching Public Works. Community members want to discuss a variety of issues with them but are unable to get them to attend MAC meetings or respond to their concerns.
- Highlighted the Chamber of Commerce.

- Discussion about appointing people to serve on the revitalized Planning and Zoning Committee, which would be focused on going out to sites for which a planning application has been submitted to evaluate in-person the impacts to neighbors, since it's hard to interpret the impacts of plans on paper.
- Concerns about the time it takes to get to the emergency room and receive medical attention. There is a lack of capacity in West County for emergency room service. The only place to receive emergency room care in West County is Kaiser Richmond; otherwise people are transported to Walnut Creek, Martinez, or Oakland.
- Questions about whether land use designations on the land use map are consistent and compatible with the land uses on parcels controlled by the cities. In El Sobrante, one side or segment of a street is within the City of Richmond while the other side/segment of the same street is within the County's jurisdiction, without any clear distinction between the two; there needs to be more coordination between the cities and the County.

### East Richmond Heights

- Questions about how the General Plan will protect views.
- Question about how walkability will be addressed in the General Plan.
- Question about whether there is a height limit in the Mixed-Use designation.
- Question about how to access the Draft General Plan.

### Knightsen

- Questions and comments about the Urban Limit Line, particularly where Brentwood and Oakley abut the unincorporated county.
- Questions about the density requirements/limitations for agricultural areas.
- Comments about the County's permitting processes.

### COMMENT LETTERS/EMAIL AND KONVEIO COMMENTS

Below is a summary of comments received through comment letters and emails and the Konveio platform. Visit [this link](#) to see all letters and emails commenting on the Draft General Plan and Climate Action and Adaptation Plan, organized chronologically. To see the Konveio comments on the Draft General Plan, visit [this link](#), which presents the Draft General Plan with embedded comments. To see the Konveio comments on the Draft Climate Action and Adaptation Plan, visit [this link](#), which presents the Draft Climate Action and Adaptation Plan with embedded comments.

### Draft General Plan

- Stronger Communities Element
  - » Increase residential density in areas with low pollution and access to jobs and schools using thoughtful transitions to existing development.
  - » Permanently protect all affordable housing.
  - » Increase accountability and ensure impacts from development are thoroughly reviewed and mitigated.
  - » Increase attention and stringency in policies to protect children and young people, who are sensitive receptors, when considering industrial siting and development.
  - » Ensure that County construction follows high road labor standards to provide living-wage construction jobs and optimal climate performance; organize housing construction under project labor agreements.

- Land Use Element
  - » Address concerns regarding neighborhood character changing as higher densities are proposed, specifically on Cherry Lane in Contra Costa Centre.
  - » Effectively integrate high-density development into existing low-density neighborhoods with thoughtful transitions or buffers.
  - » Encourage homeownership and a diverse mix of housing types.
- Transportation Element
  - » Remove language related to Level of Service and replace with vehicle miles traveled (VMT) as the main metric for measuring traffic impacts.
  - » Add more specificity and detail to the active transportation section.
  - » Improve pedestrian and cyclist safety through expansion of the sidewalk and bicycle network and addition of safety devices (e.g., crossing signals).
  - » Include references to electric bicycles when discussing electric vehicle (EV) charging infrastructure.
  - » Phase out the use of leaded aviation fuel to reduce the health impacts to nearby communities, especially to sensitive receptors like children.
- Conservation, Open Space, and Working Lands Element
  - » Increase attention to ecological and natural resource areas when considering road and highway projects and development.
  - » Revise policy language to include references to "creeks" specifically when discussing other waterways. Expand policies to protect creeks and riparian areas through such practices as removing barriers to fish passage, removing invasive plant species, and planting native plant species.
  - » Establish a moratorium on oil and gas production well permits while the new ordinance is being developed.
  - » Increase the restrictions on oil and gas production well permits (e.g., increased setbacks from sensitive receptors or outright ban).
  - » Require regular, periodic monitoring of emissions at existing oil and gas operations.
- Health and Safety Element
  - » Replace natural gas appliances with electric options to improve indoor air quality and lower greenhouse gas (GHG) emissions.
  - » Address concerns regarding rising insurance costs due to hazards, or cancelation of insurance due to increased risk.
  - » Provide more comprehensive maps that show additional information within the incorporated cities and towns.
  - » Encourage industrial modernization projects that support State energy and climate goals, reduce environmental contamination, and support healthy working conditions.
- Multiple Elements
  - » Add more specific implementation timelines and language, especially for environmental policies.
  - » Rectify inconsistencies between Climate Action and Adaptation Plan strategies and actions and General Plan policies.

#### **Draft Climate Action and Adaptation Plan**

- Include language to monitor tree canopies and ensure effective tree replacement.
- Consider the role of artificial turf.

- Provide greater clarification on the role of offsets.
- Increase the certainty of specific commitments and provide more information regarding performance standards.
- Speed up Climate Action and Adaptation Plan implementation.
- Create an online dashboard to monitor implementation of Climate Action and Adaptation Plan strategies and actions.
- Provide more detailed descriptions of tables and charts, as these are complicated technical processes that are not always approachable for the average reader.
- Provide a more detailed explanation of the increases and decreases in GHG emissions between inventory years and forecast years.

## Staff-Recommended Changes to the General Plan

Staff conducted a detailed review of the comments received on the Draft Contra Costa County 2045 General Plan. This section presents staff-recommended changes to the Draft General Plan in response to these comments. Each recommended change is presented after a reference to the comment(s) to which the change responds. Not every individual public comment is addressed. For specific comments not referenced in this memo, staff is not recommending a change in response.

This section also presents staff-recommended changes to the Draft General Plan that are based on new information that has become available since the Draft General Plan was published on October 17, 2023, as well as changes recommended by staff to clarify the content.

Changes are presented by ~~striking out~~ text to delete and underlining text to add. Other changes are described as appropriate. Changes are labeled by the page number of the corresponding text from the October 17, 2023, draft. For changes to goals, policies, actions, figures, and tables, the associated number is listed; for introductory narrative or contextual text, the section name is provided.

Please note that staff plans to update photos and captions throughout the document, but those changes are not presented in this memo, as they do not affect the substance of the General Plan. All map figure edits are discussed together at the end of this section.

### VISION PAGE (AFTER TITLE PAGE)

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

- All communities benefit equitably from an environmentally sustainable, prosperous, and just economy.  
~~growing economy that is sustainable and just.~~

## INTRODUCTION

The following changes are recommended by staff based on new information or to clarify content.

### ***Page 1-1/Legal Authority***

California ~~law~~ Government Code Section 65301 requires every county and city in the state to adopt a general plan “for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgement bears relation to its planning.”

### ***Page 1-2/Legal Authority***

Together with specific plans adopted for various communities, the Zoning Code and related sections of the County Ordinance Code, Climate Action and Adaptation Plan, and Objective Design Standards, the County’s General Plan serves as the basis for planning- and infrastructure-related decisions made by County staff, the County Planning Commission and other County commissions and committees, and the Board of Supervisors.

### ***Page 1-2/User’s Guide***

It was crafted with a constant eye toward keeping it clear, implementable, and useful as time passes, ~~implementable, and easy to understand~~. The graphic on the following page explains the individual components found on a typical page of the Plan ~~that provides~~ providing policy guidance.

### ***Page 1-4/Table INT-1***

Stronger Communities/Also incorporated throughout ~~all~~ most other Elements

### ***Page 1-7/Implementing the General Plan***

Long-range planning in Contra Costa County ~~does not end~~ begins with adoption of the General Plan. To achieve the community’s vision and objectives, decisions ~~about~~ on development projects, capital improvements, County programs and services, and other issues related to the physical environment must be consistent with the General Plan’s policies. ~~In addition, the~~ The implementing actions identified throughout the Plan must be carried out. Finally, the County ~~needs to~~ must monitor progress in achieving the major goals of the Plan, ~~periodically~~ adjusting policy guidance as needed to advance those goals ~~in response to contextual changes that may occur over the next 20 years~~ through the 2024-2045 planning period.

### ***Page 1-8/Relationship of the General Plan to Other County Planning Documents***

- The **Climate Action and Adaptation Plan (CAAP)** implements the General Plan’s policy guidance to adapt to changing climate conditions and reduce greenhouse gas (GHG) emissions. The CAAP addresses behaviors, regulations, and investment decisions that directly reduce GHG emissions or promote climate resilience and lays out an implementation and monitoring program to ensure that the County reduces GHG emissions consistent with State emissions reduction targets.

State law requires consistency between the General Plan and its subordinate implementing documents. ~~Therefore~~ Thus, when the General Plan is amended, the County must review its other planning documents and amend them as necessary to ensure consistency is maintained ~~consistency with the General Plan~~. Pursuant to State law, wherever a conflict or inconsistency exists between the General Plan and its subordinate documents, the General Plan controls and shall be followed.

**Page 1-8/General Plan Action Program**

The Contra Costa County DCD is responsible for maintaining the Action Program and tracking implementation progress. The Action Program is maintained as an accompanying document to the General Plan so that it can be regularly updated as actions are accomplished without the need for a formal General Plan amendment.

~~As with other County policy documents, The pace of implementation of the aActions Program ultimately is subject to dependent on the resources that the County and its partners have to carry them out available and need to must remain consistent with the County’s long-term financial plans, as reflected in its annual budget.~~

**Page 1-8/Header and text edit**

**Tracking Assessing Progress Toward Goals**

Every five years over the lifetime of the General Plan, the County will track assess progress in achieving its major goals through a review of the performance measures listed at the end of each General Plan Element.

**PLANNING CONTEXT**

The following changes are recommended by staff based on new information or to clarify content.

**Page 2-6/Relationship Between Land Use Practices and Socioeconomic Outcomes (new image and caption)**

10. The real property above described, or any portion thereof, shall never be occupied, used or resided in by any person not of the white or Caucasian race, except in the capacity of a servant or domestic employed thereon as such by a white Caucasian owner, tenant or occupant.

Restrictive covenants like this were included in the deeds to thousands of residential properties developed in Contra Costa County following World War II.

**Page 2-6/The General Plan Update Process**

Over the next ~~four~~ five years, the County held or participated in over ~~125~~ 150 public and community-organized meetings with residents, community advocates, stakeholders, and public officials, including:

- Multiple ~~4~~ meetings of the Board of Supervisors, Planning Commission, Sustainability Commission, Library Commission, Hazardous Materials Commission, Arts and Culture Commission, Sustainability Committee, Transportation, Water, and Infrastructure Committee, Aviation Advisory Committee, Historic Landmarks Advisory Committee, Aviation Advisory Committee, and all 13 Municipal Advisory Councils.
- Almost ~~Over~~ 50 community meetings, workshops, and open houses held across the county.
- Stakeholder meetings on environmental justice, community health, sustainability, and economic development.
- Native American tribal consultations.
- Over ~~230~~ meetings with various community-based organizations representing a wide range of interests in the county.

***Page 2-7/The General Plan Update Process***

The countywide policy framework is based on ~~a combination of guidance from the 1991 General Plan~~, input from community members and decision-makers throughout the process, State and local laws, ~~and~~ best practices in the planning field, and to a lesser extent, guidance from the 1991 General Plan.

***Page 2-8/The General Plan Update Process***

During the second half of 2022 and into 2023, the County refined the countywide goals, policies, and actions and prepared the remaining components of the General Plan (~~e.g., maps, context, and glossary, etc.~~). The entire completed draft General Plan, along with the draft Climate Action and Adaptation Plan (CAAP) and their accompanying draft Environmental Impact Report, were released for public review in Fall October 2023, with the review period ending in April 2024. Nearly 300 individual comments and suggestions were submitted. The County reviewed these comments and presented revised drafts of the General Plan and CAAP to the Planning Commission and Board of Supervisors during study sessions in August and September 2024.

**STRONGER COMMUNITIES ELEMENT**

The following change is recommended by staff based on new information or to clarify content.

***Page 3-1/Introductory text***

- The **Economic Vitality and Empowerment** section includes policy guidance to develop and maintain a workforce that possesses the education and skills employers need, promote living wage job opportunities, and cultivate a thriving economy that contributes to the region’s economic health.

The following change is recommended in response to a comment letter received on April 22, 2024, from Holland and Knight on behalf of the Committee for Industrial Safety.

***Page 3-3/Environmental Justice***

Contra Costa County is home to a high concentration of refineries and other large industrial facilities. While these industries contribute to pollution and contamination in Impacted Communities, ~~many community members also value the~~ they also provide jobs, tax benefits revenue, community investments, and local energy production they provide.

The following change is recommended in response to a comment letter received on February 12, 2024, from the Western States Petroleum Association.

***Page 3-5/Policy SC-P1.1***

In partnership with residents of Impacted Communities, affected workers, business/industry, environmental and environmental justice advocates, community colleges, workforce development and training entities, local government, and other involved agencies, support transition from ~~petroleum refining and other~~ highly polluting industries to a net-zero emission economy based on renewable and sustainable industries that provide living-wage jobs.

The following change is recommended by staff based on new information or to clarify content.

***Page 3-5/Policy SC-P1.2***

Streamline ~~the~~ permitting ~~process~~ for new development, redevelopment, and rehabilitation projects that promotes community objectives in Impacted Communities, especially as identified in the Community Profiles.

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Page 3-5/Policy SC-P1.3***

Support ~~development~~ creation of walkable districts by facilitating development of that provide a range of neighborhood-serving retail and service uses, public amenities, and ~~related~~ essential infrastructure (such as lighting) ~~to~~ for residents of Impacted Communities within walking distance of their homes.

The following changes are recommended by staff based on new information or to clarify content.

***Page 3-5/Policy SC-P1.5***

Maintain a streamlined process to permit and facilitate partial and temporary street closures for community-~~driven~~ sponsored amenities and activities, such as parklets, farmers' markets, arts and cultural events, and outdoor dining, and assist applicants through the permit process.

***Page 3-5/Policy SC-P1.6***

For projects with potential to negatively affecting an Impacted Community, support community benefits agreements (CBAs) negotiated with the project applicant to address the community's expressed needs. The primary objective of these CBAs is to mitigate project impacts to the greatest extent possible, which could include mitigations exceeding the requirements of the California Environmental Quality Act (CEQA). Secondly, to compensate for impacts that cannot be fully mitigated, these CBAs should secure community benefits that exceed inherent project benefits and support the community's objectives, especially as identified in the Community Profile. Neighborhood-serving retail uses that fill critical needs are exempt from this policy.

The following change is recommended in response to a comment letter received on February 12, 2024, from the Western States Petroleum Association, and a comment letter received on April 22, 2024, from Holland and Knight on behalf of the Committee for Industrial Safety.

***Page 3-6/Action SC-A1.1***

Partner with the stakeholders identified in Policy SC-P1.1 to develop and implement a plan to transition from ~~petroleum refining and other~~ highly polluting industries to renewable, sustainable, and clean industries that provide living-wage jobs. The plan should address site remediation responsibilities along with timelines and strategies to improve health, safety, infrastructure, job opportunities, and revenue opportunities during the transition toward a net-zero-emission economy, paying special attention to developing new opportunities for



Impacted Communities to realize economic, health, educational, and other benefits, without placing a disproportionate economic burden on those with the least means.

The following changes are recommended by staff based on new information or to clarify content.

**Page 3-6/Action SC-A1.2**

- (c) ~~Require preparation of a plan to prevent and remediate any contaminant releases, along with bonds or other financial assurances that guarantee remediation plans are implemented, for projects in areas subject to sea level rise or tsunami inundation. This concept is addressed in Policy HS-P10.3.~~

The following change is recommended in response to a comment letter received on April 22, 2024, from Holland and Knight on behalf of the Committee for Industrial Safety and based on new information or to clarify content.

**Pages 3-6 to 3-7/Action SC-A1.3**

With input from residents of Impacted Communities, amend County Ordinance Code Title 8 – Zoning to create an Impacted Communities Overlay Zone that applies to areas within and adjacent to Impacted Communities, ~~and establishes requirements for discretionary permits for nonresidential developments of heavy industrial projects and commercial and light industrial projects resulting in 25,000 square feet or more of gross habitable floor area within~~. ~~The overlay zone will include additional~~ be required to satisfy additional discretionary permit project findings that promote environmental justice, health, and safety, and economic prosperity. Projects able to satisfy the required findings will:

- (a) Provide benefits that support the community objectives, such as those identified in the Community Profile.
- (b) Provide economic benefits, including jobs, for residents of the community.
- (c) Avoid unwelcome permanent displacement of existing residents or businesses ~~in the community~~.
- (d) Support community resiliency, cohesion, and safety.
- (e) Positively impact health and quality of life within the community.

Create guidance for demonstrating consistency with these findings ~~As part of the process to develop this ordinance, create guidance for demonstrating consistency with these findings.~~

The following changes are recommended by staff based on new information or to clarify content.

**Page 3-12/Action SC-A2.1**

Study the feasibility of implementing an amortization process to relocate or eliminate non-conforming land uses, with a focus on public nuisances and uses that pose threats to public health and safety.

**Page 3-13/Goal SC-3**

*Move Action SC-A3.1 to instead be Policy SC-P3.4: Welcome establishment of medical clinics, behavioral health facilities, and pharmacies in Impacted Communities. Renumber the remaining actions accordingly.*

**Page 3-14/Policy SC-P4.3**

Encourage urban agriculture, including urban farms and community gardens with collectively shared and managed plots, and demonstration and educational gardens operated by community organizations and

educational institutions. Allow associated, limited on-site sales, processing facilities of value-added products, and complementary agricultural activities when compatible with adjacent uses.

The following change is recommended in response to a comment letter received on April 4, 2024, from the Alameda County Water District.

***Page 3-15/Policy SC-P4.4***

Support programs administered by water or wastewater service providers that increase the availability of recycled water for urban agriculture and landscaping through self-fill stations and similar facilities.

The following change is recommended by staff based on new information or to clarify content.

***Page 3-16/Action SC-A5.5***

Study the feasibility of restricting preventing fast-food restaurants from locating near schools, parks, and other places where children normally gather.

The following new policy is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Page 3-19/Goal SC-6***

New Policy SC-P6.4: Support voluntary removal of natural gas infrastructure and appliances from homes and replacement with electric appliances.

The following changes are recommended by staff based on new information or to clarify content.

***Page 3-20/Action SC-A7.1***

Amend County Ordinance Code Title 8 – Zoning to establish a public art requirement for new development ~~and funding mechanisms to create and maintain public art.~~

***Page 3-21/Header edit***

Economic Vitality and Empowerment

The following change is recommended in response to a comment letter received on March 11, 2024, from the Contra Costa Building and Construction Trades Council.

***Page 3-24/Action SC-A8.1***

Establish a First Source Hiring Program requiring encouraging developers, contractors, and employers to make good-faith efforts toward employing the local ~~construction~~ workforce to construct and operate their facilities, with emphasis on residents of Impacted Communities and those who are economically disadvantaged.

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Pages 3-24 to 3-25/Action SC-A8.2***

Partner with school districts, community colleges, community organizations, large employers, trade associations, unions, and job training centers to support enhanced job-skills training, recruitment programs and services, and childcare services to support the county’s workforce, especially workers in Impacted Communities. Work with experienced groups to ensure that programs will be properly staffed and funded. Training and intervention strategies should reduce barriers to employment for youth, formerly incarcerated residents, and residents with limited English proficiency, and should support a just transition from a fossil-fuel reliant economy by re-training displaced workers with skills for living-wage jobs in new, environmentally sustainable industries.

The following change is recommended in response to a comment letter received on April 22, 2024, from Holland and Knight on behalf of the Committee for Industrial Safety.

***Page 3-25/Business Innovation***

Enhancing Contra Costa County’s success as an economic hub depends on retaining, supporting, and attracting a diverse range of businesses that will sustain the local economy despite changing market forces. Petroleum refineries have been ~~some of the largest employers and strongest economic drivers in the unincorporated county have traditionally been in the petroleum refining industry, for over 100 years. but~~ While demand for refined products remains significant and will persist until replacement technologies exist for current uses, the long-term future of these large facilities is uncertain, and two of the four Contra Costa refineries have begun ~~transitioning~~ ing their operations as global and national energy trends shift toward carbon-free and renewable energy sources. Going forward, the county’s economy should be centered on sustainable, clean, and green businesses and industries that provide living-wage jobs while protecting community health and the environment.

The following change is recommended by staff based on new information or to clarify content.

***Page 3-27/Policy SC-P9.2***

Position Contra Costa County to be a hub of production and employment for industries that spur economic growth and innovation in the transition toward a zero-emission economy.

The following new action is recommended by staff based on new information or to clarify content.

***Page 3-28/Goal SC-9***

New Action SC-A9.3: Nominate the Phillips 66 San Francisco (Rodeo) Refinery and surrounding industrial areas, including the site of the former Phillips 66 Carbon Plant in Franklin Canyon, as a Priority Production Area. Renummer the subsequent actions accordingly.

The following change is recommended by staff based on new information or to clarify content.

***Page 3-28/Action SC-A9.3***

Evaluate commercial and industrial regulations and permitting practices on an ongoing basis to ensure that they:

- (a) Address contemporary uses and activities.
- (b) Promote compatibility between new and ~~legacy~~ existing uses.
- (c) Avoid creating unnecessary barriers that hinder economic ~~expansion~~ prosperity, investment, and sustainable growth.

## STRONGER COMMUNITIES ELEMENT: COMMUNITY PROFILES

### ALL PROFILES

The following global changes are recommended by staff for each Community Profile to clarify content.

Under the “Major Vulnerabilities” heading “single-access roads” should be hyphenated.

All parenthetical references to the existing General Plan and Richmond Quality of Life Plan should be removed. For example: “Encourage ~~commercial uses to be~~ neighborhood-scale ~~and commercial uses that~~ serve the needs of the community. Discourage large-scale commercial uses catering to a more regional customer base. (~~3-117, 3-123~~)”

The first sentence in the “Planned Land Use” section should be revised as follows: “Land use designations for [COMMUNITY NAME] are shown on Figure LU-1, General Plan Land Use Map, and ~~are~~ defined in Table LU-1 in the Land Use Element.

### ALAMO AND CASTLE HILL

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

#### *Context*

The Alamo and Castle Hill communities are located between Walnut Creek and Danville~~A~~, with a portion of Castle Hill within Walnut Creek’s Sphere of Influence. They ~~communities are renowned~~ known for their comfortable residential neighborhoods, wooded hillsides, excellent schools, well-maintained parks, and strong sense of community. ~~A portion of Castle Hill is within the Sphere of Influence of the City of Walnut Creek.~~ Alamo and Castle Hill are mostly comprised of single-family ranch-style homes on relatively large lots. However, Alamo also includes multiple-family ~~housing~~ homes along Danville Boulevard south of Stone Valley Road and estates on large rural tracts.

#### *Planned Land Use*

Alamo contains an area along Danville Boulevard designated Mixed-Use Community-Specific Density, which overlaps a well-established commercial core comprised of existing uses that serve many residents' daily needs. The commercial viability of this mixed-use area is to be maintained while allowing for development of higher-density residential uses that provide a mix of housing options. Over time, ~~more diverse~~ a variety of housing types may be developed, diversifying the housing stock and accommodating housing needs at different stages of life.

#### *Guiding Principles*

1. Multiple-family ~~units~~ homes should generally be located within one mile of ~~the Downtown~~ Alamo’s commercial core to provide residents access to transit, commercial services, and the Iron Horse Trail.

#### *Policies*

1. Preserve the ~~Downtown~~ Alamo mixed-use area’s role as a business district serving nearby neighborhoods. Support retention of active commercial uses and local-serving businesses while promoting new residential development.

5. Encourage ~~commercial uses to be~~ neighborhood-scale ~~and commercial uses that~~ serve the needs of the community. Discourage large-scale commercial uses catering to a more regional customer base. ~~(3-117, 3-123)~~

The following change is recommended in response to a comment letter received on March 26, 2024, from the Alamo Improvement Association as well as to clarify context.

***Policies***

6. Maintain Danville Boulevard and Stone Valley Road as two-lane roadways outside of Alamo’s business district. Support ~~infrastructure and roadway improvements, including potential projects and strategies that improve safety and traffic flow, such as~~ turn lanes ~~and other strategies to improve traffic flow.~~

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

***Policies***

10. Require ~~new~~ commercial, multiple-family residential, and mixed-use projects along or near the west side of Danville Boulevard to provide unobstructed bicycle/pedestrian paths and public access to the Iron Horse Trail whenever feasible.

11. Require commercial, multiple-family residential, and mixed-use projects in ~~the Downtown~~ Alamo’s commercial core to enhance the streetscape; emphasize pedestrian orientation, safety, and amenity; and provide outdoor civic space for gathering and entertainment.

***Actions***

1. Assist with a community-led process to create design guidelines and standards for new development that complement the County’s Objective Design and Development Standards and aim to further enhance community character and preserve historic landmarks.

~~3. Proactively address hazards on County-owned land, including removing dead trees, trimming healthy trees, preserving creeks and natural resources, and encouraging planting of native trees.~~

5. Assist ~~with~~ community-led processes to develop congestion management plans for problem areas, including areas near schools and along local streets that are used for cut-through traffic. ~~The planning process should~~ Engage the Sherriff’s Office in the planning process to promote effective traffic enforcement.

**ALHAMBRA VALLEY, RELIEZ VALLEY, AND BRIONES**

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

***Context***

Alhambra Valley, Reliez Valley, and Briones are small communities that value their ~~close~~ proximity to open space, rolling hills, wildlife, and ~~seasonal~~ creeks. The three communities are situated in central Contra Costa County and border Briones Regional Park and watershed lands owned by East Bay Municipal Utility District ~~land~~. Portions of Alhambra Valley and Reliez Valley are in the Spheres of Influence of the cities of Martinez and Pleasant Hill, respectively. Land uses primarily consist of ranches, small-scale agriculture, and low- or very-low-density housing.

Given the relatively isolated location, residents are concerned about access to emergency services and safety. Timely Roadway maintenance is essential, as collapses have occurred and there are many unmet road repair needs, which must be addressed given the heightened need for emergency access is crucial in a high-fire-risk area. The communities are proud of/appreciate Fire Station #19 and excited about its recent reopening/the services it provides. ~~However, r~~Residents are still concerned, however, about the lack of telecommunication services and communication reliability during an emergency.

### ***Major Vulnerabilities***

Agricultural operations in Briones and Alhambra Valley are vulnerable to damage from agricultural pests and diseases.

### ***Planned Land Use***

Each community ~~has been~~ is planned to maintain existing low- ~~or~~ and very-low-density residential uses, surrounded by rural agricultural lands, resource conservation, and parks and recreation areas. There are no commercial areas planned in Alhambra Valley, Reliez Valley, or Briones. The Land Use Map envisions that ~~As~~ most of the land in these communities is outside the Urban Limit Line, new development will either enhance and diversify existing agricultural uses or serve and accommodate the community's existing population there will not be a substantial increase in density or introduction of urban uses.

### ***Guiding Principles***

3. The diversity of existing agricultural uses in the region, including from vineyards to ranching, should be supported.

### ***Policies***

1. Continue adhering to the Briones Hills Agricultural Preservation Area compact, which states that the surrounding jurisdictions (Contra Costa County and the cities of Martinez, Pleasant Hill, Walnut Creek, Lafayette, Orinda, Richmond, Pinole, and Hercules) voluntarily agree not to annex any lands within the 64-square-mile area for the purposes of allowing urban development (see Figure LU-5). This rural area includes large properties owned by the East Bay Municipal Utility District and East Bay Regional Park District, which respectively are designated Resource Conservation and Parks and Recreation on Figure LU 1, General Plan Land Use Map. The remaining properties are used primarily for grazing cattle and are designated Agricultural Lands.

2. Require new development to be consistent with the community's/communities' rural character in terms of massing and scale.

3. Prioritize roadway infrastructure maintenance and improvement, especially repair of collapsed roadways. Ensure roads are adequately maintained to provide for emergency access and evacuation.

4. Support ~~and promote the~~ expansion of transportation services, affordable housing, and health resources for the communities' growing senior population.

5. Support and encourage ~~increased~~ establishment of reliable community-wide internet access and telecommunication services.

6. Encourage the Contra Costa County Fire Protection Utility District to M~~aintain~~ Fire Station 19 and adequate fire protection services, particularly to protect from wildfire hazards.

7. Support efforts to have portions of Alhambra Valley/Briones recognized as an American Viticultural Area.  
(New Policy)

**BAY POINT**

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

***Context***

Originally bordered by a large swath of tule marsh, Bay Point was settled for ranching in the 1800s. It became a lumber manufacturing and distribution port in the early 1900s. The area's prime location along the Southern Pacific Company's transcontinental railroad tracks and the deep water of Suisun Bay facilitated shipment of raw materials and products by ~~both~~ land and water, spurring quick economic growth in the community.

Today, most of the community consists of single- and multiple-family ~~residential uses~~ homes. While there are some commercial uses in Bay Point, primarily along the major thoroughfares of Willow Pass Road and Bailey Road, ~~local~~ neighborhood-serving amenities are limited. The Bay Point ~~waterfront~~ shoreline, meanwhile, has mostly reverted to a fairly natural state, retained its ~~though a marina and some industrial character~~ uses remain.

In 1993, the community voted to be renamed from "West Pittsburg" to "Bay Point" to solidify its identity as separate from the City of Pittsburg to the east, though the community remains within Pittsburg's Sphere of Influence.

The ~~nearby~~ Pittsburg/Bay Point BART ~~Station~~ is an important node for the community, as well as a key development opportunity. BART provides many residents with an essential regional transportation link to jobs in Concord, Walnut Creek, and beyond.

***Major Vulnerabilities***

The Amtrak line, neighborhoods connected by single-access roads, the library, and ~~the~~ fire station are vulnerable to coastal flooding.

The Amtrak line, neighborhoods connected by single-access roads, the library, Pittsburg/Bay Point BART ~~stop~~, and commercial buildings are vulnerable to sea level rise.

***Impacted Community***

This law is based on the understanding that some communities have experienced a combination of historic discrimination, ~~negligence~~ neglect, and political and economic disempowerment.

While there are multiple Census tracts that make up Bay Point, this chart presents only the most-impacted Census tract in Bay Point ~~the community~~.

Water quality has long been a concern among Bay Point residents. In the last decade, relatively high levels of disinfection byproducts were identified in the drinking water. After strong community advocacy, the local private water company began purchasing treated water, and today the water company is compliant with all water quality standards. ~~However, residents still cite concerns about bad tastes and odor in the water.~~

***Planned Land Use***

Bay Point includes a variety of land uses. Most of the community is planned for continued residential uses at ~~a variety of~~ various densities. Over 200 acres toward the center of the community are designated for industry to encourage job-generating uses to locate here. Most of the land along the waterfront north of the railroad tracks is designated for



protection, though McAvoy Harbor is designated for commercial recreation and medium-density residential development surrounded primarily by park, conservation, public, and industrial uses. Hillside areas defining the west end of the community will be preserved through Public and Semi-Public, Resource Conservation, Parks and Recreation, and Agricultural Lands designations.

The Land Use Map envisions Willow Pass Road and the areas around near the Pittsburg/Bay Point BART Station are envisioned as transitioning into a denser and more vital vibrant community nodes. This vision will be accomplished by creating three distinct mixed-use areas, each with a slightly different character. The three mixed-use areas share a common set of design principles intended to create a more walkable, pedestrian-friendly environment. Key principles include allowing varied setbacks, encouraging new buildings to be located close to the street frontage, and locating surface parking to the rear of the buildings rather than in the front. The text to the right provides a summary of the three mixed-use areas and the vision for each.

#### Willow Pass Road Corridor

The mixed-use area along Willow Pass Road is envisioned as a unified, well-designed corridor, with new mixed-use development and improved services that acts as the heart of the community. Public and private improvements in this area will stimulate reinvestment. The area will should incorporate a range of residential, neighborhood shopping commercial, residential entertainment, and office and civic uses, with parking located behind commercial uses along Willow Pass Road. Landscaping, signage, public art, and other amenities will establish a sense of place and enhance the pedestrian experience. Because the corridor is nearly two miles long, development of smaller nodes within the node is encouraged.

#### Bailey Road Urban Center

This mixed-use area north of the Highway 4/Bailey Road interchange aims to create a more unified and vibrant urban center offering a mix of uses at a compact and walkable scale. Multiple-family residential development proximate to employment uses and services is highly encouraged desired. This area should develop into a pedestrian-oriented district serving residents who live nearby, with access to quality local and regional transportation.

#### Pittsburg/Bay Point BART Station Area

This mixed-use area south of the Highway 4/Bailey Road intersection is planned for dense residential development that takes advantage of the area's proximity to the BART Station and Ambrose Park. Limited commercial uses are secondary to residential development and should provide goods and services to commuters, neighborhood residents, and visitors to Ambrose Park. The Pittsburg/Bay Point BART Station Area Specific Plan (2002) is still remains in effect and provides more detailed guidance for this area.

#### *Guiding Principles*

2. The entire community should enjoy streetscapes and open spaces that are free from abandoned cars, debris, and litter, with ample street lighting to improve visibility and safety when walking at night.
7. Bay Point's waterfront north of the railroad tracks should be developed with water recreation and commercial uses while ensuring greater resilience to near- and long-term hazards associated with sea-level rise.
8. Park and recreation facilities should be made safe and inviting to residents and families through quality amenities and ongoing maintenance. The ARPD should have the funding it needs to enhance park and recreation services, including improving the community center and Ambrose and Lynbrook Parks and establishing a new community-oriented park, potentially in Shore Acres.

9. ~~The a~~Agencies that provide community services should coordinate efforts to maximize effectiveness and reach all those who need their services.

### ***Policies***

1. Ensure ~~that land use and new~~ development projects ~~will~~does not create negative impacts such as increased toxic exposure, a net loss of affordable housing, or ~~the~~permanent displacement of residents and local legacy businesses that are valued by the community.

2. Coordinate with the Housing Authority of Contra Costa County, affordable housing developers, and other organizations to transition vacant and underutilized land into affordable rental and ownership housing that serves Bay Point's diverse population, ~~including single people, couples, families, youth, seniors, and people with disabilities~~.

4. ~~Proactively enforce County codes to s~~Support community beautification and safety, ~~curb illegal dumping, improve trash collection, and remove graffiti~~. Encourage improved community appearance through graffiti removal, improved trash collection litter reduction, street and sidewalk maintenance, abatement of illegal dumping, and code enforcement.

6. Encourage development of neighborhood-oriented shopping and services ~~to be developed, especially~~ within walking distance of housing.

7. ~~Actively seek and incentivize commercial development, including grocery stores, on vacant lots near the BART station while avoiding concentrating all development along Willow Pass Road~~.

8. Encourage assembly of parcels in medium- ~~er~~and higher-~~density~~ residential areas to allow for higher-quality, denser residential development, ~~including adequate infrastructure for drainage and traffic~~.

9. Minimize the number of streets and driveways intersecting or entering Willow Pass Road by using secondary roads, assembling frontage parcels, using shared access on abutting properties, and ~~or~~ other approaches.

12. ~~Engage with schools, non-profit organizations, and faith-based organizations to recognize and work with at-risk youth to support their meaningful growth~~.

13. ~~Support healthy relationships between the community and law enforcement~~.

15. ~~Encourage existing liquor stores, convenience stores, and ethnic markets to stock fresh produce and other healthy foods~~.

### ***Actions***

1. ~~Clean up major~~Implement strategies to curb illegal dumping, ~~sites particularly~~ at Port Chicago Highway and Driftwood Drive, and along Pullman Avenue and Suisun Avenue ~~and pursue stricter enforcement with higher penalties and improved regulation~~.

2. Conduct education and outreach to inform residents about proper waste disposal opportunities beyond curbside trash and recycling collection. ~~Promote vehicle donation opportunities for unwanted vehicles~~.

3. Prepare and implement streetscape plans for Willow Pass Road, Bailey Road, and other major streets that include protected bike lanes, speed bumps, stop signs, ~~cameras~~, upgraded sidewalks (including widening and closing gaps), street trees, and landscaping to slow traffic and enhance transit corridors. Streetscape plans should also address on-street parking, traffic movements, and transit facilities. ~~If appropriate, r~~Revise precise alignment plans ~~for consistency with~~to facilitate the streetscape plans wherever necessary.

4. Install pedestrian-~~scale~~ lighting throughout the community to enhance safety and deter crime.

5. Work with BART, Tri-Delta Transit, and County Connection to:

- a. Improve ~~the~~ coordination of bus and BART arrival and departure times.
- ~~c. Extend first- and last-mile services with micro-mobility infrastructure for BART commuters.~~

6. When coordinating with the ARPD, highlight the following goals identified by the community:

- ~~e. Locate facilities to ensure visibility along public roadways where appropriate.~~
- c. Improve the community center and Ambrose and Lynbrook Parks.
- d. Establish a new community-oriented park, potentially in Shore Acres.
- d. Provide clear access points to their facilities.
- g. Install more lighting to improve visibility and safety.

~~7. Use the County's outreach platforms to promote available park and recreation services and programs, based on information provided by the ARPD.~~

9. Work with the community to ~~create~~ a mural or public art program to provide a positive alternative and deterrent to graffiti.

~~10. Conduct outreach about the negative effects of old pipes and water fixtures on water quality in older homes.~~

## BETHEL ISLAND

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

The community may support limited job-generating uses, also but seeks to retain and enhance local agricultural vibrancy and character. ~~The community is strongly opposed to development of heavy industrial uses but is amenable to a limited amount of light industry.~~

### *Planned Land Use*

The majority of Bethel Island is planned to preserve its rural open space agricultural character ~~and~~ while supporting and enhancing local tourism businesses and water-oriented recreation. Most of the area is designated ~~for~~ Agricultural Lands, Commercial Recreation, and Resource Conservation uses. The commercial core of Bethel Island is located along Bethel Island Road and supports public, recreation, and residential uses. This core is envisioned to expand east along Gateway Road to allow for more retail uses, increased parking, and community events, enhancing community character and vibrancy. The perimeter of the island will continue to host most of the community's ~~residential neighborhoods~~ residences.

### *Guiding Principles*

3. To maintain a safe community, public services such as the Contra Costa County Fire Protection District and Sheriff's Office should be supported and enhanced.

### *Policies*

3. Encourage rehabilitation of distressed properties, including by improving aging structures and reducing vegetation overgrowth, ~~both~~ on land and along waterways.

4. To the extent permitted by State law, limit new residential development to already approved development and one dwelling unit per legal parcel.
5. ~~Do not approve~~ Deny requests for General Plan Amendments that would increase residential density unless at least the following are accomplished:
  - b. ~~The~~ Levee improvement plans are approved by the Bethel Island Municipal Improvement District (BIMID) and the US Army Corps of Engineers.
6. Prohibit levee breaches unless the entire perimeter levee is improved to US Army Corps of Engineers standards.
7. Require that any new internal levees meet US Army Corps of Engineers standards.
8. Require ~~that~~ new construction to be set back from levee centerlines a minimum of 100 feet unless adequate substantiation for reduction of the setback is approved by Reclamation District 799 or BIMID.
9. Require ~~that~~ any new construction that is not protected by certified levees to meets FEMA flood protection standards.
10. ~~Establish Bethel Island Road between Dutch Slough and Gateway Road, and Gateway Road between Bethel Island Road and Piper Road, as the community's commercial core.~~

The following changes are recommended to Action 2, which would be moved to the Policies section as Policy 10, in response to a comment received via Konveio on January 24, 2024, from Dan Muelrath, Diablo Water District.

~~Action 2~~ Policy 10. Encourage the Support ~~Diablo Water District's efforts to examine the feasibility of annexing consolidate independent water mutuals on Bethel Island into their service area to improve access to a reliable source of water for fire protection services and general consumption and extend service island-wide. (New Policy moved from Action 2.)~~

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with Countywide goals, policies, and actions.

11. Encourage establishment and growth of locally serving businesses that fulfill the needs of Bethel Island residents.
13. ~~Prioritize~~ Coordinate with the City of Oakley to implement roadway improvements ~~to that~~ reduce traffic congestion on Bethel Island and directly connected public roads. Incorporate pedestrian, bicycle, and stormwater infrastructure improvements when feasible to improve safety and facilitate mobility throughout the island and onto the mainland.

**Actions**

2. ~~Encourage the Diablo Water District to examine the feasibility of annexing Bethel Island into their service area to improve access to a reliable source of water for fire protection services and general consumption. (Revise Action 2 and move to be Policy 10.)~~
3. Work with the California Department of Boating and Waterways to improve signage along waterways to minimize boat wakes and reduce accidents.
4. Work with the community to Explore determine the feasibility of establishing a centralized parking area in the commercial core.

The following new action is recommended in response to a comment received at the Bethel Island MAC meeting.

5. Study the feasibility of providing additional evacuation options, including by boat.

## BYRON

The following changes are recommended by staff based on new information or to clarify content. Some edits are in response to comments received at the Byron MAC meeting.

### *Context*

Located near the eastern edge of the county, Byron is an agricultural community that prides itself on its rural roots. The area's fertile soil supported its initial settlement as a farming center. In 1878, Byron was the site of a new Southern Pacific railroad line that allowed the community to quickly expand. Early Byron attracted visitors from across the nation to the renowned Byron Hot Springs. This resort featured warm mineral pools and luxury accommodations prior to its closure ~~during just prior to~~ World War II. In 1994, the County opened Byron Airport, providing opportunities for general aviation and recreational flight operations.

~~Now an established community,~~ Residents enjoy the area's respite from busy city life, preferring Byron's small-town nature, though some have indicated that increased noise is an issue. Businesses in Byron are generally concentrated in the downtown along Camino Diablo, ~~and the~~ Byron Highway, and Main Street. However, business development and retention has been challenging. The County's Urban Limit Line (ULL) prohibits ~~growth~~ intense development outside of Byron's core area, preserving this land for farming and open space. Residents identify the surrounding agricultural land as a part of their community, although a lack of trail connections prevents residents from accessing potential recreational benefits. While growth is constrained by the ULL, traffic through the community to nearby cities has continued to grow, impacting local roads and safety. Key roadway projects, like ~~the~~ State Route 239 and the Vasco Road-Byron Highway Connector ~~project~~, may improve connections and accommodate increased traffic throughout the area. Community members in Byron are also concerned about housing affordability and homelessness.

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Major Vulnerabilities*

~~The~~ Byron Airport is vulnerable to coastal flooding, extreme heat, flooding, and severe storms.

~~The~~ Byron Highway is vulnerable to coastal flooding, flooding, extreme heat, and severe storms.

### *Planned Land Use*

Land use designations for Byron are shown on Figure LU-1, General Plan Land Use Map, and are defined in the Land Use Element. ~~Downtown Byron, which encompasses the triangle-shaped area bounded by Byron Highway, Camino Diablo, and Holway Drive, is designated for Mixed Use, allowing business uses that both manufacture and sell goods and services, particularly those that exemplify the historic and agricultural roots of the community. Residential uses will also continue in parts of this downtown area. Most of Main Street is designated Mixed-Use Low Density to promote development of vacant and underutilized lots, ideally with residences above street-level businesses planned primarily for commercial uses that support redevelopment, provide a wide array of services for that support residents, and boost local tourism. Commercial and other light industrial uses are allowed at between Byron Highway's major intersections with Holway Drive and Camino Diablo. Outside Around the downtown area and commercial core, but within the Urban Limit Line (ULL), the Land Use Map indicates continued residential uses will continue at a variety of varying densities, as well as along with public and airport-related uses around the Byron Airport to the south.~~

Beyond the ULL, ~~the map indicates continuation of the~~ agricultural, open space, recreation, and public uses ~~that already exist~~will continue, along with potential development of renewable energy facilities.

### *Guiding Principles*

6. Regional travel should be improved through projects like the Vasco Road-Byron Highway Connector ~~Road project~~.

### *Policies*

1. Encourage ~~business~~commercial development that supports a full range of services for residents and is tailored to Byron's small-town character, ideally celebrating the historic and agricultural roots of the community.

3. ~~Attract small businesses and facilitate~~Support efforts to organize community events downtown.

4. Maintain ~~and effective code enforcement and regulations~~implement strategies to curb illegal dumping and littering.

6. Support agriculture, including animal keeping and raising, as an important part of Byron's history and character.

7. Encourage CCTA to prioritize the completion of the Vasco Road-Byron Highway Connector ~~Road project~~.

8. Address traffic conflicts and safety concerns around U-Pick areas, including along Marsh Creek Road, Vasco Road, and Walnut Boulevard, with consideration given to agricultural equipment on roads.

9. Ensure that new development projects ~~does~~ not conflict with potential alignments for the Vasco Road-Byron Highway Connector ~~Road~~and State Route 239 projects, as shown in Figure TR-3, Roadway Classifications, in the Transportation Element. Work with project applicants avoid placing permanent buildings and structures within the potential alignments.

10. Support community-led efforts to establish a community services district to provide basic services to Byron.

### *Actions*

2. Adopt zoning regulations that provides more flexibility for downtown development, including relaxing parking requirements when street parking is available and expanding allowed uses to include light manufacturing for businesses that ~~both~~ manufacture and sell products on-site.

3. Install sidewalks and bikeways with ~~street trees~~, signage, and crosswalks that connect downtown Byron to Byron Park and Saint Anne Church.

4. Install and maintain street trees in downtown Byron to support walkability and provide a more vibrant ~~downtown~~atmosphere.

5. Study the feasibility and need for traffic calming along Byron's major roadways.

6. Upon completion of the Vasco Road-Byron Highway Connector ~~Road~~, designate a truck route to separate truck traffic from other modes of transportation, including around U-Pick agricultural areas, such as along Marsh Creek Road, Vasco Road, and Walnut Boulevard.

7. Work with local and regional stakeholders, such as East Bay Regional Park District, to develop a trails plan that provides local and regional trail connections for Byron, including trails that connect to local destinations like Byron Hot Springs and trails that provide regional connections to recreational and commute destinations. As part of the planning process, consider potential recreational re-use along railroad rights-of-way as well as strategies to effectively communicate trail information to the public. ~~(3-76)~~

## CANYON

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

At the time California became a State, there were more registered voters in Canyon than in other East Bay precincts.

In the 1950s, East Bay Municipal Utility District (EBMUD) acquired much of the land for watershed protection and tore down many homes.

### *Major Vulnerabilities*

Children and seniors are vulnerable to extreme heat, human health hazards, and wildfire.

### *Policies*

4. Support establishment of reliable community-wide internet access and telecommunication services.

### *Actions*

The following new action is recommended in response to a comment received at an open house engagement event.

10. Work with the Central Contra Costa Solid Waste Authority (RecycleSmart) to incorporate Canyon into its service area.

## CLYDE

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

Clyde is located 3 miles from downtown Concord on the east side of the Port Chicago Highway, north of Highway 4. The community is entirely within the County's Urban Limit Line and the City of Concord's Sphere of Influence, ~~and Clyde is also included in the Concord General Plan, although Concord has no plans to for annexation Clyde at this time.~~

Clyde's future was imperiled by the 1944 Port Chicago explosion and subsequent decline of the Port Chicago community. Following the closure of the shipyards, Clyde became a residential enclave surrounded by industrial and military uses. While these uses isolated Clyde from Concord and Bay Point, they also contributed to its strong sense of identity. The community added about 70 homes during the 1990s in the Clyde Commons subdivision, but otherwise has remained ~~stable static~~. There are a few small parks, a community center, and roughly 370 homes. County Service Area M-16 maintains Clyde's parks, recreation areas, and landscaping.

### *Impacted Community*

This law is based on the understanding that some communities have experienced a combination of historic discrimination, ~~negligence~~ neglect, and political and economic disempowerment.

Major industrial facilities near Clyde include the ~~Martinez Refinery Company~~ Marathon Refinery, the Contra Costa Hazardous Materials disposal facility, and ~~the~~ Military Ocean Terminal – Concord (MOTCO). Residents have raised

concerns about foul odors coming from the refinery along with poor air quality caused by heavy industrial land uses. Also among the top concerns for residents are the lack of affordable housing in the area and the resulting increase in homelessness, lack of access to nearby open space, and poor drainage near Port Chicago, resulting in standing water and associated health risks, including mosquitos.

### *Planned Land Use*

~~This community is primarily residential, with a handful of light industrial parcels at its southern edge. Most of the community is planned for continued residential use at a density consistent with existing development. This community is primarily residential, with a handful of light industrial parcels at its southern edge. Heavy industrial lands directly west of Clyde are buffered through an open space designation along the west side of Port Chicago Highway. A greenway and Port Chicago Highway separate Clyde from light industrial lands immediately to the west. A wide area designated for resource conservation provides additional buffer from heavy industrial uses farther west; this buffer zone is intended to remain undeveloped. Directly east of Clyde are the Contra Costa Canal and large agricultural parcels owned by the United States government and private landowners. These lands, characterized by primarily by undeveloped rolling hills, are planned to remain in public and agricultural use.~~

### *Guiding Principles*

4. Clyde residents should be safe and healthy while living adjacent to ~~both~~ heavy industry and MOTCO. Risks from industrial or military accidents and exposure to air pollutants and odors should be monitored and mitigated.

### *Policies*

2. Expand access to local and regional parks and recreational facilities, such as the Delta de Anza Regional Trail and ~~future Concord Hills~~ Thurgood Marshall Regional Park.

### *Actions*

1. Establish a comprehensive, long-term strategy that coordinates efforts from ~~all~~ various regulatory agencies to mitigate the impacts of surrounding uses on the community, both acute and long-term.

3. Coordinate with East Bay Regional Park District and Contra Costa Water District to enhance Clyde's bicycle and pedestrian connections to local and regional trails and open spaces. This ~~should~~ may include a bikeway along Port Chicago Highway connecting to the countywide bicycle network or a bicycle and pedestrian path along the Contra Costa Canal that provides a future connection to Thurgood Marshall Regional Park.

4. Work ~~with the Public Works Department~~ to improve maintenance of County parks in the vicinity of Clyde.

5. Encourage tree planting, and beautification projects, ~~and a bicycle and pedestrian path along the Contra Costa Canal, including a future connection to Concord Hills Regional Park.~~

### **CONTRA COSTA CENTRE**

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

Situated between Pleasant Hill, Walnut Creek, and Concord, and divided among the Spheres of Influence of each, Contra Costa Centre is a bustling transit center adjacent to the Pleasant Hill/Contra Costa Centre BART station. The community has a diverse mix of land uses ranging from low-density single-family homes to very high-density multi-family ~~uses~~ homes and BART-oriented mixed-use. The community's vision is to be a cutting edge, mixed-use



neighborhood that serves all types of households and provides convenient services, safe outdoor public spaces, and multiple transportation choices. In particular, residents support more transit-oriented infill development that is concentrated and sustainable, addressing the growing need for regional transit. The community enjoys living within walking distance of restaurants and outdoor gathering spaces ~~or~~ and parks, and would like its walkable, mixed-use character to be enhanced.

The Iron Horse Trail runs north-south through Contra Costa Centre and provides opportunities for high-quality outdoor recreation. Residents use this trail for a ~~wide~~ variety of trips ranging from active commutes to family outings. Connecting parks, schools, and transit with a network of trails is a high priority for Contra Costa Centre residents. ~~In addition,~~ Traffic safety is also a primary concern. Residents support changing the streetscape to slow traffic while enhancing transportation options.

### ***Planned Land Use***

Land use designations for Contra Costa Centre are shown on Figure LU-1, General Plan Land Use Map, and are defined in the Land Use Element. Contra Costa Centre aims to be a model for mixed-use, transit-oriented neighborhoods, while maintaining and enhancing its identity as a safe, family-friendly, walkable community. ~~As the new and expanded~~ Mixed-Use High Density area designation will attract provides more opportunities for innovative infill development and further improves connectivity to BART, and nearby trails, ~~and the community's multiple uses. Beyond the mixed-use area, the map indicates continuation of~~ Residential uses will continue at a variety of varying densities beyond the mixed-use area, along with new transit-oriented infill development.

### ***Guiding Principles***

1. Residents of Contra Costa Centre enjoy convenient access to public transit through the BART ~~s~~ Station and numerous bus ~~lines~~ routes. This access to public transit provides an easy alternative to automobile travel and access to the rest of the Bay Area from within their own neighborhood.

### ***Policies***

- ~~1. Support innovative mixed-use projects.~~
- ~~2. Support density increases along major thoroughfares.~~
- ~~3. Expand and improve bicycle network connectivity to increase safety and access to public transit and minimize collisions with automobiles.~~
- ~~4. Prioritize local-serving retail and community-focused land uses, such as restaurants and farmers' markets.~~
- ~~5. Require new development to provide walkable, pedestrian-scale streetscapes.~~

~~Policy 6~~ Action 2. Facilitate ~~Encourage~~ installation of facilities that support sustainability, ~~le~~ infrastructure such as zero-emission vehicle charging and fueling infrastructure, bike repair stations, and other green amenities ~~as they become available. (Revise Action 2 as shown and move to be Policy 6.)~~

8. Promote a station area appearance ~~which will~~ that projects a positive image and ~~have~~ has high regional and local identity.

### ***Actions***

- ~~1. Improve~~ Evaluate traffic signal operations at the intersection of Las Juntas Road and Oak Road and correct any identified deficiencies.

2. Facilitate installation of sustainable infrastructure such as zero-emission vehicle charging and fueling infrastructure, bike repair stations, and other green amenities as they become available. (Revise Action 2 and move to be Policy 6.)

2. Update the Pleasant Hill BART/Contra Costa Centre Specific Plan and consider expanding the Specific Plan area to include all land within one-half mile of the BART property. (New Action)

## CROCKETT

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

Crockett is located on the south side of the Carquinez Bridge, at the mouth of the Carquinez Strait just east of San Pablo Bay. The town has a colorful history and eclectic character. It is best known as the home of the C&H Sugar Refinery, which has been in operation since 1906. Crockett was a “company town” during the refinery’s boom years in the early and mid-1900s. Today, the town is home to about 3,000 residents. Its picturesque waterfront setting and relative affordability have attracted a large population of artists. Crockett is home to ~~two~~ museums, two regional parks, a middle school and high school, and a historic downtown business district along Pomona Street and 2nd Avenue. In hillside residential neighborhoods, quaint homes on small lots boast sweeping views of the strait. ~~In addition to the C&H Sugar refinery,~~ The community is also close to and affected by heavy industrial uses west of Interstate 80, including the Phillips 66 Refinery and NuStar Energy storage facility.

### *Major Vulnerabilities*

People and facilities throughout Crockett face significant risks of wildfire, including threats of injury, property loss, and high air pollution from smoke.

Households in poverty are among the most vulnerable to seismic hazards.

### *Impacted Community*

This law is based on the understanding that some communities have experienced a combination of historic discrimination, ~~negligence~~ neglect, and political and economic disempowerment.

While there are multiple Census tracts that make up Crockett, this chart presents only the most-impacted Census tract in Crockett the community.

Some of the factors that contribute to Crockett’s identification as an Impacted Community relate to its industrial roots – ~~both~~ past and present. The Selby Smelting and Lead Company, operated as a metal smelting and refining plant into the 1970s, polluted land and accompanying groundwater north of the bridge with slag that contains arsenic, lead, cadmium, and other compounds. Remedial efforts in previous decades protected residents from direct site exposure but did not fully prevent slag from leaching into ~~the San Pablo Bay.~~ Full remediation plans, overseen by the California Department of Toxic Substances Control, are underway to protect groundwater, preserve aquatic habitats, and prevent human exposure to these toxic substances.

Near the Selby site, NuStar Energy leases land previously owned by the Wickland Oil Company, where petroleum products were released ~~at the site~~ through the 1980s. The site currently stores petroleum products from nearby refineries before transfer to gas stations and other consumers. Fires at the storage facility in 2019 required Crockett residents to “shelter in place” and put the community at risk of evacuation and toxic airborne particulates.

## Planned Land Use

Land use designations for Crockett are shown on Figure LU-1, General Plan Land Use Map, and are defined in the Land Use Element. The heart of Crockett is the downtown business district along and north of Pomona Street, from 1st Avenue to This area wraps around John Swett High School, ~~encompassing the library to the north,~~ and connecting to a secondary business district extending east along Loring Avenue facing the waterfront. These areas are ~~intended for designated~~ Mixed-Use Community-Specific Density projects to facilitate the creation of a town center, retain the integrity of existing development, and in recognition ~~of~~ of the historic mix of ground floor commercial uses, upper story apartments, and small multiple-family residential, office, and civic buildings. Residential neighborhoods are planned for ~~a density~~ densities ranging from ~~53 to 360~~ units per net acre, which is consistent with the existing development pattern, with higher density uses located in the highest adjacent to the ~~Mixed-Use~~ Mixed-Use designation areas to support the business district and ~~decreases as distance from downtown and elevation increase.~~ New development is planned to ~~continue the existing~~ follow this development pattern that mixes residential and open space uses. Areas to the west around the base of the Carquinez Bridge are ~~planned for designated~~ Light Industrial and Commercial Recreation uses in recognition of existing uses and to revitalize the marina area and improve access to the waterfront.

## Guiding Principles

7. Public facilities and amenities in Crockett, including regional parkland, ~~community~~ local parks and open spaces, schools, and the Crockett Community Center, should be preserved and enhanced. Open spaces should be inviting, clear of trash and debris, support community health and wellness, and serve as classrooms for outdoor education.

## Policies

1. In mixed-use areas, ~~preserve adequate square footage of commercial uses to meet the daily needs of the community. Support~~ development of a thriving and diverse local economy with thriving small and local-serving neighborhood-scale businesses to serve the daily needs of the community while promoting new residential development.
2. ~~Maintain~~ Respect Crockett's historic context and maintain its unique character while removing barriers to economic vitality, making the housing stock more resilient and sustainable, and creating new and diverse housing opportunities.
3. Coordinate with the C&H Sugar ~~Refinery~~ to ensure that plans for future use of its properties are consistent with the community's vision for long-term growth.
4. ~~Encourage~~ Support improved community appearance beautification and safety through graffiti removal, litter reduction, street and sidewalk maintenance, abatement of illegal dumping, and effective code enforcement.
7. ~~Consider height and density increases downtown, provided historic context is respected.~~
8. ~~Exempt adaptive reuse or re-tenanting of older downtown buildings from compliance with off-street parking requirements when appropriate. Acknowledge that Crockett's historic development pattern may preclude compliance with various zoning regulations, such as setback and off-street parking requirements, and enforce such regulations accordingly.~~
9. Support efforts to ~~Elevate~~ Crockett's role in the Bay Area as a regional hub for arts and culture, and strongly encourage galleries, artists housing, performance space, special events, and other activities that support the arts as an important part of local identity.
10. ~~Generally preserve~~ Maintain public views of Carquinez Strait, San ~~Francisco~~ Pablo Bay, and other defining natural elements of the local landscape to the greatest extent possible. Encourage new construction that enriches scenic quality of the community.

12. Support the long-term preservation of hillsides, ridgelines, and canyons around Crockett, which are essential to the community's scenic beauty and character and serve as green infrastructure that supports stormwater management, water quality, and climate change strategies. Prohibit extreme topographic modification, such as filling in canyons and removing hilltops.

13. Encourage clustering and planned unit development on hillsides as a means of preserving open space.

14. ~~Work Partner~~ with East Bay Regional Park District (EBRPD) and other large landowners to improve non-motorized trails in the Crockett area, including a potential bike lanes trail to Rodeo and Port Costa, and provide better access for hikers from Crockett to the Bull Valley Staging Area and Carquinez Strait Regional Shoreline Park.

### **Actions**

1. Assist a community-led process to develop design guidelines for Crockett that complement the County's Objective Design and Development Standards and are tailored to the unique setting, historic fabric, lot patterns, design character, and mix of uses in the community.

2. Update the Historic Resources Inventory to ~~add structures that may not have been considered historic at the time of the last inventory~~ include Crockett's historically significant buildings and sites. Include information on nearby legacy communities such as Selby and Tormey.

3. Work with the community to Ddevelop an economic development strategy aimed at attracting retail, restaurants, grocers, services, and locally-owned and independent businesses.

4. ~~Improve waterfront access, including access to the shoreline from Crockett and lateral access along the shoreline itself.~~ Work with the State Lands Commission, EBRPD, and other agencies Union Pacific Railroad to improve waterfront access, including lateral access along the shoreline itself, provide new amenities along the shoreline, improve pedestrian and bicycle crossings of the railroad, and encourage water-oriented business and commercial activities that enhance Crockett's identity as a waterfront community.

5. Work with the community to Ddevelop a communitywide parking management plan that addresses downtown parking and residential street parking.

6. Close sidewalk gaps ~~and improve pedestrian mobility~~ throughout downtown and around schools.

7. Maintain truck routes to limit industrial traffic on Crockett streets and enable safer, more efficient road operations.

8. Work with the West Contra Costa Transit Authority, Caltrans, and Amtrak to improve transit connections between Crockett and other communities, potentially including a rail stop on the Amtrak/Capitol Corridor. ~~In addition, encourage transit agencies to improve transit signage and waiting areas.~~

9. Study the feasibility of providing bicycle lanes between Crockett and Rodeo.

### **DIABLO**

The following changes are recommended by staff based on new information.

### **Context**

In ~~2022~~2024, the ~~median average~~ home price in Diablo was ~~\$3.18~~ \$2.65 million, making it among the 41st most expensive ZIP codes in the United States and ~~the most expensive in~~ the East Bay.

The following changes are recommended in response to a comment letter received on November 21, 2023, comments from the Diablo Historic Preservation Committee via Diablo Community Services District.

### *Context*

Diablo began as the Oakwood Park Stock Farm, a ranch owned by California's "Big Four" (i.e., influential men Leland Stanford, Charles Crocker, Mark Hopkins, and Collis P. Huntington, with a fifth partner, David Colton, who built the Central Pacific Railroad) in the late 1800s. Robert Noble Burgess purchased the property in 1912 from David Colton and transformed ~~it into a swank summer resort~~ the Farm into a family-oriented, parklike community of summer homes.

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Planned Land Use*

Diablo is planned to preserve ~~and continue~~ its rural character ~~and with continued~~ residential use at ~~a density~~ consistent with existing development. The large area designated Commercial Recreation supports continued operation of the Diablo Country Club, while the area designated Public and Semi-Public supports the Athenian School. The County's Urban Limit Line, along with Agricultural Lands, Parks and Recreation, and Resource Conservation land use designations protect lands under the County's jurisdiction on the north and east sides of the community.

### *Policies*

2. Coordinate with the community to ~~increase~~ opportunities for ~~community~~ input into planning processes and projects, especially related to historic designations and regulations.

### *Actions*

1. Work with the Town of Danville to ~~Address~~ issues with traffic and speeding along Diablo Road.
2. Coordinate with local agencies to establish a plan for responding to natural disasters, ~~such as~~ especially wildfires and earthquakes, ~~that may include~~ ing a shelter-in-place plan for the community.

## DISCOVERY BAY

The following recommendation is made in response to a comment received at the Discovery Bay MAC meeting.

### *Throughout Profile*

Change "~~canals~~" to "bays" throughout profile.

The following changes are recommended by staff based on new information or to clarify content.

### *Context*

Discovery Bay is a relatively new community in eastern Contra Costa County, created as a planned community in 1964 on agricultural land previously known as the "Byron Tract." The original development was envisioned as a recreational community, with a network of excavated canals and residential lots connected to Delta waterways. In the 1990s the County approved "Discovery Bay West," a 2,000-home project built around a new elementary school and four artificial lakes. Newer subdivisions have further expanded the community. Neighborhood-serving amenities also were planned and created.

The following changes are recommended in response to a comment letter received on November 27, 2023, from the Discovery Bay Community Services District.

### *Context*

Today, Discovery Bay has grown into a full-service town with a community services district (CSD) that coordinates water, sewer, and recreation services. The CSD also fulfills the role of a municipal advisory council and advises the County on planning, infrastructure, public safety, and other policy matters.

### *Major Vulnerabilities*

~~The Discovery Bay Fire Station and East Contra Costa Fire Protection District buildings are vulnerable to coastal flooding.~~

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Major Vulnerabilities*

~~The Discovery Bay Elementary School, All God's Children Christian School, and Timber Point Elementary School are vulnerable to coastal flooding either now or under future sea level rise scenarios.~~

### *Planned Land Use*

Land use designations for Discovery Bay are shown on Figure LU-1, General Plan Land Use Map, and ~~are~~ defined in the Land Use Element. Discovery Bay has been planned to maintain the existing pattern of residential land uses along the ~~canals/bays~~, with pockets of commercial ~~and office~~ uses along Discovery Bay Boulevard and Highway 4. While the former Cecchini property is designated Agricultural Lands, it is inside the County's Urban Limit Line (ULL) and may be redesignated to allow urban uses in the future. The area designated Mixed-Use Community-Specific Density at Discovery Bay Boulevard above Sand Point Road/Willow Lake Road is intended to facilitate ~~the~~ creation of a town center and encourage ~~the~~ development of a variety of uses that would complement and ~~catalyze further utilization of~~ energize existing commercial ~~and office~~ areas.

### *Policies*

1. In mixed-use areas, ~~attract and retain commercial uses to serve the daily needs of the community.~~ Support the development and retention of new commercial uses and local-serving businesses to meet the daily needs of the community while promoting new residential development.
2. Coordinate with East Bay Regional Park District to ~~E~~enhance access and connections to regional parks and open space.
3. ~~Promote and e~~ncourage ~~the~~ development of job-generating uses.
4. Require development of the southern portion of the former Cecchini Ranch property to include a fire station, sports fields, and substantial acreage set aside as light industrial/flex space to accommodate job-generating uses.
5. Support ~~establishment~~ development of a senior housing project in the vicinity of Point of Timber Road.

### *Actions*

3. ~~Add a sports field complex, possibly on the east side of Discovery Bay.~~

The following changes are recommended in response to a comment received at the Discovery Bay MAC meeting.

4. ~~Work with the Town of Discovery Bay CSD to determine the feasibility of~~ Provide providing bathrooms ~~and better maintenance at Slifer Park and consider transitioning ownership to the Community Services District.~~

The following changes are recommended by staff based on new information or to clarify content.

### *Actions*

5. Move the approximately 520.7-acre northern portion of the former Cecchini Ranch, which is under an agricultural conservation easement, outside of the Urban Limit Line ULL.

## EAST RICHMOND HEIGHTS

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

Situated ~~in the Berkeley Hills north of~~ near El Cerrito and Richmond, ~~and within the Spheres of Influence of both in the Berkeley Hills,~~ East Richmond Heights is a primarily residential community of about 3,600 residents. Adjacent open space in Wildcat Canyon provides respite and outdoor recreation ~~for residents.~~ Given East Richmond Heights' location, the community has panoramic views of San Francisco Bay, Mount Tamalpais, and beyond. Residents cite access to open space and views as important community assets that should be preserved for generations to come. East Richmond Heights is also home to two schools, Crestmont School and Mira Vista Elementary School, which contribute to the area's family-oriented character. Interstate 80, ~~located about a ½ mile to the west,~~ and the El Cerrito Del Norte BART Station provides regional transportation access, and Arlington Boulevard serves as the major north-south thoroughfare.

Despite the small-town community feel, residents are concerned about safety and formed the East Richmond Heights Neighborhood Watch team to prevent crime, enhance emergency preparedness, and improve neighborhood communication. ~~In addition,~~ Residents would like more street lighting and new and expanded community facilities and events. Residents are also concerned about fire hazards from vegetation in Wildcat Canyon Regional Park and throughout the neighborhood, particularly from dead, standing trees. The community would like to enhance fire protection services and evacuation preparedness to ensure resident safety in the event of a natural disaster

### *Major Vulnerabilities*

Public safety and emergency medical response are vulnerable to ~~flooding~~ earthquakes, landslides, severe storms, and wildfire.

Change the title of the "~~Landslides~~" figure to "Seismic Hazards."

### *Planned Land Use*

The community has two existing small commercial pockets, ~~which that~~ are intended to support neighborhood-serving businesses. The ~~area~~ Adams Middle School site, designated Mixed-Use Low Density, is envisioned to attract neighborhood-serving commercial and services uses, affordable housing, and alternative dwelling types, while supporting and encouraging more community events

## ***Policies***

1. ~~Prioritize mitigation of wildfire and earthquake exposure. When reviewing new development proposals, consider the need for mitigation of wildfire and earthquake exposure as appropriate.~~
3. When reviewing new development proposals, ensure views of scenic natural features (e.g., San Francisco Bay, distant mountains) and the developed environment (e.g., bridges, San Francisco skyline) are substantially preserved.
4. ~~Ensure that~~Condition new construction development projects and home renovation activities to minimize impacts on neighbors and local roads, which may be compounded by existing small lots and narrow, winding roadways.
6. Promote local-serving commercial ~~establishments~~uses to encourage ~~local~~small business growth, create retail shopping near residents, and provide opportunities for residents to conduct business within their own community.
7. ~~Improve local drainage infrastructure and encourage improvements to local wastewater infrastructure.~~
8. ~~Recognize~~Emphasize affordable housing as a community asset and encourage alternative dwelling types such as ~~accessory dwellings and co-housing~~.
9. Consider the impacts of each project, individually and cumulatively, on emergency access and response to the neighborhood and immediate project area. New projects should not negatively impact access or response by emergency service providers. (New Policy)
10. Determine on a project-by-project basis whether a traffic impact analysis is warranted, considering factors beyond peak-hour trip generation, such as individual and cumulative impacts on pedestrian safety and neighborhood-scale evacuation plans. (New Policy)
11. For new developments, encourage building scale, massing, architectural style, and materials to provide harmonious scale transitions and blend with the surrounding existing residential neighborhood. (New Policy)
12. Encourage a mix of unit types and densities in new housing projects to diversify the housing stock and better serve residents of all ages, incomes, and abilities. To achieve the required density, encourage development of greater numbers of smaller-scaled buildings that are harmonious with surrounding areas and contain fewer units per building, instead of large-scale buildings containing higher numbers of units. (New Policy)
13. Provide pedestrian-friendly streetscape improvements with large-canopied street trees, open spaces, ground cover, and flowering plants where opportunities exist. (New Policy)
14. Encourage new development on large parcels, such as the Adams Middle School site, to closely follow the natural slope of the site with grading and building forms and heights. (New Policy)
15. Encourage seamless integration of new development on large parcels into the surrounding street pattern and evaluate opportunities to reestablish historic street patterns. For example, Loring Avenue and Rosalind Avenue, which are shown as through streets on historic Assessor's maps, were interrupted by consolidation of the Adams Middle School site and may be appropriate for extension. (New Policy)

## ***Actions***

1. ~~Coordinate with public safety and health agencies~~Work with East Bay Municipal Utility District and Contra Costa County Fire Protection District to install~~determine whether~~ additional fire hydrants are necessary within the community.



2. ~~Improve Upgrade pedestrian safety and roadway infrastructure by performing routine pavement management and maintenance, installing continuous street lighting, illuminating pedestrian crossings, adding ADA compliant amenities, and delineating on-street parking spaces along major roads~~ Arlington Boulevard and in the North Arlington neighborhood, with emphasis on improving pedestrian safety.
3. ~~Explore~~ Study the ~~possibility~~ feasibility of constructing a community library.
4. Conduct community workshop(s) to explore options for ~~Assist a community-led process to coordinate with the Richmond Unified School District on a plan for the future development at the~~ of Adams Middle School site. Concepts and direction developed at the workshop(s) would provide community preferences and guidance to the County, local officials, property owner, prospective developer, and design team. The site should be a model for sustainable, green development that meets the housing (including workforce housing), retail, recreational, and service needs of the community while mitigating impacts to ~~existing neighborhoods~~ the surrounding area. Such workshops should also be conducted for projects requiring General Plan amendments or rezonings in East Richmond Heights.
5. ~~Should the Mira Vista Elementary School property ever be redeveloped with a non-public use,~~ Redesignate the western, downslope portion of the Mira Vista Elementary School property, between Zinn Street and Sierra ~~Hazel~~ Avenue, to Parks and Recreation should it ever be redeveloped with a non-public use.

## EL SOBRANTE

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with Countywide goals, policies, and actions.

Important natural features such as San Pablo Ridge, Sobrante Ridge, San Pablo Creek, open hillsides, and oak woodlands provide visual beauty, plant and animal habitat, and opportunities for recreation.

El Sobrante is oriented along ~~several~~ three major thoroughfares. San Pablo Dam Road, the backbone of the community, extends from Interstate 80 east and south toward San Pablo Reservoir and Orinda and is home to many of El Sobrante's ~~businesses and~~ commercial uses. Appian Way is a commercial and residential corridor that extends north/northeast from San Pablo Dam Road to Interstate 80 in Pinole, ~~including passing through~~ the "triangle" area around ~~at the intersection of Appian Way and~~ with Valley View Road. Valley View Road is a residential corridor that extends southeast from the "triangle" to San Pablo Dam Road, passing De Anza High School. Most of the community is accessed via these three roads. ~~Important natural features such as San Pablo Creek, open hillsides, and oak woodlands provide visual beauty, plant and animal habitat, and opportunities for recreation and green infrastructure.~~

Several plans have been developed for El Sobrante ~~in the past two decades~~ over the years and remain generally applicable today, including a 2001 Transportation and Land Use Plan for the downtown business district (along San Pablo Dam Road and Appian Way) and P-1 Zoning and Design Guidelines adopted in 2013.

### *Major Vulnerabilities*

The community is vulnerable to dam-related flooding ~~from the~~ San Pablo Dam, if the dam were to be ~~harmed~~ compromised by landslides or seismic hazards. ~~However,~~ San Pablo Dam has recently been ~~was~~ upgraded in 2010 to reduce the risk of ~~dam~~ failure, decreasing the potential for dam-related flooding.

### *Planned Land Use*

Areas along San Pablo Dam Road and Appian Way that serve as downtown El Sobrante are designated Mixed-Use Low Density and Mixed-Use Community-Specific Density, recognizing the existing mix of multiple-family residential and commercial properties, as well as the desire for new projects that combine these uses, either vertically or horizontally. As noted in the following section, zoning regulations provide more prescriptive design standards for the

downtown areas. The ~~Land Use Map also~~ Public and Semi-Public designation identifies community assets ~~with a designation for public uses~~, including Juan Crespi Middle School, Harbour Way Elementary School, De Anza High School, and the El Sobrante Library, as well as utilities such as an East Bay Municipal Utility District (EBMUD) water filtration plant.

### Downtown El Sobrante Planned Land Uses

The Downtown El Sobrante P-1 Zoning and Design Guidelines should be consulted for more specific direction ~~and is considered the governing document for~~ related to long-range planning decisions in this area.

Mixed-use development is strongly encouraged, although all three districts allow projects that are entirely commercial or residential. Interesting and innovative architecture is encouraged throughout each mixed-use area, but it should be harmonious in scale so that ~~the each area is perceived and~~ functions as a cohesive district.

### San Pablo Dam Road Mixed-Use Area

The ~~third~~ mixed-use area in downtown El Sobrante applies to San Pablo Dam Road between El Portal and Appian Way. This is the core of the downtown area. The intent is to create a more unified and vibrant district by creating a town square, improving San Pablo Dam Road, and encouraging new multiple-family residential, offices, retail, and mixed-use projects. The town square is envisioned on the Mechanics Bank property on the south side of the block between Hillcrest Avenue and Pitt Way. Consolidation of existing small parcels is encouraged to create more viable development sites. ~~A 50-foot height limit applies to parcels within this zone, provided that t~~ The mass, height, and shape of buildings should preserve views and are be compatible with community character. ~~The vision for this area also includes improvements to San Pablo Dam Road. Potential improvements to San Pablo Dam Road include new bike lanes or a (possibly separated) bike lane, wider sidewalks, more off-street parking, new pedestrian crossings, and more attractive and coordinated signage.~~

### Appian Way Mixed-Use Area

The Appian Way Mixed-Use Area is intended to facilitate ~~the~~ development of the Appian Way corridor as a unified, well-designed, walkable neighborhood, including new mixed-use development and improved services, shopping, offices, and restaurants. Neighborhood scale commercial uses are allowed on all parcels. Residential-only projects and mixed residential-commercial projects are permitted but not required, and residential uses may be integrated into existing commercial developments. ~~A 27-foot height limit applies, with an 8-foot height bonus for mixed-use projects or projects eligible for a density bonus (subject to specific findings set forth in the P-1 Zoning Plan).~~

### Triangle Mixed-Use Area

The El Sobrante “~~†~~Triangle” is formed by the intersection of Valley View Road, Appian Way, and Sobrante Avenue. Like the Appian Way Mixed-Use Area, this area is ~~also~~ envisioned as a distinct neighborhood retail district ~~with opportunities for mixed-use infill projects. The a~~ Allowable uses are similar to those in the Appian Way area. ~~Projects that incorporate housing as part of a m~~ Mixed-use projects are preferred encouraged, provided that safe walking and recreational opportunities can be made available, though P projects that are entirely commercial are permitted on all parcels, subject to P-1 standards and use limitations. ~~The triangle area is subject to the same density and floor area ratio standards as the Appian Way Mixed-Use Area, with a 27-foot height limit and the potential for an 8-foot height bonus for mixed-use projects. The same building design, streetscape, and parking guidelines that apply in the Appian Way area apply in the Triangle area. The triangle block itself is designated for general commercial uses and is not considered an appropriate location for housing. The Triangle differs from the Appian Way area in that it is far more compact and offers an opportunity to create a walkable activity node that anchors the northern end of the community.~~

Note: In the "Mixed-Use Areas" map on page 4, staff recommends that the legend order be revised, first showing the San Pablo Dam Road Mixed-Use Area, followed by the Appian Way Mixed-Use Area, and then the Triangle Mixed-Use Area.

### ***Guiding Principles***

1. El Sobrante should remain independent and eclectic, with common-sense land use regulations that respond to the community's varied development and building patterns.

7. Because ~~the cities of Richmond and Pinole surround El Sobrante on three sides, coordination with the City of Richmond and City of Pinole is essential, and the County should work proactively to address the effects of decisions by Richmond's and Pinole's decisions~~ on the quality of life in El Sobrante.

17. Local businesses should act as gathering places for residents and contribute to El Sobrante's sense of community and cultural diversity.

### ***Policies***

1. In mixed-use areas, ~~preserve adequate square footages~~support development and retention of commercial uses and local-serving businesses in mixed-use areas to meet the daily needs of the community. ~~Support the retention of active commercial uses and local-serving businesses~~ while promoting new residential development.

2. Continue ~~to improve~~ing downtown El Sobrante to create a stronger sense of this area as a town center and destination for residents, using the Downtown El Sobrante Planned Unit Development (P-1) Zoning and Design Guidelines to guide land use and development decisions ~~in this area~~.

3. Encourage ~~and prioritize~~development of small and locally ~~owned~~ businesses, including especially markets offering healthier food choices. ~~Local businesses should provide gathering places for residents and contribute to El Sobrante's sense of community and cultural diversity. (3-170)~~

5. ~~Consider the effects of new development on aging infrastructure and, where appropriate, require infrastructure improvements as a condition of approval.~~

7. Increase ~~neighborhood~~local park acreage, including ~~requiring~~pocket parks within new development, and ~~preserving~~ing open space along San Pablo Creek, and encouraging the Public Works Department to acquire land using development fees and other sources. Funding for ongoing maintenance should be identified when parks are created. (3-175)

8. Encourage new commercial and mixed-use projects to incorporate safe, well-maintained open spaces and areas or gathering places in new commercial and mixed-use development projects where feasible. In addition,

New Policy 9 (split from Policy 8). Encourage multiple-family residential development ~~should~~ projects to provide on-site recreational facilities for occupants, residents, and contribute toward the development of parks and recreational facilities that serve the community at large. (New Policy)

9. Partner with East Bay Regional Park District to maintain, and where feasible improve, access to regional open spaces and parks on the perimeter of El Sobrante, including new trails and existing fire trails with the potential for recreational use.

10. ~~Partner with community organizations to~~ Conserve and restore portions of San Pablo Creek as a community open space, natural resource, and visual amenity. ~~In addition, and~~ conserve the natural elements of other local creeks, such as Appian Creek and Wilkie Creek.

11. Encourage the City of Richmond to preserve the visual character and natural qualities of San Pablo Ridge, the hillside area that defines the southern ~~and western~~ edge of El Sobrante, by supporting land use decisions that ~~maintain trail access to Wildcat Canyon Park and preserve~~ protect areas above the 400-foot elevation contour as open space ~~and maintain trail access to Wildcat Canyon Regional Park.~~

13. ~~Prohibit~~ Deny applications for entitlements to establish new automotive uses (body repair, oil change, etc.) in El Sobrante.

### **Actions**

3. ~~Undertake~~ Improve drainage ~~improvements~~ infrastructure to reduce local flooding problems, especially along portions of Appian Way and San Pablo Dam Road that still have open roadside ditches. ~~To the extent feasible, incorporate "green streets" principles in the design of such projects.~~

5. Work with ~~AC Transit and other local~~ public transit agencies to improve local service, restore BART feeder lines, and better connect El Sobrante to regional transit and community services such as hospitals.

7. ~~Pursue construction of a new collector street connecting Pitt Way to Hillcrest Road.~~

12. ~~Work with AC Transit and other local public transit agencies to improve local service, restore BART feeder lines, and better connect El Sobrante to regional transit and community services such as hospitals.~~

13. Continue ~~to explore~~ assessing the feasibility of a creek-side boardwalk and park along publicly owned segments of San Pablo Creek.

### **KENSINGTON**

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### **Context**

Situated near the University of California ~~and within El Cerrito's Sphere of Influence~~, Kensington has been a desirable neighborhood for academics, students, urban professionals, and families for decades. Kensington residents enjoy the community's panoramic views, mature trees, hillsides, walkable scale, and easy access to transit and regional parks. Although there is very limited potential for growth, ~~many of the homes date from the 1930s and 40s and~~ there is significant construction activity to upgrade and expand existing homes, these homes ~~most of which date from the 1940s and earlier.~~

Kensington is ~~oriented~~ located along Arlington Avenue ("the Arlington"), a winding thoroughfare that connects to Berkeley on the south and El Cerrito on the north. There is a small commercial district ~~located~~ on the Arlington just north of the Berkeley city limit. A second commercial district is ~~located~~ on Colusa Circle in the lower part of Kensington, near the border with El Cerrito. ~~Although a~~ Almost all of the homes in Kensington are single-family, ~~and~~ densities for that style of development are relatively high.

## Major Vulnerabilities

Sunset View Cemetery, Tilden Regional Park, Kensington Park, and general outdoor recreation are vulnerable to drought, landslides, severe weather, and wildfire.

## Planned Land Use

Land use designations for Kensington are shown on Figure LU-1, General Plan Land Use Map, and are defined in the Land Use Element. Kensington is planned for continued residential use at a density consistent with existing development, with small pockets of mixed use, commercial and office uses, public/institutional uses, and abundant parks and recreational land. Kensington's two small commercial areas will continue to serve as the primary centers of local business for Kensington residents. The commercial areas along ~~at~~ Colusa Avenue Circle and Arlington Avenue ~~are~~ intended to maintain the community-serving uses already in place while accommodating mixed-use development on vacant and underutilized parcels. Kensington's proximity to Tilden and Wildcat Canyon Regional Parks provides premier outdoor recreational opportunities for residents. As such, wide swaths of land beyond the developed area continue to be designated for public/semi-public and park and recreation uses.

## Guiding Principles

4. To remain a safe and complete community, enhancements to the existing public services and facilities, such as the Kensington Fire Protection District and Police Department ~~facility~~ facilities, Kensington Library and Community Center, the pedestrian path network, and local schools, should be supported.
6. A variety of housing types, including small multiple-family developments, duplexes, and accessory dwelling units (ADUs), should be encouraged to diversify the housing stock and better serve residents of all ages and abilities.
7. New housing should be compatible with the existing low- to medium-density community character and be designed to minimize negative impacts on roads, emergency response capacity, and infrastructure.

## Policies

~~1. Prioritize mitigation of wildfire and earthquake exposure. When reviewing new development proposals, prioritize the need for mitigation of wildfire and earthquake exposure.~~

3. When reviewing new development proposals, ensure views of scenic natural features (e.g., San Francisco Bay, distant mountains) and the developed environment (e.g., bridges, San Francisco skyline) are substantially preserved.

5. Prioritize approval of projects that incorporate community-serving medical facilities and services.

~~6. Improve public safety facilities and emergency medical services to meet community needs.~~

~~Action 6~~ Policy 7. Support ~~the replacement or updating of~~ police and fire facilities with new or modernized modern facilities that meet Kensington's long-term needs. (*New Policy moved from Action 6 and revised as shown.*)

~~7. Ensure that~~ Condition new construction and home renovation activities, development projects to minimize impacts on neighbors and local roads, which may be compounded by existing small lots and narrow, winding roadways.

~~8. Accommodate new accessory dwelling units while minimizing their potential effects on street parking and emergency vehicle access.~~

## Actions

1. Improve pedestrian safety and roadway infrastructure with features such as designated paths, ~~ongoing maintenance~~, illuminated crossings, stop signs, traffic calming measures, on-street parking spaces along Arlington Avenue and Colusa Circle, and ADA facilities.
3. ~~Explore financial assistance programs to help residents maintain and upgrade their homes and implement seismic safety improvements.~~
4. Review ~~the view protection~~ County Ordinance Code Chapters 84-74 – Kensington Combining District and 816-2 – Tree Obstruction of Views Combining District and amend as necessary to ensure ~~that it addresses issues such as~~ related to view blockage by trees and vegetation are addressed.
5. ~~Develop programs to maintain and improve~~ Explore options for funding maintenance and improvement of Kensington’s public pedestrian path system.
6. ~~Support the replacement or updating of police and fire facilities with new or modernized facilities that meet Kensington’s long-term needs. (Revise Action 6 and move to be Policy 7.)~~

## KNIGHTSEN

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### Context

~~The~~ Construction of the first buildings soon followed, with the construction of a station house, railroad station, grocery store, and post office, soon followed; the Knightsen Farm Bureau was established in 1918. The community is listed in the County’s Historic Resources Inventory.

Knightsen has been proactive in addressing its service and utility needs, starting in 1920 with ~~the~~ establishment of the Knightsen Irrigation District, which was quickly absorbed by the East Contra Costa Irrigation District. From 2005-2023 the Knightsen Town Community Services District worked to enhance flood control and improve water quality, both topics of significant concern given Knightsen’s position in a low elevation area that receives substantial runoff. Today, residents remain concerned about water quality and water service, and they would like increased code enforcement into support ~~of the~~ community’s health and safety.

### Major Vulnerabilities

Delta Road, Sellers Road, and the ~~Union Pacific~~ Burlington Northern Santa Fe ~~Railroad~~ way are vulnerable to extreme heat, flooding, and severe storms.

### Planned Land Use

Most residences are constructed on agricultural parcels. Residential use is predominantly very low-density, slightly increasing as it approaches the community’s commercial core of the community within the Urban Limit Line. The existing commercial core will be retained to attract community locally--serving businesses and revitalize and beautify the central area serve as the heart of the community.

### *Guiding Principles*

3. Development should embrace and be compatible with the community's historic, rural character.

### *Policies*

2. Encourage re-use and rehabilitation of historic buildings ~~and provide landscaping and street lighting to beautify the commercial area.~~

~~Action 4~~ Policy 3. Provide ~~wider~~ adequate sidewalks and ~~more~~ shoulder space ~~along roads~~ to protect pedestrians and accommodate horses. *((New Policy moved from Action 4 and revised as shown.))*

4. Facilitate community events ~~downtown~~ in the commercial core.

7. Continue improving ~~services related to~~ code enforcement and public health and safety services.

### *Actions*

1. ~~Plant~~ Install and maintain street trees and ~~install~~ street lighting ~~downtown~~ in the commercial core to support walkability ~~and beautify the area.~~

4. Provide ~~wider~~ sidewalks and ~~more~~ shoulder space along roads to protect pedestrians and accommodate horses. *(Revise Action 4 and move to be Policy 3.)*

5. Implement measures to slow ~~down~~ traffic and limit traffic impacts from local agritourism.

### **MONTALVIN MANOR, TARA HILLS, BAYVIEW, ROLLINGWOOD**

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

Situated ~~along San Pablo Avenue~~ near the cities of San Pablo and Pinole, and within the Spheres of Influence of both ~~in the northwestern part of the county,~~ these four communities are made up of single-family neighborhoods with some multiple-family homes and small commercial storefronts areas.

The historic Union Pacific Railroad runs along this shoreline, creating challenges for safe and convenient access to ~~the San Pablo Bay.~~

Interstate 80 skirts the eastern edge of Tara Hills, and traffic congestion and related air pollution during peak commute hours ~~cause problems for~~ impact residents. Surface streets can be severely congested, and pedestrian and bicycle infrastructure is limited, impeding access to local amenities. Many of the neighborhood-serving commercial spaces in ~~these community~~ communities have become vacant over time, limiting local service options and attracting illegal dumping.

### *Impacted Community*

This law is based on the understanding that some communities have experienced a combination of historic discrimination, ~~negligence~~ neglect, and political and economic disempowerment.

With the recent closure of a nearby medical center, residents must travel farther to Richmond on congested roads to receive care reach the nearest hospital.

### *Planned Land Use*

The area designated Mixed-Use Community Specific Density at the intersection of San Pablo Avenue and Tara Hills Drive is intended to serve as a town center and commercial core planned for a range of neighborhood shopping, residential, and office uses that will stimulate improvements and reinvestment. ~~Ideally, this mixed-use area will also serve as a central community gathering place.~~

Montalvin Manor, Tara Hills, and Bayview ~~wrap around border~~ the shoreline of San Pablo Bay, providing residents with beautiful views and valued access to nature. As such, access to shoreline and trail connections will be preserved through ~~resource conservation and the p~~ Park and ~~R~~ Recreation land use designations.

### *Guiding Principles*

4. Water-oriented recreation uses along the shoreline should be encouraged, and shoreline access should be improved.

6. Young residents of these communities should be nurtured with high-quality youth programming.

13. Residents should feel safe in their communities with quality ~~police protection~~ law enforcement services and a built environment that deters crime.

### *Policies*

1. ~~In the mixed-use area at~~ Require the intersection of San Pablo Avenue and Tara Hills Drive, ~~to be developed as a town center that includes a community gathering space and incorporates unified design elements to provide a sense of identity. attract and retain~~ Encourage high-quality neighborhood-serving commercial and office uses, businesses ~~Support the development of new commercial uses and local-serving businesses while promoting new~~ and a mix of residential development unit types.

2. Prioritize ~~the~~ preservation of scenic views and access to natural lands, open spaces, and trails.

3. Require new development to protect on-site habitat areas ~~and create additional parks~~ whenever possible.

4. ~~Encourage development of neighborhood-scale commercial uses to be at a neighborhood scale and serve the needs of~~ throughout the four communities. (Renumber to be Policy 2.)

5. ~~Encourage and attract high-quality, health-conscious, neighborhood-serving stores and restaurants, especially at the shopping center at the intersection of San Pablo Avenue and Tara Hills Drive.~~

6. Require the massing and scale of new development to be consistent with the community's character whenever possible.

7. ~~Consider the cumulative impacts on traffic congestion from development and require new development to improve sidewalk connections and provide bicycle infrastructure.~~

8. Address parking problems by implementing parking management strategies ~~and requiring sufficient off-street space when new development is approved.~~



9. ~~Incentivize the development of medical care services or a hospital nearby to improve access to healthcare~~Prioritize approval of projects that incorporate community-serving medical facilities and services.

10. Coordinate with the cities of Richmond, San Pablo, and Pinole on decisions that affect Montalvin Manor, Tara Hills, Bayview, and Rollingwood ~~residents~~.

11. ~~Support Beautify~~beautification the four communities, ~~and including the shoreline~~, through physical improvements such as urban greening, as well as increased effective code enforcement and vegetation maintenance, and efforts to address graffiti, illegal dumping, and abandoned vehicles.

12. ~~Allow for~~Support urban agriculture uses ~~on vacant lots, in coordination with property owners,~~ to encourage community cohesion and health.

### *Actions*

1. ~~Evaluate the necessity of~~conducting a traffic study to analyze and address circulation deficiencies, opportunities, and constraints. ~~The study should evaluate the high traffic congestion along San Pablo Avenue, Richmond Parkway, Tara Hills Drive, and adjacent surface~~nearby neighborhood streets, and identify mitigation, such as improved signal timing and effective left-turn lanes, especially at the intersection of Richmond Parkway and San Pablo Avenue.

2. ~~Add resident-friendly~~Provide crosswalks, sidewalks, bike lanes, landscaping, and other essential pedestrian and bicycle infrastructure along major thoroughfares, including San Pablo Avenue, Richmond Parkway, and Tara Hills Drive, such as ~~crosswalks, sidewalks, bike lanes, a sound barrier, landscaping, and other streetscape improvements.~~

4. Work with local transit providers to increase connections to BART stations, ~~especially the El Cerrito Del Norte station, and to construct additional transit stop shelters that improve the safety and comfort of transit users without attracting loitering.~~

5. As a high priority, coordinate with County agencies, non-profits, and other organizations to investigate the feasibility of opening an emergency shelter to house residents of all ages that are homeless.

6. As a high priority, invest in neighborhood beautification, such as through urban greening and clean-up efforts for graffiti, illegal dumping, and abandoned vehicles.

7. Work with the Association of Bay Area Governments (ABAG) to connect existing open spaces with a contiguous, well-maintained Bay Trail link along the shoreline from Point Wilson to Point Pinole for outdoor recreation and fishing.

8. Study the feasibility of constructing a bridge over the railroad at Point Wilson to facilitate connections to the water.

9. Work with ABAG/MTC and East Bay Regional Park District to improve and increase connections to wildlife habitat, open spaces, and trails along the shoreline and Garrity Creek.

10. Assist a community-led process to ~~increase~~improve youth programming at the Montara Bay Park Community Center and other recreation spaces throughout the four communities.

11. ~~Establish a town center and community gathering place at the intersection of San Pablo Avenue and Tara Hills Drive to serve as a gathering space for residents of the four communities. Identify funding sources and strategies to support development of the town center.~~

12. ~~Identify locations and~~Study the feasibility of developing additional opportunities for recreation and access to nature, including a conveniently accessible dog park and ~~a~~ playground.

## NORTH RICHMOND

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

Due to ~~redlining practices and~~ housing and lending discrimination, Black and other minority workers found it challenging to find housing closer to the ports and railyards, forcing them to relocate to North Richmond. North Richmond became a pocket of affordable, accessible housing for minority households, but with little neighborhood infrastructure. Following ~~the war~~ time, many residents stayed to work in the petroleum, railroad, and shipping industries in Richmond, and the community continued to grow.

Today, North Richmond is primarily residential south of Wildcat Creek. ~~North of the creek, heavy industrial uses dominate~~ north of the creek. Housing is relatively affordable compared to the rest of the Bay Area, but the housing stock is aging and many households ~~face~~ grapple with high housing cost burdens and poor infrastructure.

North Richmond residents are actively engaged in local planning and advocate for their community through Urban Tilth, the Verde Elementary School, the Watershed Project, and other community organizations and initiatives.

Planning is complicated by jurisdictional ~~lines~~ boundaries, with part of the neighborhood being within the Richmond city limit. Given its proximity to heavy industrial uses, including the Chevron Richmond Refinery, residents are very concerned about community health, along with other issues like crime and illegal dumping. There are regulations in place to mitigate emissions from new industrial users, and the community ~~is~~ has worked with the Bay Area Air Quality Management District (BAAQMD) ~~to develop an action framework for community air protection on the Richmond-North Richmond-San Pablo Community Emissions Reduction Plan~~. In addition, while there have been ~~recent levee, improvements and~~ streetscape, and sidewalk improvements, community members would like additional roadway infrastructure and transit improvements that ensure safe, equitable, and affordable transportation access for all modes.

### *Major Vulnerabilities*

The West County Wastewater treatment plant and the recycling center in North Richmond ~~is~~ are vulnerable to coastal flooding.

### *Impacted Community*

This law is based on the understanding that some communities have experienced a combination of historic discrimination, ~~negligence~~ neglect, and political and economic disempowerment.

North Richmond experiences high levels of diesel particulate matter due to ~~the oil refinery~~ industrial uses, chemical ~~companies~~ plants, highways, truck traffic, rail yards, shipping ports, and marine terminals located within and near the community. Exposure to air pollution and chemicals contributes to eye, throat, and nose irritation, along with heart and lung disease. As shown in the chart, North Richmond residents visit the emergency room for asthma conditions at a rate that is among the highest rate in the state. There are frequent violations of air quality rules from facilities in and around North Richmond, and air testing has found unsafe levels of industrial pollutants inside residents' homes.

There are also many hazardous waste facilities and generators that affect North Richmond, including the Chevron Refinery, chemical companies, and Superfund sites. Beyond the acute risks to human and environmental health, these sources also raise concerns about odors, ~~vermin~~, and increased freight traffic.

The community is also burdened by historical and perceived high rates of crime. In addition to safety concerns, outdoor recreation and active transportation are hampered by a lack of ~~trail~~ maintenance and the need for more connected walking and biking infrastructure. Limited access to active recreation and transportation, coupled with

limited access to stores that sell fresh and healthy food, ~~can lead~~ contribute to poor health outcomes for local residents.

### ***Planned Land Use***

The area south of Wildcat Creek is the heart of the community and is planned for ~~the continuation of~~ continued residential uses at ~~a range of various~~ densities, supported by local-serving commercial development. The mixed-use designations along Fred Jackson Way, Market Avenue, and Chesley Avenue are intended to create a combination of affordable, multiple-family ~~residential units~~ homes and ground-level retail, service, and office uses. The former Las Deltas campus is designated Residential Medium-High Density. The 11.38-acre site is an opportunity for innovative development that addresses a range of housing needs. The North Richmond Design Guidelines provide ~~more~~ detailed design guidance ~~for development in this area~~.

### ***Guiding Principles***

1. Affordable rental and ownership housing opportunities should be expanded and integrated into market rate developments. A range of housing types should be available to meet extremely-~~low~~, very-~~low~~, and low-~~income~~ levels, and existing community members should be prioritized for available housing.

~~4. Sensitive uses, like schools, senior housing, and child-care facilities, should be buffered from heavy industrial uses. (Revise Guiding Principle 4 and move to be Policy 5.)~~

9. North Richmond should be a safe place for people of all abilities to walk, bike, and drive. Speeding and cut-through traffic should be eliminated as much as possible, negative impacts from truck traffic should be mitigated, and conflicts at rail crossings should be addressed, possibly through grade separation ~~sed from roadways~~.

### ***Policies***

1. Coordinate with the West Contra Costa Unified School District, ~~the~~ City of Richmond, and residents, including particularly youth, to enhance existing open spaces, including Shields-Reid Park, Verde Elementary School, and Lucky A's Field, to provide the fullest civic, educational, social, and recreational benefits for the community.

3. Prohibit ~~the~~ construction of large walls or gates that divide the community.

~~Guiding Principle 4~~ Policy 5. Buffer s ~~Sensitive uses, like schools, senior housing, and child-care facilities, should be buffered from heavy industrial uses. (Revise Guiding Principle 4 as shown and move to be Policy 5.)~~

5. Support ~~Continued~~ to monitor air quality monitoring through air quality sensors installed throughout the community as part of the Community Air Protection Program ~~(Assembly Bill 617)~~.

6. Require that new development incorporate green infrastructure solutions to minimize flooding and environmental pollution, such as bioswales, detention or retention ponds, and cisterns that capture rainwater for irrigation.

~~7. Promote the use of native plants in green infrastructure, landscaping, and parks.~~

~~Action 3~~ Policy 7. Support efforts to R ~~restore~~ restoration creeks with native plants, including possibly planting an urban forest at the eastern end of ~~near~~ Wildcat Creek east of Verde Elementary School, and develop new amenities, connections, and access points along Wildcat Creek, and ~~consider~~ partnering with local non-profit organizations to maintain vegetation along the creek. *(Revise Action 3 as shown and move to be Policy 7.)*

~~Action-Policy 9.~~ Support the Safe Routes to School Program by providing adequate pedestrian and bicycle infrastructure around Verde Elementary. *(Move Action 9 to be Policy 9.)*

10. Support workforce development and wealth-building programs for residents and locally-owned businesses, cooperatives, and other uses offering benefits to the community, such as grocery stores, community kitchens, and child-care facilities. ~~(QOL-B.4)~~

~~11. Seek community benefit agreements for new large commercial developments. Such agreements could include requirements for local hiring, apprenticeship and training programs, and funding for school and education programs.~~

The following recommended changes are in response to a comment received on January 10, 2024, via Konveio.

11. Encourage new mixed-use and commercial development that provides neighborhood-scale businesses. *(New Policy)*

13. Encourage residential projects that offer paths to home ownership and exceed the affordability requirements of the County's Inclusionary Housing Ordinance. *(New Policy)*

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Actions*

~~2. Seek Opportunity Zone funding or support community advocacy for~~Study the feasibility of partnering with community organizations to establish a social impact bond, with non-profit governance, to develop~~provide~~ funds for renovation of homes, ideally by the local labor force.

~~3. Restore creeks with native plants, including planting an urban forest at the eastern end of Wildcat Creek, and develop new amenities, connections, and access points along Wildcat Creek. Consider partnering with local non-profit organizations to maintain vegetation along the creek.~~ *(Revise Action 3 and move to be Policy 7.)*

~~4. Construct trail~~Work with East Bay Regional Park District to improve connections to~~between~~ the Bay Trail and ~~to residential areas~~community, including the residential areas adjacent to Wildcat Creek~~a potential Wildcat Creek Trail crossing over Richmond Parkway,~~ and install amenities like~~such as~~ educational signs, bathrooms, water fountains, and benches.

~~5. Assist a community-led process to seek funding for a multi-use trail over Richmond Parkway to complete the Wildcat Creek Trail crossing to the marsh.~~

~~6. Evaluate the effectiveness of~~installing and monitor security cameras in areas ~~where~~to deter illegal dumping ~~is prevalent.~~

~~7. Work with the community to~~prepare and implement a street corridor and gateway beautification plan that celebrates the unique historical identity of North Richmond and instills civic pride and a sense of unity among residents.

~~8. Update the North Richmond Specific Plan to encompass the entire community and integrate goals and concepts from recent planning efforts,~~including such as the 2019 Quality of Life Plan and ~~the~~ 2018 Priority Resilience Plan developed as part of the Bay Area Resilient by Design Challenge.

9. Support the Safe Routes to School Program by providing adequate pedestrian and bicycle infrastructure around Verde Elementary. ~~(Moved to be Policy 9)~~

10. Develop a plan for equitable access to active transportation and to address speeding, dangerous intersections, and cut-through traffic on 1st Street and Richmond Parkway.

11. Install pedestrian and bicycle improvements to increase safety along Fred Jackson Way.

12. Designate truck routes ~~that~~ to minimize impacts on schools and homes.

13. Adopt viable methods to encourage local residents to open businesses in North Richmond, such as proactive outreach to the community, assisting with funding through various tax incentives, streamlining entitlement processes, and revising County ordinances and fees.

## PACHECO

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

Pacheco sits ~~just~~ immediately north of Pleasant Hill and east of Martinez and west of Buchanan Field Airport in central Contra Costa County. Portions of Pacheco are within the Spheres of Influence of both cities. It was once a prosperous shipping center for grain exports, but fires, floods, and earthquakes in the mid-19th century resulted in much of its population relocating to Concord. Today it ~~encompasses a variety of uses, including~~ includes residential, commercial, office, entertainment, and light ~~industry~~ industrial uses. Residents take pride in being part of a neighborly, self-sufficient community with easy access to nature. The community enjoys ~~access~~ its proximity to the Iron Horse Trail and Contra Costa Canal Trail, which connect Pacheco to other locations in the region. Residents seek improved connections to these trails and ~~to~~ the Benicia Bridge to increase walking and biking options for commuting and recreation.

The community would also like to reinvigorate its commercial ~~corridors~~ core by strengthening businesses along the main thoroughfares.

### *Impacted Community*

This law is based on the understanding that some communities have experienced a combination of historic discrimination, ~~negligence~~ neglect, and political and economic disempowerment.

While there are multiple Census tracts that make up Pacheco, this chart presents only the most-impacted Census tract in ~~Pacheco~~ the community.

Pacheco is adjacent to the intersection of Highway 4 and Interstate 680, ~~with Interstate 680 bisecting residential parts of the community.~~ Due to its proximity to major ~~thoroughfares~~ freeways and the Buchanan Field Airport, residents in the eastern part of Pacheco face health risks associated with poor air quality, and have higher rates of asthma-induced emergency room visits than people in other parts of the state.

Pacheco residents have raised concerns about increasing traffic congestion along ~~major highways~~ Interstate 680 and Highway 4, as well as air quality and noise issues from the airport. They are also concerned about homeless encampments under ~~the highway~~ overpasses in the community. In addition, Pacheco residents have limited access to recreation ~~access~~. While Grayson Creek runs through the community, residents are concerned about the lack of creek maintenance; they would also like better maintenance of Pacheco Creekside Park, along with more ~~trail connections~~ and entrances to the park.

## *Planned Land Use*

Pacheco's residential areas are located on both sides of Interstate 680. Residential uses west of 680 consist of single-family and multiple-family ~~dwelling~~ homes, while residences east of 680 consist of mobile homes. No changes are planned for these residential areas. Pacheco's mixed-use and industrial areas begin at the intersection of Pacheco Boulevard and 2nd Avenue South and extend north along Pacheco Boulevard ~~to past~~ Highway 4. This corridor is planned to remain the central hub of local business and industry ~~for Pacheco residents~~. Applying the Mixed-Use Community Specific Density designation along the southern portion of Pacheco Boulevard and Aspen Drive is intended to create a town center to revitalize the area and take advantage of the visual quality and access to Grayson Creek. Infill development on vacant and underutilized parcels in this area is encouraged to promote development of community-serving uses and new residential options. Pacheco is proximate to local and regional trails, such as the Pacheco Creekside Park path, Contra Costa Canal Trail, Iron Horse Trail, and Bay Trail over the Benicia Bridge. As such, stretches of land designated ~~for Resource Conservation and Parks and Recreation~~ will be retained to preserve access.

## *Guiding Principles*

3. ~~The Pacheco's convenient location should be maximized to support and enhance the diverse business community should be supported and enhanced and promote economic development.~~

## *Policies*

1. Coordinate with the cities of Martinez, Pleasant Hill, and Concord to ~~ensure~~ achieve land use ~~conformity~~ harmony across jurisdictional boundaries.

3. Encourage ~~the~~ establishment and growth of locally--serving businesses that fulfill the needs of residents, as well as larger commercial and light industrial businesses to provide job opportunities to the community.

4. ~~Utilize Pacheco's convenient location to promote economic development along major thoroughfares, especially~~ Support development around the intersection of Pacheco Boulevard and Center Avenue as a town center with unified design elements.

6. Work with agencies such as East Bay Regional Park District and Contra Costa Water District to improve connections to local and regional trails, such as the Pacheco Creekside Park path, Contra Costa Canal Trail, Iron Horse Trail, and Bay Trail over the Benicia Bridge.

~~7. Improve road maintenance and reduce traffic congestion on local roads.~~

~~8. This should include encouraging transit providers to expand public transit options and promoting alternative transportation modes.~~

~~9. Improve and maintain stormwater infrastructure to prevent flooding.~~

## *Actions*

1. Identify ~~a~~ suitable locations for additional park facilities, including kid-friendly amenities such as play structures, and an expanded community gathering space.

3. ~~Implement~~ Install safe bike routes and infrastructure including painted bike lanes along local roads.

4. Update the Historic Resources Inventory to ~~add~~include Pacheco's historically significant buildings and sites~~structures that may not have been considered historic at the time of the last inventory.~~

## PORT COSTA

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

Situated among ~~the rolling hills of the East Bay Regional Park District (EBRPD) open space~~ along the Carquinez Strait, Port Costa is a small town of approximately ~~200~~250 people. Originally founded in 1879 as a deep-water shipping port, the community had an important role in the export of wheat and was a stop on the transcontinental railroad. Upon ~~the construction completion~~ of a railroad bridge ~~to~~between Martinez ~~and~~ Benicia in 1930, Port Costa diminished in size and regional significance.

Port Costa is fairly isolated, with only two narrow, winding access roads. Carquinez Scenic Drive connects to Crockett ~~and~~ Interstate 80 ~~and Crockett~~ to the west, and McEwen Road connects to Highway 4 ~~and Martinez~~ to the south. The predominant land use is single-family housing, with a small downtown area consisting of a few businesses and a post office near the water and railroad. The railroad is in active use ~~today~~, which ~~inhibits~~impedes public access to the waterfront, a major concern among residents.

Residents act as stewards of the historic assets in Port Costa. They are also passionate about protecting the surrounding open space and preserving a healthy watershed to ensure a sustainable future. ~~Residents are also interested in establishing a bike trail connection from Port Costa to Crockett.~~

### *Planned Land Use*

The mixed-use area at the eastern end of Canyon Lake Drive serves to recognize the area's historic character of residential ~~cestral~~ over street-level businesses, as well as to encourage and attract additional development that will complement existing businesses and take advantage of visual access to the waterfront. The lands surrounding the community are outside the Urban Limit Line and protected from intense development through Parks and Recreation, Resource Conservation, Agricultural Lands designations.

### *Guiding Principles*

1. Port Costa should be a resilient community that has planned for and is safe from sea-level rise, wildfire hazards, and the acute and long-term risks ~~of~~associated with nearby industrial uses.

4. Public facilities and amenities, including regional parkland, ~~community~~local parks and open spaces, and schools, should be preserved and enhanced. Open spaces should be inviting and clear of trash and debris.

### *Policies*

2. Support ~~the establishment of a regional recreation area in the vicinity of Port Costa which is oriented towards pedestrian use and day use~~continued development of Carquinez Strait Regional Shoreline Park and regional trails, including a potential bike trail connection to Crockett.

3. ~~Limit commercial~~Encourage development ~~to~~of small-scale specialty and neighborhood retail shops. ~~and Avoid discourage establishment of~~ automobile-oriented uses.

4. Encourage ~~the~~ preservation, sensitive rehabilitation, and adaptive reuse of Port Costa's older buildings, particularly those ~~that have been identified as local historic places~~ in the Historic Resources Inventory. Recognize Port Costa's authentic character and ~~inventory of~~ historic buildings as assets and amenities to attract businesses, visitors, and local investment to the community.

5. Protect and preserve the scenic quality of the shoreline while encouraging water-oriented commercial and recreational activities that enhance Port Costa's identity as a waterfront community.

### *Actions*

1. Assist a community-led process to develop design guidelines that complement the County's Objective Design and Development Standards and are tailored to the unique setting, historic fabric, lot patterns, design character, and mix of uses in the community.

2. Update the Historic Resources Inventory to include Port Costa's historically significant buildings and sites ~~and structures that may not have been considered historic at the time of the last inventory.~~

3. ~~Improve waterfront access, including access to the shoreline and lateral access along the shoreline itself. Work with the State Lands Commission and Union Pacific Railroad to improve waterfront access, including lateral access along the shoreline itself, provide new amenities along the shoreline, and mitigate the limitations on access from the railroad tracks, and encourage water-oriented business and commercial activities that enhance Port Costa's identity as a waterfront community.~~

4. ~~Establish a scenic waterway designation along the shoreline that protects and preserves its scenic quality, and encourage access for fishing, boating, hiking, cycling, and other recreational activities. (3-142)~~

### RODEO

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

Congestion on Interstate 80, coupled with the lack of a BART station or ferry station terminal nearby, create circulation constraints at peak commute times.

The Phillips 66 Refinery, established in 1896, occupies over ~~4,000~~ 1,100 acres in the northern part of Rodeo. ~~In August 2020, Phillips 66 announced a plan to convert it.~~ The Rodeo Refinery has been converted into a renewable fuels plant. However, many residents remain concerned about potential refinery impacts, such as air quality and safety.

### *Impacted Community*

This law is based on the understanding that some communities have experienced a combination of historic discrimination, ~~negligence~~ neglect, and political and economic disempowerment.

While there are multiple Census tracts that make up Rodeo, this chart presents only the most-impacted Census tract in Rodeo the community.

Past activities at the refinery have impacted community and environmental health. Multiple hazardous waste facilities and incidents have resulted in clean-up sites, impaired water bodies, and air pollution. In the past ~~decade~~ 15 years,



industrial activities in and around Rodeo businesses have emitted numerous hazardous gases, ignited fires, contaminated soil, and spilled crude oil into San Pablo Bay.

### ***Planned Land Use***

The majority of Rodeo is planned for a mixture of residential ~~and commercial land uses~~ at various densities. North of the community, the ~~existing~~ Phillips 66 Refinery ~~and nearby facilities~~ continues to be designated for ~~industry~~ industrial use. ~~It is~~ They are adjacent to areas designated as Agricultural Lands and Resource Conservation areas that serve as a buffer and protect local open space. Rodeo includes a Mixed-Use Community-Specific Density designation along Parker Avenue from Seventh Avenue to the waterfront and along Pacific Avenue. ~~The vision here is to support residential units over street-level businesses.~~ Rodeo also includes a Mixed-Use designation in its downtown ~~and along the waterfront~~. This is intended to facilitate ~~the~~ creation of a town center, encouraging ~~the~~ revitalization of downtown Rodeo by concentrating commercial, retail, entertainment, and office service uses and developing townhomes, ~~and~~ multiple-family residential buildings, and living units above street-level businesses. The marina is designated Commercial Recreation to promote revitalization there. The Rodeo Waterfront/Downtown Specific Plan (1997) and Rodeo Redevelopment Area Planned Unit Development Zoning Code and Design Guidelines (2005) provide more detailed guidance for this area.

### ***Policies***

~~2. Direct all new development towards infill opportunities (i.e., vacant or underutilized parcels rather than open space beyond the developed area).~~

3. Require ~~that~~ new development to adhere to the Rodeo Waterfront/ Downtown Specific Plan goals, policies, and design standards and guidelines, which support a vision for a visually cohesive, economically viable, and people-oriented downtown and waterfront area.

6. Require major new development to provide or contribute to recreational amenities for community enhancement along with adequate parking for residents, employees, visitors, and patrons.

~~Action 5~~ Policy 7. Support community-led efforts to develop a pool at the site of the ~~old former~~ Rodeo Swim Club ~~pool~~. *(Revise Action 5 as shown and move to be Policy 7.)*

7. Promote ~~the~~ development of water-oriented commercial, recreation, mixed-use, and transportation uses at along the waterfront.

8. Maximize public access to the San Pablo Bay, including a waterfront trail.

~~Action 6~~ Policy 9. Support implementation of a Safe Routes to School Program and provide adequate pedestrian and bicycle infrastructure. *(Move Action 6 to be Policy 9.)*

9. Use distinct signage and streetscape design elements on both sides of Interstate 80 to create a better sense of cohesiveness throughout the community.

11. ~~Work with~~ Support efforts by civic organizations to support and enhance hold community gatherings, such as food truck events ~~while minimizing competition with local businesses~~.

12. Support beautification and walkability by through effective code enforcement ing codes related and implementation of strategies to curb illegal dumping, streets, sidewalks, properties, and building facades.

13. Prioritize the safety and health of residents living adjacent to ~~heavy~~ industrial uses.
14. ~~Support agreements between the community and heavy industrial business operators.~~ Prioritize approval of projects that incorporate community-serving medical facilities and services.
15. ~~Attract and support clean, green industry.~~
16. Continue efforts to avoid and mitigate the effects of industrial traffic on downtown streets.
17. ~~Work with the Rodeo-Hercules Fire District to ensure that response time standards for industrial accidents and other emergencies can be met throughout the community.~~
18. Coordinate with the City of Hercules on decisions that likely to affect Rodeo residents.
19. Partner with local civic organizations to expand opportunities to engage for community members to engage in the planning process.

### ***Actions***

1. Complete the Implementation Tasks identified in Chapter 5 of the Rodeo Waterfront/ Downtown Specific Plan, including ~~the development of a linear park along the Rodeo Creek Trail and a waterfront promenade. (2-151, 3-155, 3-156, 3-161)~~
2. ~~Study potential redevelopment options for the marina area, such as a new public or private marina or other water recreation facility. Based on the results of the study, actively market the site to potential developers and work with partners to pursue grant funding for a public facility.~~
3. Actively seek a developer of a new community market or grocery store, ideally one that reflects the community's ethnic and cultural diversity.
4. Partner with community groups to create a plan to develop construct and operate civic facilities, such as a community center, youth center, new senior center, sports center, town plaza, dog park, and ~~for~~ parks and open spaces. ~~As part of this plan, identify funding sources and strategies.~~
5. ~~Support community-led efforts to develop a pool at the site of the old Rodeo Swim Club pool. (Revise Action 5 and move to be Policy 7.)~~
6. ~~Support implementation of a Safe Routes to School Program and provide adequate pedestrian and bicycle infrastructure. (Moved Action 6 to be Policy 9.)~~
7. Eliminate sidewalk gaps on San Pablo Avenue, Willow Avenue, Pacific Avenue, and Vaqueros Avenue, especially near bus transit stops.
8. Improve safety and comfort on the Rodeo Creek Trail by installing pedestrian-scale lighting and other amenities ~~fencing~~, and improving maintenance, especially in the area just north of Seventh Street.
9. ~~Improvements should be coordinated with~~ Partner with the community to organized creek clean-ups.

## SARANAP AND PARKMEAD

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

~~They are split between the Spheres of Influence of both cities.~~ Saranap traces its origins to 1911, when it became a stop on the Oakland, Antioch, and Eastern Railroad line between Oakland and Sacramento. The railroad ran along what is now Olympic Boulevard, with the station located at the current intersection with Tice Valley Boulevard. Saranap is named for Sara Naphthaly, mother of railroad vice president Samuel Naphthaly. Parkmead is located southeast of Saranap. Despite their proximity to downtown Walnut Creek, these two communities have retained unique identities valued by their residents.

~~Apartments~~Multi-family homes and ~~commercial~~ businesses were developed along Boulevard Way and ~~on~~ Saranap Avenue near the Interstate 680/Highway 24 interchange. Today, about one-quarter of the housing units in Saranap are apartments and condominiums.

### *Planned Land Use*

Aside from enhanced neighborhood amenities, no changes are planned for the existing lower-density residential areas. New development will be planned to occur in mixed-use areas along major roads, incorporating a range of neighborhood-serving commercial uses and multiple-family dwellings. Mixed-use projects that incorporate affordable housing are highly encouraged. The mixed-use area along Boulevard Way will create a more unified and vibrant urban center offering medium- to high- density housing choices.

### *Policies*

1. In mixed-use areas, preserve adequate square footage of commercial uses to meet the daily needs of the community. Support retention of active commercial uses and ~~local neighborhood~~-serving businesses while promoting new multiple-family residential development, especially affordable units.

2. Maintain public views of Mount Diablo and surrounding scenic ridges to the greatest extent feasible. Protect the undeveloped hillside and ridge south of Olympic Boulevard and west of Tice Valley Boulevard.

~~4. Encourage mixed-use projects consisting of neighborhood-serving commercial uses and multiple-family dwellings, particularly those including affordable housing.~~

7. Discourage roof heights exceeding 40 feet, ~~or and~~ architectural features (such as parapets) exceeding 45 feet.

9. ~~Encourage construction~~Require installation of street and sidewalk amenities of a consistent character that foster a cohesive "district" appearance along Boulevard Way.

### *Actions*

1. Evaluate and improve pedestrian and bicycle infrastructure where feasible possible, particularly along the full length of Boulevard Way.

2. Identify a location for a ~~neighborhood~~local park or other community facility/space within Saranap that may include a playground, lawn area, dog run/park, picnic area, exercise equipment, and community garden. Require future development projects to contribute their fair share towards its establishment.

3. Reconfigure and enhance the Boulevard Way right-of-way, from its intersection with Saranap Avenue east to the City of Walnut Creek border, as follows:

- a. Reduce width to two lanes.
- b. Install diagonal parking and Class II or Class III bicycle facilities along both sides.
- c. Install traffic-calming devices and crosswalks where ~~appropriate~~necessary.
- d. Install parklets.
- e. Widen sidewalks.
- f. Install street trees, landscaping, decorative streetlights, street furniture, water features, public artwork, and other ~~appropriate~~desired amenities.

## VINE HILL AND MOUNTAIN VIEW

The following changes are recommended by staff based on new information, to clarify content, or to remove redundancies with countywide goals, policies, and actions.

### *Context*

Vine Hill and Mountain View are small unincorporated communities located on the northern border of Martinez and within its Sphere of Influence. The communities consist primarily ~~consist~~ of single-family homes with a few and pockets of commercial uses along Pacheco Boulevard, Howe Road, and Arthur Road. ~~Interstate 680 runs through Vine Hill and Highway 4 runs just south of the two communities, providing regional access to other parts of the Bay Area. These two communities and~~ are situated adjacent to the Martinez Refining~~ery~~ Company and other industrial uses. Interstate 680 runs through Vine Hill and Highway 4 runs just south of the two communities, providing regional access to other parts of the Bay Area. Many residents travel to Martinez or beyond for education, work, services, and amenities. The Burlington Northern Santa Fe Railroad runs east-west through Vine Hill, transporting cargo to and from Bay Area ports. ~~Many residents travel to Martinez or beyond for education, work, services, and other amenities.~~

Residents also cite parking as an prevalent issue in their neighborhoods and would like to increase parking availability near their homes.

### *Impacted Community*

This law is based on the understanding that some communities have experienced a combination of historic discrimination, ~~negligence~~ neglect, and political and economic disempowerment.

Given the communities' close proximity to a refinery~~ies~~ and other heavy industrial and manufacturing operations, residents may be at higher risk of exposure to harmful substances in the air, water, and land. Hazardous waste disposal facilities and domestic landfills, officially termed the Vine Hill Complex, are also located just east of these residential communities~~ies~~.

### *Planned Land Use*

Most of the land in these communities is planned/designated for continued residential, industrial, and ~~open~~ space conservation uses, with the commercial pockets also remaining. No major developments or changes are

planned, except in the mixed-use corridor along a portion of Pacheco Boulevard where the Mixed-Use Community-Specific Density designation is applied. This area is envisioned as a community core planned for development that would provide an wide array of uses for to support residents while stimulating reinvestment in the community at large.

### *Policies*

1. Prioritize the preservation and restoration of wetlands, wildlife habitat, open spaces, and connections to nature. Maximize opportunities to protect and enhance Vine Hill Creek.

2. Prioritize roadway improvements to reduce traffic congestion on Pacheco Boulevard. Incorporate pedestrian, bicycle, and stormwater infrastructure improvements when feasible to improve safety and facilitate mobility throughout the communities.

3. Improve public transit options and accessibility and promote alternative transportation modes.

4. Proactively enforce County codes to support community beautification and safety. Encourage improved community appearance through graffiti removal, litter reduction, street and sidewalk maintenance, abatement of illegal dumping, and code enforcement.

5. Encourage economic investment along major thoroughfares, including especially commercial and mixed-use development, along Pacheco Boulevard.

6. Incorporate safe, well-maintained open spaces and gathering places in new commercial and mixed-use development projects. In addition, multiple-family residential development should contribute toward the development of parks and recreational facilities that serve the community at large.

### *Actions*

1. Install traffic calming to reduce speeding and increase safety for cyclists on Pacheco Boulevard. Install improvements along Pacheco Boulevard to enhance pedestrian and bicycle safety, community appearance, and traffic flow.

2. Undertake drainage improvements to reduce Address local flooding problems. To the extent feasible, incorporate "green streets" principles in the design of such projects.

3. Close sidewalk gaps and improve pedestrian infrastructure, especially in the vicinity of Las Juntas Elementary School.

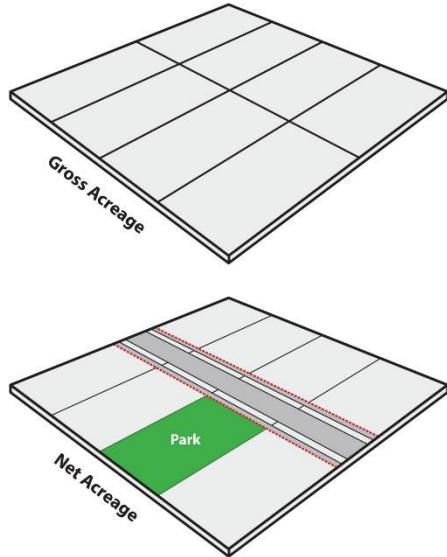
4. Study the feasibility of creating secondary roadway access to and from the portion of Vine Hill east of Interstate 680.

5. Provide more frequent curbside waste services, including recycling and organics collection.

## LAND USE ELEMENT

The following changes are recommended by staff based on new information or to clarify content.

### *Page 4-2/Land Use Designations and Map (new illustration and text edits)*



*This illustration shows the difference between gross and net acreage.*

Standards for allowed residential density and intensity of nonresidential uses are described below. These standards reference **gross acreage**, which is the acreage of the entire parcel designated for the use, and **net acreage**, which is the area remaining after land is dedicated for rights-of-way, easements, and other public or common uses.

- **Residential densities** are expressed in terms of dwelling units per net acre, ~~which is the area remaining after land is dedicated for rights of way, easements, and other public or common uses.~~ As a rule of thumb, the County assumes net acreage to be 75 percent of the gross for single-family residential projects and 80 percent of the gross for multiple-family residential and mixed-use projects. A project's actual density is calculated during the development review process and must fall within the density range for the applicable land use designation unless State laws, policies within this General Plan, or zoning regulations allow for higher or lower densities.

### *Page 4-3/65/35 Land Preservation Standard*

As of ~~2023~~<sup>2024</sup>, approximately 28 percent of the land countywide has been designated for urban uses.

### *Page 4-7/Table LU-1*

PARKS and RECREATION | PR: Applied to publicly- and privately-owned parks and similar outdoor spaces. Includes ~~neighborhood and community~~ local parks in urban areas as well as federal, State, and regional parks and historic sites that are managed primarily for conservation purposes and provide active or passive recreational activities. Ancillary amenities such as visitor centers, event spaces, amusements/rides, and eateries that support or enhance the primary recreational use are consistent with this designation.

RESOURCE CONSERVATION | RC: Applied to the watersheds of reservoirs owned by public utilities, mitigation banks, habitat restoration sites, ecologically significant or environmentally sensitive areas that are not within publicly-owned parkland, and hazardous or otherwise constrained areas that are unsuitable for development. Resource management, low-intensity agriculture, low-intensity recreation, and similar activities are consistent with this designation when conducted in a way that is not damaging to the resources being protected. Construction of public and semi-public infrastructure, and one single-family residence on an existing legal lot under private ownership, is consistent with this designation. All types of urban development and subdivisions that increase density are prohibited.

The following changes are recommended by staff in response to a comment letter received on March 26, 2024, from the Alamo Improvement Association.

***Page 4-7/Table LU-1***

Notes on Mixed-Use Designations

1. Single-use residential and single-use nonresidential projects are allowed in areas with mixed-use designations; however, policies elsewhere in this General Plan may encourage or require mixed-use projects at specific locations.
2. The densities stated in each mixed-use designation apply only when a project includes a residential component; they do not compel residential development in otherwise nonresidential projects.
3. The FAR for each mixed-use designation is inclusive of residential and nonresidential development; density and FAR are not additive.
34. Mixed-use projects may be horizontal, meaning residential and nonresidential uses exist on the same site, or vertical, meaning residential and non-residential uses exist in the same building.

***Page 4-11/Urban Limit Line***

Because the 65/35 Standard limits urban land use designations to no more than 35 percent of the county's total land area, the County and cities must work cooperatively to ~~maintain~~ ensure that over 60,000 acres within the ULLs/UGBs remain under non-urban land use designations. Fortunately, a significant portion of this acreage already is permanently protected as local parks, regional parks and open spaces, reservoirs, and other public facilities. Examples of protected lands within the ULLs/UGBs include several regional parks within Richmond's city limits (4,000 acres), Lafayette Reservoir and its surrounding recreation area (900 acres), Thurgood Marshall Regional Park (2,500 acres), Lime Ridge Open Space (1,200 acres), and Big Break Regional Shoreline (1,600 acres).

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Page 4-15/Action LU-A1.2***

Periodically update Review County Ordinance Code Titles 7 – Building Regulations, 8 – Zoning, 9 – Subdivisions, and 10 – Public Works and Flood Control at least once every five years and update as necessary to maintain consistency with State law and newly adopted or revised planning documents (General Plan, Specific Plans, etc.); address emerging issues; and respond to economic, technological, and social trends.

The following new action is recommended by staff in response to a comment letter received on March 26, 2024, from the Alamo Improvement Association.

***Page 4-15/Goal LU-1***

New Action LU-A1.4 Quantify the acreage designated for urban land uses at least once every five years to ensure continued compliance with the 65/35 Land Preservation Standard.

The following changes are recommended by staff based on new information or to clarify content.

***Page 4-16/Policy LU-P2.4***

~~Prohibit~~ Deny applications for major subdivisions outside the ULL as well as and successive minor subdivisions of lots outside the ULL that were created through previous subdivisions.

***Page 4-16/Goal LU-2***

*Move Policy HS-P4.1 to instead be Policy LU-P2.10 and edit as follows:* When considering development proposals and land use changes, treat susceptibility to hazards and threats to health and safety human life as primary considerations.

***Page 4-17/Goal LU-2***

*See the Land Use, Infrastructure, and Transportation Coordination section of this Element and the Public Facilities and Services Element for additional policies and actions on urban services and infrastructure. See the Conservation, Open Space, Conservation, and Working Lands Element for additional policies and actions on agricultural areas, resource-based uses, and open space management.*

***Page 4-21/Intergovernmental Coordination***

Important regional partners in land use planning include the Association of Bay Area Governments (ABAG)/Metropolitan Transportation Commission (MTC); Delta Protection Commission and Delta Stewardship Council, which ~~has regulatory~~ have authority over land uses within the Primary Zone of the Delta and Legal Delta, respectively (see Figure LU-3); and ~~the~~ US military, which must be consulted on projects proposed near its facilities (see Figure LU-4) to ensure new development does not conflict with operations or pose safety risks.



An important component of long-range regional planning in the Bay Area is designation of Priority Development Areas (PDAs). PDAs are proximate to public transit and planned for concentrated development of new homes, jobs, services, and community amenities. PDAs are envisioned as walkable areas that provide the necessities of daily living, thereby allowing residents to be less automobile dependent. ABAG/MTC offers grants and other assistance to develop and implement PDA plans. While PDAs are a regional planning tool, they are under the jurisdiction of the cities and counties where they are located. Over 30 PDAs have been designated in Contra Costa County, six of which are entirely or partially within the unincorporated area, as shown on Figure LU-5 and described in Table LU-3.

Another regional planning tool supported by ABAG/MTC is Transit-Oriented Communities (TOCs). TOCs are similar to PDAs in that their purpose is to create walkable communities near public transit. However, TOCs specifically aim to provide high residential densities within one-half mile of high-quality transit facilities like BART stations and ferry terminals, whereas PDAs may have lower average densities and extend farther out. A TOC therefore may exist within a larger PDA. In Contra Costa County there are 14 locations (12 BART stations, one Amtrak station, and one ferry terminal) that could qualify for designation as a TOC. As shown on Figure LU-5, these include unincorporated areas near the Pleasant Hill/Contra Costa Centre and Pittsburg/Bay Point BART Stations.

Table LU-3: Priority Development Areas in Unincorporated Contra Costa County (New table)

Priority Development Area	Households				Jobs			
	2010	2040	Projected 2010-2040 Growth	% Growth	2010	2040	Projected 2010-2040 Growth	% Growth
San Pablo Avenue Corridor - Unincorporated County	1,586	4,784	3,198	202%	847	1,087	240	28%
North Richmond	1,080	4,304	3,224	299%	1,797	2,400	603	34%
Downtown El Sobrante	559	784	225	40%	1,030	1,127	97	9%
Contra Costa Centre	354	623	269	76%	4,441	5,888	1,447	33%
Pittsburg/Bay Point BART Station	847	1,460	613	72%	838	1,959	1,121	134%
Brentwood Boulevard	tbd				tbd			

Source: 2017 Contra Costa PDA Investment and Growth Strategy. Contra Costa Transportation Authority.

The following change is recommended by staff in response to a comment letter received on March 26, 2024, from the Alamo Improvement Association.

**Page 4-21/Action LU-A5.1**

In 2025 and at least once every five years thereafter, evaluate the County’s off-street parking standards to ensure their continued applicability in light of changing conditions, trends, and technologies. Each evaluation

should assess the appropriateness of reducing or eliminating parking minimums, taking off-site impacts and the variations in parking needs between communities into account, and recommend strategies for reducing parking demand.

The following changes are recommended by staff based on new information or to clarify content.

**Page 4-21/Goal LU-5**

*Move existing Policy LU-P6.4 to instead be Policy LU-P5.2 and edit as follows:* Coordinate with LAFCO to ensure that city annexations and related land use decisions do not:

- (a) Interfere with attainment of the County’s land use goals as expressed in this General Plan.
- (b) Include Housing Element inventory sites unless provisions have been made to transfer the site’s assigned units to the receiving city’s Regional Housing Needs Allocation (RHNA).
- (c) Create new unincorporated “islands” (i.e., ~~isolated~~ developed areas substantially surrounded by incorporated cities. *Renumber the subsequent policies accordingly.*

*Move Policy LU-P6.5 to instead be Policy LU-P5.3 and edit as follows:* Encourage cities to annex unincorporated “islands” such as the Rollingwood (San Pablo), Ayers Ranch (Concord) and San Miguel (Walnut Creek) neighborhoods. *Renumber the subsequent policies accordingly.*

The following changes are recommended by staff in response to a comment letter received on April 8, 2024, from the Delta Protection Commission and to clarify content.

**Page 4-24/Policy LU-P6.1**

Ensure that County projects and decisions on private development and land use activities within the Legal Delta are consistent with the following plans:

- (a) ~~The~~ Land Use and Resource Management Plan for the Primary Zone of the Delta adopted by the Delta Protection Commission.
- (b) ~~The~~ Delta Plan adopted by the Delta Stewardship Council.

In addition, screen proposed General Plan amendments affecting the Primary Zone for consistency with Public Resources Code Section 29763.5, including a specific analysis of consistency with each subsection thereof.

**Page 4-24/Goal LU-6**

New Policy LU-P6.2: Maintain Priority Development Area and Transit-Oriented Community designations in support of Plan Bay Area and other regional planning initiatives sponsored by ABAG/MTC. *Renumber the subsequent policies accordingly.*

The following changes are recommended by staff based on new information or to clarify content.

**Page 4-26/Policy LU-P7.3**

Protect residential neighborhoods from incompatible uses and activities that ~~will~~ adversely affect public health and safety.

**Page 4-26/Policy LU-P7.5**

Require new residential projects to provide convenient access/connections to public transit, local destinations, and multi-use trails ~~whenever possible~~.

**Page 4-26/Goal LU-7**

New Action LU-A7.1: Evaluate the appropriateness of amending County Ordinance Code Title 8 – Zoning to allow sale of an ADU as a condominium separate from the primary residence, pursuant to AB 1033 and Government Code Section 66342. Renumber the subsequent actions accordingly.

**Page 4-26/Goal LU-7**

*Move existing Action LU-A7.1 to instead be Policy LU-P7.3: Maintain objective design standards for residential and mixed-use development to provide a streamlined approval process and ensure architectural compatibility for future infill development. Renumber the subsequent policies accordingly.*

*Move Policy HS-P4.6 to instead be Policy LU-P7.6: In hazard-prone areas, such as slopes exceeding 15 percent, mapped floodplains, High and Very High Fire Hazard Severity Zones, and Alquist-Priolo Earthquake Fault Zones, allow for decreased residential density, including below the minimum density requirement for the applicable land use designation, as the severity of risk increases. Renumber the subsequent policies accordingly.*

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

**Page 4-27/Policy LU-P8.5**

Emphasize the importance of commercial centers as civic gathering places. Whenever feasible, require plans for commercial and mixed-use areas to include safe, well-maintained open spaces, gathering places, and public spaces ~~and amenities~~ that create a strong sense of place.

**Page 4-28/Policy LU-P9.1**

~~Welcome~~ Actively seek out industries that create living-wage jobs and career advancement opportunities for county residents while minimizing environmental degradation, pollution exposure, hazardous conditions, and adverse public health impacts.

The following change is recommended by staff in response to a comment letter received on April 8, 2024, from the Delta Protection Commission.

**Page 4-30/Policy LU-P10.3**

Preserve the rural character of the following areas, which are displayed in Figure LU-5:

- (a) Alhambra Valley/Briones
- (b) Tassajara Valley

(c) Delta Primary Zone

(ed) Agricultural Core between Brentwood and Discovery Bay

(de) Crockett Hills between Crockett and State Route 4

(ef) Franklin Canyon/State Route 4 corridor between Hercules and Martinez

(fg) Bollinger Canyon Road corridor between Las Trampas Regional Wilderness and Crow Canyon Road

(gh) Norris Canyon Road corridor between San Ramon and the Alameda County line

(hi) Marsh Creek Road corridor between Clayton and Byron Highway

(ij) Kirker Pass Road corridor

(jk) Morgan Territory Road corridor

(kl) Deer Valley Road corridor

Pay special attention to potential aesthetic impacts in these areas and ensure such impacts are adequately mitigated.

## TRANSPORTATION ELEMENT

The following changes are recommended by staff based on new information or to clarify content.

### ***Element Organization***

*Reorganize the Element so that the Coordinated Planning section is presented first. This will require edits to the introductory language for the Element, as well as renumbering all goals, policies, and actions.*

### ***Page 5-5/Policy TR-P1.2***

Prioritize expansion of bicycle, micromobility, and pedestrian infrastructure (e.g., Class IV separated bikeways) to address the significant latent demand for these active transportation modes.

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club, and to clarify content.

### ***Page 5-5/Policy TR-P1.4***

Reduce single-occupant vehicle usage and VMT by significantly enhancing the availability and safety of other travel modes through infrastructure investment, policy support (Vision Zero, at a minimum using strategies defined in the TDM Ordinance, and other best practices), and support for public transit.

The following changes are recommended in response to a comment letter received on April 22, 2024, from the Center for Biological Diversity and by staff to clarify content.

***Page 5-6/Policy TR-P1.9***

Support public transit and ~~E~~ncourage transit use by advocating for increased funding with enhanced governance, high-frequency service, and supporting expansion of first-mile/last-mile programs, ~~including micromobility.~~

The following changes are recommended by staff based on new information or to clarify content.

***Page 5-6/Policy TR-P1.10***

Enhance multimodal access to all transit stops, ~~including local routes as well as passenger and commuter rail stations and ferry terminals,~~ prioritizing stops which serve vulnerable and mobility-impaired populations.

***Page 5-6/Policy TR-P1.11***

Support transitioning all on-road vehicles, including personal vehicles and business, government, and public transit fleets, to electric power from renewable sources or other ~~zero-emission-free~~ fuels.

The following changes are recommended by staff based on new information or to clarify content.

***Page 5-6/Policy TR-P1.12***

Continue to improve ZEV (~~including electric bicycle~~) charging/fueling infrastructure within new development and public rights-of-way, incorporating new technologies whenever possible.

The following changes are recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club, and to clarify content.

***Page 5-6/Action TR-A1.1***

Develop and promote mobility alternatives to single-occupancy vehicles, including but not limited to public transit, micromobility, zero-carbon carbon-free rideshare strategies, and ~~public transit~~ nonmotorized modes.

***Page 5-6/Action TR-A1.2***

Review and update County Ordinance Code Chapter 82-32 – Transportation Demand Management and the County’s Transportation Demand Management Guidelines at least once every five years to incorporate current best practices.

***Page 5-6/Action TR-A1.5***

Conduct a survey ~~of County offices and facilities~~ to identify gaps in public transit and the alternative active transportation network within one mile of County offices and facilities, and pursue funding for projects and

programs that will fill those gaps and improve the availability of alternative transportation options for County employees.

***Page 5-7/Action TR-A1.7***

Partner with transit providers, cities, and CCTA to develop a countywide transit stop program that takes a holistic approach to transit stop planning and construction. ~~Push for~~ Encourage the program to address right-of-way adequacy (i.e., sufficient space for bus pullouts and amenities), amenities (e.g., shelters, seating, bicycle racks and lockers), and improvements around stops to increase accessibility (e.g., curb ramps, sidewalk widening).

***Page 5-7/Action TR-A1.12***

Update the County Ordinance Code as necessary to support advances in ZEV charging/fueling infrastructure, ~~including for medium and heavy duty vehicles.~~

***Page 5-7/Action TR-A1.13***

Advocate for legislation requiring micromobility and other transportation technology providers to accept responsibility for and mitigate the unique physical, operational, and financial impacts of their services, such as abandoned mobility devices, upon local jurisdictions.

***Page 5-8/Policy TR-P2.3***

~~Provide or~~ Require new projects to installation of, or provide, energy-efficient street lighting to improve public safety and comfort in urbanized areas. Prioritize installation in Impacted Communities, particularly at parks, transit stops, alleyways, bike and pedestrian paths, trails, and other ~~appropriate~~ high-need areas, consistent with community preferences.

The following changes are recommended by staff based on new information or to clarify content.

***Page 5-11/Policy TR-P3.3***

Partner with cities, CCTA, and the San Francisco Bay Area Water Emergency Transportation Authority (WETA), ~~and other involved agencies~~ to plan and implement ferry service that benefits unincorporated county residents.

***Page 5-11/Policy TR-P3.5***

Pursue ~~federal regional~~, State, and ~~federal regional~~ funding to augment locally generated funds to construct and maintain transportation infrastructure.

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Page 5-11/Action TR-A3.1***

Coordinate with Caltrans, neighboring jurisdictions, CCTA, and the Regional Transportation Planning Committees to plan, design, and implement Complete Streets concepts on Routes of Regional Significance.

The following change is recommended by staff based on new information or to clarify content.

**Page 5-14/Policy TR-P4.3**

Create connections between unincorporated communities and neighborhoods in unincorporated areas and adjacent jurisdictions to improve multimodal access to local destinations, such as schools, parks, shopping, health services, and workplaces.

The following changes are recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

**Page 5-15/Policy TR-P4.6**

Enhance streetscapes in nonresidential areas, making them more pedestrian-friendly and inviting by reducing setback and off-street parking and setback requirements and augmenting traffic-calming measures.

**Page 5-15/Action TR-A4.1**

Update Review the County Standard Plans at least once every five years for relevance and applicability and update on an as-needed basis as necessary to reflect best practices in context sensitivity, eComplete sStreets, travel safety, and environmental sustainability.

**Page 5-15/Action TR-A4.3**

Develop guidance for managing curb space in ways that are sensitive to the land use context, with considerations for freight deliveries, parking, active transportation use, users with limited mobility, transportation network companies, outdoor dining, freight deliveries, parking, and other curb uses that may emerge.

The following change is recommended by staff based on new information or to clarify content.

**Page 5-19/Active Transportation**

Local bikeways are classified based on traditional categories recognized by regional ~~federal~~, State, and ~~federal~~ regional transportation agencies. Each bikeway class is intended to provide bicyclists with safe and convenient riding conditions. Different bikeway designs offer various levels of separation from traffic based on traffic volume, speed, and other factors. There are four ~~bikeway~~ types:

- **Class I bikeways (bike paths)** provide completely separate facilities from automobiles and are designated for the exclusive use of bicyclists and pedestrians with minimal cross-flow automobile traffic. In Contra Costa County, these types of paths are often along creeks, canals, utility corridors, and former rail lines. Class I bikeways are often used for recreational and commute trips.

The following changes are recommended in response to a comment received at an open house event and a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

**Page 5-20/Policy TR-P5.4**

Ensure that fee programs include active transportation facilities, and require new development to contribute funds, right-of-way, and/or provide active transportation facilities themselves, ~~where feasible~~.

**Page 5-20/Policy TR-P5.10**

Require generous parking for bicycles and other mobility devices at key destinations, such as shopping centers, ~~parks~~, schools, ~~workplaces~~ employment centers, transit stations, and multiple-family housing. This parking should be conveniently located near entrances, include charging infrastructure, and accommodate cargo bikes when appropriate for the land use.

The following change is recommended by staff based on new information or to clarify content.

**Page 5-21/Action TR-A5.3**

~~Periodically r~~Review the scoring formula for active transportation projects at least once every five years to ensure continued prioritization of projects in Impacted Communities.

The following changes and new action are recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club, and to clarify content.

**Page 5-21/Goal TR-5**

*Move Action TR-A5.5 to instead be Policy TR-P5.9 and edit as follows: Consider allowing proposals for temporary and permanent reorientation of public space towards increased outdoor activity, including such as walking, bicycling, rolling, dining, and other social uses. Renumber the subsequent policies accordingly.*

**Page 5-21/Goal TR-5**

New Action TR-A5.5: Evaluate the feasibility and appropriateness of the following when updating the ATP and CRIPP:

- (a) Installing bikeways along all segments of Routes of Regional Significance within the County's jurisdiction.
- (b) Restriping arterials and collectors to include bikeways whenever major maintenance occurs.
- (c) Installing bikeways and sidewalks along arterials and collectors to the limits of adjacent jurisdictions.
- (d) Installing bicycle detection systems, bicycle signals, bicycle boxes, and pavement markings at new and retrofitted traffic signals.
- (e) Installing crosswalks at all legs of signalized intersections.



The following change is recommended by staff based on new information or to clarify content.

**Page 5-21/Goal TR-5**

See the Public Facilities and Services Element for additional policies and actions related to the countywide trail network.

The following new action is recommended in response to a comment letter received on December 4, 2023, from Dick Offerman, Konveio comments received on January 31, 2024, from Dick Offerman, and a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

**Page 5-27/Goal TR-7**

New Action TR-A7.2: Switch to sale of unleaded aviation gasoline at County-owned airports as soon as there is a commercially viable and safe drop-in replacement for leaded fuel.

**CONSERVATION, OPEN SPACE, AND WORKING LANDS ELEMENT**

The following changes are recommended by staff based on new information or to clarify content.

**Page 7-1/Introductory text**

- The **Energy Resources** section includes policy guidance to conserve energy and support a transition to ~~zero~~-carbon-free energy sources, such as wind and solar.

**Page 7-2/Open Space Framework**

Major open space landowners operating at the local level in Contra Costa County include:

The following change is recommended in response to online comments received on April 8, 2024, from Jim Hanson of the California Native Plant Society.

**Page 7-3/Policy COS-P1.3**

Discourage conversion of land designated Resource Conservation or Parks and Recreation to urban uses. If such conversion is to occurs, require mitigation through permanent protection of other open space or park lands for habitat, scenic, or recreation benefits at a ratio to be determined based on the biological, scenic, or recreational value of the land, but not less than 3:1.

The following changes are recommended in response to a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

**Page 7-3/Action COS-A1.1**

Convene an annual staff-level meeting with involved conservation agencies, such as (e.g., the East Contra Costa County Habitat Conservancy, and EBRPD), land trusts, and conservation groups organizations (land trusts,

watershed stewardship groups, etc.) to review current and planned efforts to protect and maintain open space and habitat.

The following change is recommended by staff based on new information or to clarify content.

***Page 7-7/Policy COS-P2.1***

Preserve large, contiguous areas of the county for agricultural production. ~~Prohibit~~ Deny applications for projects that would lead to fragmentation of agricultural areas.

The following changes are recommended in response to a comment letter received on April 8, 2024, from the Delta Protection Commission.

***Page 7-8/Goal COS-2***

New Policy COS-P2.4: Consult with the Delta Protection Commission to identify mitigation strategies, as relevant, if a change in land use that converts agriculture would significantly affect the sustainability of the Delta agricultural economy. Renumber the subsequent policies accordingly.

***Page 7-8/Policy COS-P2.4***

Require new projects adjacent to agriculture to establish buffers on their properties as necessary to minimize conflicts and protect agriculture. Determine appropriate buffers in consultation with the County Agricultural Commissioner.

The following changes are recommended by staff based on new information or to clarify content.

***Page 7-8/Policy COS-P2.11***

Support efforts to protect, maintain, and improve soil health as a carbon sequestration tool.

***Page 7-12/Ecological Resource Areas***

The East Contra Costa County Habitat Conservancy oversees implementation of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP), which provides regional conservation and development guidelines to protect natural resources while improving and streamlining the permit process for projects that will impact endangered species and sensitive habitat.

During the first 15 years of HCP/NCCP implementation, ~~42~~ 43 properties were acquired for the Preserve System, totaling over 14,400 acres. All but one of the acquisitions were completed in partnership with EBRPD.

The following change is recommended in response to online comments received on April 8, 2024, from Jim Hanson of the California Native Plant Society.

***Page 7-13/Policy COS-P4.3***

Require a biological resources assessment prepared according to State and federal protocols for projects with the potential to impact rare, threatened, endangered, or special-status species or their habitat, and implement appropriate mitigation for identified impacts, preferably near the impact and within the county.

The following change is recommended in response to a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

***Page 7-13/Policy COS-P4.4***

Protect ~~habitat and~~ wildlife migration corridors, including natural and channelized creeks providing habitat in urban settings, and support projects that enhance these areas.

The following change is recommended by staff based on new information or to clarify content.

***Page 7-13/Policy COS-P4.5***

Discourage ~~the~~ use of fencing that poses risks to wildlife.

The following new policy is recommended in response to a comment letter received on April 8, 2024, from the Delta Protection Commission.

***Page 7-16/Goal COS-4***

New Policy COS-P4.6: Require projects impacting Pacific Flyway habitat in the Delta Primary Zone to incorporate mitigation that ensures no net loss of habitat function, including temporal loss. Impacts to Pacific Flyway habitat will be determined based on best available information at the time of environmental review. Renumber the subsequent policies accordingly.

The following new policy is recommended in response to a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

***Page 7-16/Goal COS-4***

New Policy COS-P4.7: Require projects near sensitive habitat areas to minimize lighting in general and mitigate light pollution by incorporating best practices for wildlife-friendly lighting. Renumber the subsequent policies accordingly.

The following changes are recommended in response to online comments received on April 8, 2024, from Jim Hanson of the California Native Plant Society.

***Page 7-16/Policy COS-P4.6***

Require appropriately-timed, comprehensive floristic and vegetation surveys prepared according to State and federal protocols when development is proposed on land with potentially suitable habitat for special-status plant species, sensitive natural plant communities, or locally rare plants, including areas mapped by the California Native Plant Society as Botanical Priority Protection Areas.

***Page 7-16/Policy COS-P4.7***

Require avoidance and protection of sensitive ecological resources not approved for disturbance or removal during project entitlement, and require restitution in exceedance of standard mitigation ratios for deliberate or inadvertent damage to these resources.

The following changes are recommended in response to a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

***Page 7-16/Policy COS-P4.8***

Require majority use of California native plant species in landscaping for large landscaped areas in new developments, and require construction practices that avoid spread of invasive plant species by minimizing surface disturbance; seeding and mulching disturbed areas with certified weed-free native mixes; disinfecting/decontaminating equipment; and using native, noninvasive, drought-resistant species in erosion-control plantings.

***Page 7-16/Policy COS-P4.9***

Support preservation, enhancement, and reestablishment of native and sport fisheries and reestablishment of fisheries in streams wherever possible. Assist conservation agencies and organizations with identifying and addressing barriers to fish passage and other challenges to fish survival in natural watercourses.

The following new action is recommended in response to a comment letter received on April 22, 2024, from the Center for Biological Diversity and a comment letter received on April 7, 2024, from the Walnut Creek Watershed Council.

***Page 7-16/Goal COS-4***

New Action COS-A4.3: Work with conservation agencies to identify appropriate locations and methods for incorporating wildlife crossings into future road projects.

The following changes are recommended in response to a comment letter received on April 7, 2024, from the Walnut Creek Watershed Council and to clarify content.

***Page 7-17/Header edit and text edits***

*Creeks, Wetlands, Natural Watercourses, and Riparian Areas*

Contra Costa County hosts abundant aquatic habitat ~~through its~~ in the form of coastal salt and freshwater and coastal salt marshes, mud flats, inland wetlands, creeks and streams, and riparian vegetation.

As illustrated ~~in~~ in Figures COS-5 and COS 6, many creeks, streams, and other drainages extend throughout the county and ultimately drain into San Francisco Bay, San Pablo Bay, Suisun Bay, and the Delta. Outside the urbanized parts of the county, creeks and streams tend to be in a natural or mostly undisturbed state, supporting diverse plant and animal life. The riparian ecosystems along creek banks provide permanent homes and migratory pathways for many species, while also offering recreational opportunities for people to connect with nature. ~~Natural~~ Creeks and other freshwater bodies also store water and help to recharge groundwater basins, which increases resiliency to drought conditions.

The following change is recommended in response to a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

**Page 7-17/Policy COS-P5.1**

Support protection, restoration, and enhancement of ~~creeks~~, wetlands, marshes, sloughs, ~~and~~ tidelands, natural watercourses, and riparian corridors, and emphasize the role of these features in climate change resilience, air and water quality, and wildlife habitat.

The following change is recommended in response to a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

**Page 7-19/Policy COS-P5.2**

Require ~~new~~ public infrastructure and private development projects to preserve, and whenever possible restore and enhance, natural watercourses, floodplains, and riparian habitat.

The following new policy is recommended in response to a comment letter received on April 8, 2024, from the Contra Costa Water District.

**Page 7-19/Goal COS-5**

New Policy COS-P5.6: Identify and pursue funding opportunities to acquire, protect, and maintain open space around existing flood control channels to facilitate implementation of the County's 50-Year Plan "From Channels to Creeks." *Remember the subsequent policies accordingly.*

The following new policy is recommended in response to a comment letter received on April 7, 2024, from the Walnut Creek Watershed Council and a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

**Page 7-19/Goal COS-5**

New Policy COS-P5.7: Work with conservation agencies and organizations to:

- (a) Increase public awareness about threats to water quality and prepare and implement watershed restoration plans throughout the county.
- (b) Acquire, protect, restore, and maintain areas adjacent to natural watercourses and riparian corridors. *Remember the subsequent policies accordingly.*

The following new policy and changes are recommended in response to a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

**Page 7-19/Goal COS-5**

New Policy COS-P5.8: Discourage ornamental landscaping within setback areas along natural watercourses and require use of California native plant species when revegetating those areas. *Remember the subsequent policies accordingly.*

**Page 7-19/Policy COS-P5.6**

Require increased setbacks for animal-handling uses whenever necessary to protect natural watercourses, wetlands, riparian habitat, or erosion-prone soils. Setback increases can be applied to all aspects components of the use, such as manure storage or parking areas, and are not limited to buildings and structures.

**Page 7-19/Policy COS-P5.7**

Allow encroachments into required setback areas along natural watercourses and wetlands for the purpose of constructing low-impact public improvements or public-serving amenities, such as footbridges, trails, and nature viewing areas, provided a qualified biologist confirms that the improvements/amenities are compatible with protection of ecological values.

**Page 7-19/Action COS-A5.1**

Inventory wetlands, floodplains, marshlands, natural watercourses, riparian corridors, and adjacent lands that could potentially support climate adaptation (e.g., through flood management, filtration, or other beneficial ecosystem services) and mitigation (e.g., carbon sequestration).

The following change is recommended by staff based on new information or to clarify content.

**Page 7-20/Action COS-A5.3**

Amend ~~the~~ County Ordinance Code Chapter 914-14 – Rights-of-Way and Setbacks to apply make the creek setback requirements for unimproved earth channels applicable in Title 9 – Subdivisions to all projects, including those that are not part of a not just subdivisions.

The following new actions are recommended in response to a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

**Page 7-20/Goal COS-5**

New Action COS-A5.4: With input from watershed stewardship groups, evaluate the setback requirements in County Ordinance Code Chapter 914-14 – Rights-of-Way and Setbacks to determine appropriate setbacks for maximizing the natural function of natural watercourses and allowing for future restoration.

New Action COS-A5.5: Review the Contra Costa County Watershed Atlas to determine whether an update is necessary.

The following change is recommended in response to online comments received on April 8, 2024, from Jim Hanson of the California Native Plant Society.

**Page 7-20/Policy COS-P6.1**

Preserve natural woodlands and significant trees, particularly mature native species, intact coastal scrub and chaparral, and grasslands, especially those with native grass and wildflower populations.

The following change is recommended in response to a comment letter received on April 7, 2024, from the Walnut Creek Watershed Council and online comments received on April 8, 2024, from Jim Hanson of the California Native Plant Society.

***Page 7-20/Policy COS-P6.2***

Encourage planting and propagation of California native trees and habitat-supporting native shrubs, forbs, and grasses throughout the county to enhance the natural landscape, provide shade (especially in riparian areas), sustain wildlife, absorb stormwater, and sequester carbon.

The following change is recommended in response to a comment letter received on April 7, 2024, from the Walnut Creek Watershed Council.

***Page 7-20/Policy COS-P6.4***

~~Encourage~~ Support removal of invasive, non-native trees, shrubs, and grassland weeds species, especially those that are ecologically harmful or ~~known to~~ pose threats to public safety.

The following change is recommended in response to online comments received on April 8, 2024, from Jim Hanson of the California Native Plant Society.

***Page 7-21/Policy COS-P6.5***

Encourage revegetation with local or regional ecotypes of native species in areas that were previously converted for agriculture but are no longer in production.

The following change is recommended in response to online comments received on March 26, 2024, from the Alamo Improvement Association.

***Page 7-25/Policy COS-A6.1***

Update County Ordinance Code Chapter 816-6 – Tree Protection and Preservation, to enhance tree protections and strengthen mitigation requirements/restitution for ~~tree~~ removal commensurate with the benefits the tree provides.

The following changes are recommended in response to a comment letter received on April 4, 2024, from the Alameda County Water District and to clarify content.

***Page 7-25/Goal COS-7***

*Move Policy COS-P7.1 to instead be Policy COS-P7.6 and make the following text edits: Require new development to reduce ~~potable~~ water consumption through use of water-efficient devices and technology, drought-tolerant landscaping strategies, and treated recycled water, where available. *Renumber the remaining policies accordingly.**

The following change is recommended by staff based on new information or to clarify content.

***Page 7-25/Policy COS-P7.7***

Require landscaping for new development to ~~be drought tolerant,~~ filter and retain runoff, and support flood management and groundwater recharge.

The following change is recommended in response to a comment letter received on April 4, 2024, from the Alameda County Water District.

***Page 7-27/Policy COS-P7.9***

Support wastewater reclamation and reuse programs that maximize use of treated recycled water.

Staff recommends deleting the following policy because the concept is included in the recommended new Policy COS-P5.7.

***Page 7-27/Policy COS-P7.10***

~~Support programs and activities conducted by community watershed groups and volunteers that increase public awareness and encourage stewardship of water resources.~~

The following change is recommended in response to a comment letter received on March 11, 2024, from the Building Trades Council.

***Page 7-27/Action COS-A7.3***

Evaluate the feasibility and necessity of amending the County Ordinance Code to promote rainwater harvesting, installation of dual plumbing (purple pipe), and water reuse.

The following changes are recommended by staff based on new information or to clarify content.

***Page 7-29/Policy COS-P9.3***

Oppose all efforts to construct an isolated conveyance, ~~(e.g., such as a peripheral canal, or tunnel),~~ or any other water diversion system that reduces Delta water flows unless and until it can be conclusively demonstrated that such a system would protect, preserve, and enhance water quality and fisheries of the San Francisco Bay/Delta estuary system.

The following new policy is recommended by staff in response to a comment letter received on April 8, 2024, from the Delta Protection Commission.

***Page 7-29/Goal COS-9***

New Policy COS-P9.4: Work with the Delta Protection Commission to advise agencies undertaking habitat restoration projects within the Delta Primary Zone of their obligation to comply with California Constitution Article XIII D, Section 4, which requires public projects to continue paying benefit assessments unless the project demonstrates that it would not receive relevant services. Renumber the subsequent policies accordingly.



The following changes are recommended by staff based on new information or to clarify content.

***Page 7-32/Policy COS-P10.7***

Require significant historic, archaeological, and paleontological resources to be either preserved onsite or adequately documented as a condition of removal. Any documentation of historic resources shall be conducted in accordance with Historic American Building Survey (HABS) Level III standards, as defined by the US Secretary of the Interior.

***Page 7-33/Tribal Communities***

Contra Costa County is in an area where traditional territories of three Native American tribal communities – the Bay Miwok, ~~Northern Valley~~ Delta Yokuts, and Ohlone – converged, as shown in Figure COS-11.

***Page 7-34/Policy COS-P11.3***

Consult with culturally affiliated tribes on General Plan and Specific Plan amendments with potential to impact tribal cultural resources. If an amendment redesignates a tribal cultural resource site on private land for open space purposes, evaluate the appropriateness of developing a treatment and management plan for tribal cultural resources in the affected area.

***Page 7-35/Policy COS-P11.6***

Encourage voluntary landowner efforts to protect tribal cultural resources, including voluntary relinquishment of tribal cultural resources to affiliated tribes.

***Page 7-38/Policy COS-P12.9***

Enable flexibility in the design of projects along scenic routes ~~in scenic corridors~~ and support innovative solutions to protect views and visual quality.

The following changes are recommended in response to a comment letter received on February 12, 2024, from the Western States Petroleum Association and to clarify content.

***Page 7-41/Energy Resources***

Contra Costa County has long been an energy producer. Coal mining began in the 1850s, as indicated previously. The first petroleum refinery in the Bay Area opened in Rodeo in 1896 and the county has historically been home to a small oil and natural gas production industry. However, energy production in Contra Costa County is evolving as reliance on fossil fuels decreases and the State enacts more aggressive policies to combat climate change. ~~In recent years, the State has,~~ including increased support for a transitioning to cleaner-burning biofuels through investments in technology, infrastructure, and production. Biofuels, including biomethane, biodiesel, and gasoline and diesel fuels derived from renewable sources instead of petroleum, can reduce reliance on traditional fuel sources, improve air quality, and reduce greenhouse gas (GHG) emissions. Embracing the future, ~~Two former petroleum refineries in the county have already begun~~ converting their operations from refining crude oil to processing cleaner biofuels.

The following changes are recommended by staff based on new information or to clarify content.

**Page 7-43/Energy Resources**

The State and Contra Costa County are moving towards reducing or eliminating natural gas use in existing and new buildings and transitioning to a clean energy economy. The County adopted an all-electric building ordinance in 2022, but enforcement was suspended following a federal court ruling in January 2024, requiring that all new residential, retail, office, and hotel buildings use electricity as the sole source of energy for space heating, water heating, cooking appliances, and clothes-drying appliances; natural gas and propane plumbing is prohibited. Later in 2024 the County will consider adopting a replacement ordinance that supports high levels of energy efficiency and low levels of GHG emissions for new construction.

The County, ~~and regional utilities,~~ and community choice energy providers also provide rebates and programs to help make homes and businesses more resource efficient through energy audits, building retrofits, and opportunities to transition to a renewable electricity provider. The County continues to pursue opportunities for reducing overall energy use and increasing reliance on renewable sources, such as converting municipal and other wastes to energy resources (e.g., methane).

In ~~December 2015~~ October 2024 the County will consider adopting ~~adopted a~~ its Climate Action and Adaptation Plan (CAAP), which is the successor to the 2015 Climate Action Plan. The CAAP is the County's strategic approach to reducing GHG emissions from sources throughout the unincorporated area. The CAAP identifies County programs and actions to decrease energy use, improve energy efficiency, develop renewable energy, reduce vehicle miles traveled, increase multi-modal travel options, expand green infrastructure, reduce waste, and improve the efficiency of government operations. The CAAP also forecasts the County's GHG emissions and sets reduction targets and strategies. As a document that is integral to implementation of the General Plan, the CAAP was updated in parallel with this and General Plan must remain consistent and compatible.

**Page 7-43/Goal COS-14**

Increased generation of and reliance on renewable, sustainable, and ~~zero-carbon-free~~ energy and reduced energy use.

**Page 7-43/Policy COS-P14.1**

Implement Climate Action and Adaptation Plan strategies to improve energy efficiency and conservation, promote carbon-free energy sources, and reduce energy-related GHG emissions.

**Page 7-43/Policy COS-P14.2**

Partner with State and regional ~~and State~~ agencies (e.g., California Public Utilities Commission, California Energy Commission, and ABAG/MTC) to support energy efficiency and renewable energy planning efforts.

**Page 7-44/Policy COS-P14.8**

Design and construct new County facilities to be ~~zero-net~~ zero-net energy to the extent feasible.

**Page 7-44/Policy COS-P14.10**

*Delete Policy COS-P14.10, replacing it with Action COS-A14.10 (covered below). Require replacement and new water heaters and space heating and cooling systems to be electric if the building electric panel has sufficient*

capacity in accordance with Bay Area Air Quality Management District Regulation 9, Rule 4, and Regulation 9, Rule 6.

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

**Pages 7-44 to 7-45/Action COS-A14.1**

Amend County Ordinance Code Chapter 88-14 – Oil and Gas Drilling and Production to:

- (a) Prohibit new and expanded oil and gas production wells in the following:
  - i. Sensitive ecological areas, such as wetlands and habitat for rare, threatened, endangered, or special-status species.
  - ii. Areas subject to 100-year flood hazards or sea level rise, as shown in Figures HS-2 and HS-6 through HS-9.
  - iii. Areas within 3,200 feet of sensitive receptors or urban land use designations unless project-specific exceptions are granted by the California Department of Conservation, Geologic Energy Management Division.
- (b) Restrict oil and gas drilling operations to agricultural zoning districts only.
- (c) Require a land use permit for all new and expanded oil and gas wells.
- (d) Require a reclamation plan for oil and gas well sites that includes bonding for site clean-up.
- (e) Include performance standards related to surface water and groundwater quality and quantity, air quality, odors, noise, and aesthetics.

In parallel, study the feasibility of amending the County Ordinance Code to prohibit development of new oil and gas wells and phase out existing oil and gas well operations.

The following change is recommended in response to a comment letter received on March 11, 2024, from the Building Trades Council.

**Page 7-45/Action COS-A14.2**

Amend County Ordinance Code Division 88 – Special Land Uses to consolidate Chapters 88-3 and 88-30 governing wind energy conversion systems and solar energy facilities, respectively, into a new renewable energy chapter, with added provisions related to microgrids, community solar projects, and battery energy storage systems. Simultaneously review the boundaries of the Solar Energy Generation Combining District to determine whether opportunities exist for increasing solar energy generation without encroaching upon HCP/NCCP priority acquisition areas, aesthetically sensitive areas, or other lands that are inappropriate for solar energy development.

The following changes and new action are recommended by staff based on new information or to clarify content.

**Page 7-45/Action COS-A14.4**

~~Consider adopting~~ Adopt new or modified reach codes that exceed the California Building Standards Code, as the State updates the Building Code every three years, to require ~~the~~ use of ~~lower~~-carbon intensive energy

sources, to achieve higher ~~feasible~~ levels of energy ~~conservation and efficiency performance~~, and to achieve lower ~~feasible~~ levels of GHG emissions.

**Page 7-45/Action COS-A14.5**

Maintain, update, and publicize County ordinances and programs and enforce the County Ordinance Code Title 7 — ~~Building Regulations amendment~~ requiring new residential buildings, hotels, offices, and retail to be ~~all-electric~~. more energy efficient, with low levels of GHG emissions. Evaluate the feasibility of including other building types as appropriate.

**Page 7-46/Action COS-A14.7**

Create a detailed County roadmap to convert existing homes and businesses to use low-carbon or zero-carbon-free appliances. The roadmap should include steps to support converting buildings to rely on low-carbon or zero-carbon-free energy using an equitable framework that minimizes the risk of displacement or significant disruptions to existing tenants.

**Page 7-46/Goal COS-14**

New Action COS-A14.10: Provide educational and technical resources to advance the adoption of heat pump water heater and heat pump space heating in buildings in support of BAAQMD Regulation 9, Rule 4, and Regulation 9, Rule 6, which will mandate that replacement and new water heaters (2027 and 2031) and space heaters (2029) are zero NOx. Renummer the subsequent action accordingly.

New performance measure recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

**Page 7-46/Conservation, Open Space, and Working Lands Element Performance Measures**

- Increased renewable energy generation and storage.

**PUBLIC FACILITIES AND SERVICES ELEMENT**

The following change is recommended by staff based on new information or to clarify content.

**Page 8-6/Action PFS-A2.6**

Pursue public-private partnerships that ~~will~~ improve access to reliable, fast, and affordable internet ~~and make digital resources available~~ in Impacted Communities ~~at affordable prices.~~

The following changes are recommended in response to a comment letter received on April 8, 2024, from the Contra Costa Water District and to clarify content.

**Page 8-8/Water and Wastewater**

- **EBMUD** provides treated water to approximately 1.4 million ~~customers~~ people in western Contra Costa County and portions of Central County. EBMUD brings water from the Mokelumne River watershed in

the Sierra Nevada through three 81-mile aqueducts to the East Bay. Water is stored in a network of reservoirs, including Briones, Lafayette, San Pablo, and San Leandro in Contra Costa and Alameda Counties prior to treatment.

- **CCWD** provides treated and untreated water to approximately 500,000 ~~customers~~ people in the urbanized parts of central and northeastern Contra Costa County ~~that are not serviced by EBMUD, as well as some eastern parts of the county.~~ Customers include municipalities, industrial facilities, businesses, and residences. CCWD's water is sourced from the Sacramento-San Joaquin Delta via the 48-mile Contra Costa Canal. CCWD also stores water at Los Vaqueros Reservoir in East County, southwest of Byron, before it is delivered via the Contra Costa Canal.

Properties outside of a water service district rely on individual groundwater wells or private water systems. East Contra Costa Irrigation District and Byron-Bethany Irrigation District also make additional raw water available to properties in East County.

The following new policy is recommended in response to a comment letter received on April 8, 2024, from the Contra Costa Water District.

***Page 8-11/Goal PFS-4***

New Policy PFS-P4.8: Partner with water service providers to protect water conveyance infrastructure, such as aqueducts and canals, from encroachment and pollution.

The following new policy is recommended in response to a comment letter received on April 8, 2024, from the Delta Protection Commission.

***Page 8-11/Goal PFS-4***

New Policy PFS-P4.9: Deny applications to establish private wastewater treatment facilities within the Delta Primary Zone that would serve areas outside the Primary Zone.

The following two new actions and other changes are recommended by staff based on new information or to clarify content.

***Page 8-11/Goal PFS-4***

New Action PFS-A4.1: Establish a standing drought and water shortage task force to facilitate drought and water shortage preparedness for State small water systems and domestic wells within the County's jurisdiction.

***Page 8-11/Goal PFS-4***

New Action PFS-A4.2: Develop a plan to address potential drought and water shortage risk, including interim and long-term solutions for State small water systems and domestic wells.

***Page 8-12/Drainage and Flood Risk***

Levees are especially important components of the county's flood control infrastructure. Figure PFS-4 depicts Contra Costa's levee system, most of which is owned and operated by public agencies such as reclamation districts. Similar to dams, levees hold back water and protect lower-lying areas from inundation. In Contra Costa County, many of these areas are at or below sea level. Levees protect critical infrastructure, including ~~EBMUD's~~

~~water aqueducts intake and conveyance facilities, highways, railroads, natural gas pipelines and storage facilities fields, and electrical transmission lines, and more as well as thousands of acres of private property. Many levees in the Delta region are unstable; they were constructed over 100 years ago on land that is settling due to subsidence and were not built to provide long term protection. Since 1980, 27 Delta islands have been partially or completely flooded due to levee failure.~~

Strengthening Delta levees is vitally important to safeguarding the lives and livelihoods of county residents and are equally important components of the county's flood control infrastructure. In addition to protecting property from flooding, Delta levees form the backbone of the regional road system, ensure the continued existence of Delta towns and communities, and protect habitat for wildlife, including threatened and endangered species. They form a network of channels that entice boaters to explore the Delta and support a longstanding tradition of hunting and fishing. They also carry fresh water to the pumps that supply water to the farmers of the San Joaquin Valley and residents of the Bay Area and Southern California. Local levee-maintaining agencies have managed the financing and ongoing maintenance, rehabilitation, and repair of Delta levees, and have improved levee integrity, reducing overall Delta flood risk. Much remains to be accomplished, however, as sea level rise, increased storm frequency and intensity, and higher flows from greater rainfall and less snowfall as a result of climate change will continue to threaten levee stability and effectiveness.

The following new policy is recommended in response to a comment letter received on April 8, 2024, from the Delta Protection Commission.

***Page 8-14/Policy PFS-P5.4***

Support material stockpiling and equipment staging for emergency levee repair, ~~especially in the western of Delta levees by:-~~

- (a) Consulting with reclamation districts to identify storage sites within the Delta Primary Zone.
- (b) Denying entitlements to convert identified storage sites to uses that would preclude storage unless the affected reclamation district(s) identify suitable alternative sites or determine sites to be converted are no longer needed.
- (c) Denying entitlements for mining/extraction uses that would remove from the Primary Zone those materials deemed essential for levee repair.

***Page 8-14/Goal PFS-5***

New Policy PFS-P5.5: Evaluate projects involving water impoundment or conveyance to ensure they will not create a risk of seepage onto adjacent properties. Such projects must conclusively demonstrate that unacceptable seepage will not occur. Renumber the subsequent policies accordingly.

The following change is recommended in response to a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

***Page 8-14/Policy PFS-P5.5***

~~Encourage new development~~ Require projects with potential to significantly impact natural watercourses to establish or participate in programs that ensure ongoing maintenance of natural the watercourses to maintain their flood carrying capacity and habitat values.

The following change is recommended by staff based on new information or to clarify content.

**Page 8-14/Policy PFS-P5.8**

~~Encourage~~ Work with developers of properties along transit corridors ~~and or~~ in commercial or mixed-use areas to combine ~~their private~~ required C.3/stormwater treatment facilities with green infrastructure on the adjoining street frontage public right-of-way to enhance the value and sizing of these facilities.

The following changes are recommended in response to a comment letter received on January 4, 2024, from CALFIRE and follow-up CAL FIRE comments received on July 22, 2024.

**Page 8-16/Sheriff, Fire, and Emergency Medical Service**

Fire protection services in ~~unincorporated~~ Contra Costa County are provided by six fire protection districts and three city fire departments that adequately cover the entire county except for Jersey Island, Bradford Island, Quimby Island, Webb Tract, and the Marathon Refinery near Martinez, as shown in Figure PFS-5. All fire protection agencies within the county have signed mutual-aid agreements to provide assistance to neighboring agencies. The firefighting capabilities of these agencies are further augmented by personnel and equipment from the California Department of Forestry and Fire Protection.

**Page 8-19/Goal PFS-6**

New Policy PFS-P6.4: Encourage multi-jurisdictional and mutual-aid disaster response training between all agencies providing emergency services within the county.

The following changes are recommended by staff based on new information or to clarify content.

**Page 8-21/Parks and Recreation**

Whether it is a peaceful nature walk through Carquinez Strait Regional Shoreline, an exciting hike around historic Black Diamond Mines Regional Preserve, fishing at a ~~local nearby~~ reservoir, or a fun day out with family and friends at a ~~neighborhood~~ local park, the county offers something for residents of all ages and abilities.

**Page 8-24/Parks and Recreation**

- **Local parks** are indispensable elements of our neighborhoods and communities. They serve as focal points where people can exercise and enjoy leisure time together, and include a variety of amenities such as sports courts, community centers, swimming pools and splash pads, playgrounds, play ballfields, picnic areas, community gardens, and gathering spaces ~~or other amenities~~. Local parks in unincorporated areas are typically owned and maintained by the County or a special district, such as a recreation and park district or community services district. The local park system is often augmented by similar facilities on school campuses. In some areas, private organizations such as homeowners' associations maintain parks for their communities, sometimes allowing public access.
- **Trails** are essentially linear parks. ~~They that~~ provide safe connections between residential neighborhoods, parks, schools, and other destinations.

**Page 8-30/Policy PFS-P8.3**

~~Increase~~ Expand access to diverse, high-quality parks, green spaces, recreational facilities, trails, and natural environments for residents of Impacted Communities, including by facilitating through multiple transportation

modes. Partner with other agencies and non-governmental organizations to obtain funding, and design and maintain these facilities to offer a safe and comfortable environment for ~~residents~~ users of all ages and abilities.

***Page 8-30/Policy PFS-P8.5***

~~Whenever possible, r~~Require projects subject to the Park Dedication or Park Impact Fee Ordinances to develop parks and recreation amenities ~~listed~~ identified in, or ~~added~~ proposed for addition to, the County's Park Capital Improvement Plan. Park Impact fees or in-lieu fees should be assessed only when the County determines developer improvements are not feasible.

***Page 8-30/Policy PFS-P8.6***

Support expanded access to recreation opportunities by working with other agencies to co-locate parks and trails with public facilities, such as schools and utility easements, ~~with~~ prioritizing Impacted Communities ~~prioritized~~.

The following changes are recommended by staff based on new information or to clarify content.

***Page 8-33/Schools***

Post-secondary public education in Contra Costa County is offered at California State University, East Bay – Concord Campus and three community colleges operated by the Contra Costa Community College District: Contra Costa College in San Pablo; Diablo Valley College in Pleasant Hill, with a satellite campus in San Ramon; and Los Medanos College in Pittsburg.

**HEALTH AND SAFETY ELEMENT**

The following changes are recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Page 9-4/Policy HS-P1.2***

~~Participate~~ Prioritize participation in emission and exposure reduction, public education, engagement, outreach, and other programs that promote improved air quality, focusing on Impacted Communities.

***Page 9-4/Policy HS-P1.4***

Require new industrial development to locate significant pollution sources ~~as far away~~ at the maximum distance possible from sensitive receptors ~~as possible~~.

***Page 9-4/Policy HS-P1.6***

Require that any mitigation of air quality impacts occur on-site to the extent feasible to provide the greatest benefit to ~~local~~ residents in neighboring communities most impacted. For mitigation that relies on offsets, require that the offsets be obtained from sources as near to the project site as possible or from sources that would improve air quality in an Impacted Community. If the project site is within or adjacent to an Impacted Community, require offsets/mitigation within that community unless determined infeasible by the County.



The following change is recommended by staff based on new information or to clarify content.

**Pages 9-4 to 9-5/Policy HS-P1.8**

Require new or expanded commercial and industrial projects ~~exceeding~~ resulting in 25,000 square feet or more of gross habitable floor area, such as warehouses and other large enclosed buildings, to be near zero-emissions (~~NZE~~) operations, including the facilities themselves and the associated fleets. Require all necessary measures, such as the following, to achieve ~~NZE~~ near zero emissions:

- (a) Reduce on-site energy consumption and increase on-site energy generation and energy storage.
- (b) Provide adequate on-site zero-emission ZE ~~vehicle-capable~~ parking for all anticipated truck traffic to prevent idling and off-site queuing.
- (c) Provide electrified loading docks with receptacles allowing plug-in of refrigerated trailers.
- (d) Use heavy-duty trucks that are model year 2014 or later and expedite a transition to ~~ZE~~ zero-emission trucks by establishing a clear timeline for electrification of trucks as they become commercially available. Ensure contracts with motor carriers include air quality incentives or requirements, such as providing incentives to fleets that meet United States Environmental Protection Agency (EPA) SmartWay standards or requiring use of ~~ZE~~ zero-emission or near-zero-emission NZE trucks.
- (e) Use a “clean fleet” of delivery vehicles as they become commercially available, but no later than 2025.
- (f) Use ~~ZE~~ zero-emission yard equipment, such as forklifts, pallet trucks and jacks, and stackers.
- (g) Implement practices to control and remove fugitive dust and other contaminants from paved areas.

Uses with fewer than five vehicles domiciled on-site are exempt from this policy.

The following new policy is recommended in response to a comment letter received on April 22, 2024, from Holland and Knight on behalf of the Committee for Industrial Safety.

**Page 9-5/Goal HS-1**

New Policy HS-P1.7: Encourage modernization projects at existing industrial facilities that support State energy and climate goals and achieve all of the following:

- (a) Improved community and worker health and safety.
- (b) Enhanced environmental protection.
- (c) Significant reductions in emissions of criteria pollutants, TACs, and GHGs.
- (d) Timely remediation of preexisting and future on- and off-site contamination as a component of the project or through a fully funded work program that restores the site to a condition suitable for commercial or industrial use. Relocate existing policy HS-P1.7 to HS-P1.9 and renumber the subsequent policies accordingly.

The following new policy is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Page 9-5/Goal HS-1***

New Policy HS-P1.11: Encourage installation of upgraded HVAC systems at schools, childcare centers, and similar uses located proximate to industrial facilities.

The following change is recommended in response to a comment letter received on February 28, 2024, from the Contra Costa County Hazardous Materials Commission, as well as a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Page 9-8/Action HS-A2.1***

Partner with community members and regulatory agencies such as BAAQMD to conduct data collection and monitoring of pollution exposure, prepare a community-scale plan for reducing and mitigating air pollutant emissions and industrial hazards, such as pipeline risks, accidents, potential water or soil contamination, and impacts to sensitive ecological resources for each Impacted Community, or group of Impacted Communities, as appropriate. Require future projects to demonstrate consistency with those plans.

The following changes are recommended by staff based on new information or to clarify content.

***Pages 9-9 to 9-10/Greenhouse Gases***

Scientific consensus is that human activity involving the use of fossil fuels has resulted in an ever-accelerating increase in the concentration of heat-trapping gases, known as GHGs, in Earth’s atmosphere (termed the “greenhouse effect”). In California, communities are now adapting to the resulting climate change stressors: warmer annual average temperatures, changes in precipitation patterns, sea level rise, and a reduction in snowpack. Recognizing the numerous threats posed by climate change, the State has set ambitious GHG emission reduction targets:

- Reduce statewide GHG emissions by 40 percent from 1990 levels by 2030.
- Reduce statewide GHG emissions by at least 85 percent from 1990 levels by 2045 and be on a path to support statewide carbon neutrality by 2045.

To support State efforts related to climate change and its own GHG emissions reduction goals, the County strives for ~~net~~-carbon neutrality through a ~~gradual~~ conscientious transition to renewable and carbon-free fuels, resource conservation, sustainable practices, and other approaches.

The goals, policies, and actions in this section focus on reducing GHG emissions throughout the county. The County’s Climate Action and Adaptation Plan, one of the tools for implementing this General Plan, provides more specific strategies and actions to achieve Contra Costa County’s GHG emission reduction goals.

**Page 9-10/Policy HS-P3.1**

Prioritize implementation of the Contra Costa County Climate Action and Adaptation Plan to reduce GHG emissions from community-wide sources and adapt to changing climate conditions.

**Page 9-10/Policy HS-P3.2**

Facilitate carbon-neutral development projects and communities that support a circular economy, ~~net~~-zero-emission modes of transportation, reliable and renewable energy resources, energy-efficient buildings, zero waste, water efficiency and conservation, green infrastructure, soil conservation, and a system of natural and working lands that support natural carbon sequestration and climate resilience.

**Page 9-10/Policy HS-P3.3**

Require new development projects using the Contra Costa County Climate Action and Adaptation Plan to streamline their environmental review of GHG emissions, as permitted by CEQA Guidelines Section 15183.5, to demonstrate consistency with the Climate Action and Adaptation Plan and incorporate applicable GHG reduction and climate change adaptation measures.

**Pages 9-10 to 9-11/Action HS-A3.1**

Update the Contra Costa County Climate Action and Adaptation Plan as needed to maintain consistency with CEQA Guidelines Section 15183.5(b), other State and regional guidance, and best practices. Future updates must include:

- (a) Inventories of GHG emissions in the unincorporated county.
- (b) GHG reduction targets for 2030 and 2045 at a minimum.
- (c) Forecasts of GHG emissions for the unincorporated county consistent with growth assumptions of this General Plan.
- (d) GHG reduction ~~measures and~~ strategies with quantifiable outcomes.
- (e) Climate adaptation and resilience strategies to ensure the county's communities can respond to changing climate conditions.
- (f) An implementation and monitoring program to track the County's progress toward achievement of the GHG reduction targets.
- (g) A community and stakeholder engagement program for Climate Action and Adaptation Plan preparation and implementation.

**Page 9-11/Policy HS-P4.1**

*Move Policy HS-P4.1 to instead be Policy LU-P2.10 and edit as follows:* When considering development proposals and land use changes, treat susceptibility to hazards and threats to health and ~~human life~~ safety as primary considerations. *Renumber the subsequent policies accordingly.*

**Page 9-13/Policy HS-P4.6**

*Move Policy HS-P4.6 to instead be Policy LU-P5.6:* In hazard-prone areas, such as slopes exceeding 15 percent, mapped floodplains, High and Very High Fire Hazard Severity Zones, and Alquist-Priolo Earthquake Fault Zones, allow for decreased residential density, including below the minimum density requirement for the applicable land use designation, as the severity of risk increases.

**Page 9-13/Goal HS-4**

See the Land Use Element for additional policies and actions related to development in hazard areas.

**Page 9-21/Goal HS-5**

See the Public Facilities and Services Element for policies and actions related to flood hazards and sea level rise; the Conservation, Open Space, and Working Lands Element for policies and actions related to floodplain management; the Land Use Element for additional policies and actions related to development in hazard areas; and the Sea Level Rise section of this Element for policies and actions related to adaptive management of rising tides.

**Page 9-26/Policy HS-P6.3**

~~Delete Policy HS-P6.3, merging it with Policy HS-P9.5 (covered below). Require new industrial development in areas subject to sea level rise, emergent groundwater flooding, or tsunami inundation to provide plans for prevention and remediation of any contaminant releases induced by these hazards, along with bonds that guarantee remediation plans are implemented. Remediation should meet standards that protect people and the environment in the event of future permanent inundation. Renumber the subsequent policies.~~

**Page 9-27/Action HS-A6.3**

Coordinate with BCDC, Delta Stewardship Council, Caltrans, cities, and other affected agencies, organizations, and stakeholders to prepare and adopt a community-driven countywide sea level rise adaptation and resilience plan addressing increased flooding and sea level rise that provides unique adaptation options for the entire county shoreline and identifies funding mechanisms for implementation. Use Figures HS-6 through HS-9 or the best-available climate science data to identify where sea level rise hazards are likely to occur and lead efforts to:

- (a) Maximize awareness and disclosure to property owners and the public.
- (b) Assess and address impacts to future development, including promoting the Adaptation Pathways model to respond to uncertainty and evolving conditions.
- (c) Plan for resiliency projects and adaptation measures to protect existing development and infrastructure, emphasizing nature-based solutions.
- (d) Partner with the Adapting to Rising Tides Program, ~~Delta Stewardship Council,~~ property owners, and community-based organizations to conduct a study of opportunities and costs for shifting development away from areas at risk from inundation.
- (e) Inform governance, funding, and financing decisions about short-term and long-term resiliency and adaptation projects.
- (f) Ensure that the disproportionate impacts on vulnerable populations and Impacted Communities are addressed.

**Page 9-27/Action HS-A6.4**

~~Delete Action HS-A6.4, merging it with Action HS-A6.3 (covered above). Coordinate with the BCDC, Delta Stewardship Council, cities, and other involved agencies and stakeholders to create a joint powers authority or public private partnership to develop, fund, and implement relevant, regionally coordinated sea level rise adaptation measures that leverage the results of Adapting to Rising Tides, Bay Adapt, Delta Adapts, and other studies and programs. Renumber the subsequent actions accordingly.~~

**Page 9-28/Wildfire Hazards**

The California Department of Forestry and Fire Protection (CAL FIRE) designates lands into responsibility areas based on who is financially responsible for fire protection services. Local Responsibility Areas (LRAs) include areas where local fire protection districts and fire departments are charged with fire protection. State Responsibility Areas (SRAs) include unincorporated areas and State lands where the State/CAL FIRE has financial responsibility for fire protection. CAL FIRE can also provide fire protection services by contract to cities and counties. Contra Costa County has a mutual aid agreement with CAL FIRE and several ~~Six~~ fire protection districts and three city fire departments provide fire prevention and protection services in the unincorporated that adequately cover the entire county, except for Jersey Island, Bradford Island, Quimby Island, Webb Tract, and the Marathon Refinery near Martinez. with tThe Contra Costa County Fire Protection District covering covers 553 square miles and is by far the largest area local fire protection agency serving the county (see Figure PFS-5 in the Public Facilities and Services Element for a map of fire district service areas). All fire protection agencies within the county have signed mutual-aid agreements to provide assistance to neighboring agencies.

Within the responsibility areas, CAL FIRE designates ~~lands within~~ Fire Hazard Severity Zones. CAL FIRE designates lands within SRAs as Moderate, High, and Very High Fire Hazard Severity Zones; in LRAs, at the time the General Plan was adopted, CAL FIRE only designates land within Very High Fire Hazard Severity Zones (with city and county approvals). CAL FIRE is expected to designate Moderate and High Fire Hazard Severity Zones in the LRAs in future updates to the Fire Hazard Severity Zone Maps. As shown in Figure HS-10, Very High Fire Hazard Severity Zones are mainly in the interior of Contra Costa County, in areas with dense forest, brush, or grassland vegetation and steep terrain that is difficult to access. Wildfires may start in natural areas but can easily spread to developed areas bordering wildlands; this area is called the Wildland-Urban Interface (WUI) and is mapped in Figure HS-11.

**Page 9-31/Policy HS-P7.1**

Deny applications for new residential subdivisions entitlements for projects creating additional residential units (i.e., units not allowed by-right) in Very High Fire Hazard Severity Zones in the LRA or SRA. and dDiscourage residential subdivisions such projects in High Fire Hazard Severity Zones in the SRA and discourage them in the LRA unless adequate fire protection services are provided.

**Page 9-31/Policy HS-P7.2**

Require any construction of buildings or infrastructure within a High or Very High Fire Hazard Severity Zone in the LRA or SRA ~~or in the WUI~~, as shown on Figures HS-10 ~~and HS-11~~, or in areas that may be designated as the WUI to incorporate fire-safe design features that meet the State Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulation for road ingress and egress, fire equipment access, and adequate water supply.

**Page 9-33/Policy HS-P7.3**

Require new development within a Very High Fire Hazard Severity Zone in the LRA or SRA (as shown on Figure HS-10) or in areas that may be designated as the WUI (as shown on Figure HS-11), or and on a residential parcel with evacuation constraints (as shown on Figure HS-21), to prepare a traffic control plan to ensure that construction equipment or activities do not block roadways or interfere with evacuation plans during the construction period. Work with the appropriate fire protection district to review and approve the traffic control plan prior to issuance of building permits.

The following changes and new policy are recommended in response to a comment letter received on January 4, 2024, from CALFIRE and to clarify content.

***Page 9-33/Policy HS-P7.5***

Work with property owners ~~within mapped in~~ High or Very High Fire Hazard Severity Zones in the LRA or SRA, or in areas that may be designated as the WUI areas to establish and maintain fire breaks and defensible space, vegetation clearance, emergency access roads, water supply and fire flow, signage, and firefighting infrastructure that meets ~~current~~ adopted State, County, or community fire safety standards.

***Page 9-33/Goal HS-7***

New Policy HS-P7.6: Coordinate with Caltrans and other agencies, local fire safe councils, and community organizations to ensure long-term maintenance of fire hazard reduction projects, including community fire breaks and public and private road clearance. Renumber the subsequent policies accordingly.

The following changes, new action, and new policy are recommended by staff based on new information or to clarify content.

***Page 9-34/Action HS-A7.1***

~~Collaborate~~ Work with local fire safe councils, CAL FIRE Santa Clara Unit, and other fire protection agencies to update and implement the *Community Wildfire Protection Plan* for Contra Costa County.

***Page 9-34/Goal HS-7***

New Action HS-A7.4: Upon future updates to LRA mapping, as promulgated by CAL FIRE, identify and as necessary adopt a WUI zone. Renumber the subsequent actions accordingly.

***Page 9-34/Goal HS-7***

*See the Public Facilities and Services Element for policies and actions related to fire and emergency services and the Land Use Element for additional policies and actions related to development in hazard areas.*

***Page 9-37/Goal HS-8***

New Policy HS-P8.5: Provide shade trees or shade structures at parks, plazas, and other outdoor spaces.

The following change is recommended in response to a comment letter received on February 28, 2024, from the Contra Costa County Hazardous Materials Commission.

***Page 9-42/Policy HS-P9.2***

Ensure CCHMP staff have an opportunity to review and comment on all development entitlement applications for projects involving use of hazardous materials or hazardous waste regardless of whether a land use permit is required pursuant to County Ordinance Code Chapter 84-63 – Land Use Permits for Development Projects Involving Hazardous Waste or Hazardous Material.

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Page 9-42/Policy HS-P9.5***

~~Require facilities that manage hazardous materials or hazardous waste in stationary or fixed storage tanks and that are in areas at risk of inundation from sea level rise and flooding to conduct sea level rise studies to address the risk of hazardous materials release from rising water levels, including rising groundwater. Require these facilities to incorporate best management practices to reduce the risk of release. Require industrial projects involving use, management, or generation of hazardous materials or waste, particularly those utilizing stationary or fixed storage tanks, in areas at risk from sea level rise, surface or emergent groundwater flooding, or tsunami to incorporate best management practices to reduce risk and prepare plans for prevention and remediation of hazardous materials/waste releases resulting from inundation. Remediation plans must meet regulatory standards for protection of people and the environment in the event of permanent inundation and include financial assurances to guarantee implementation.~~

The following changes are recommended in response to a comment letter received on February 28, 2024, from the Contra Costa County Hazardous Materials Commission.

***Page 9-42/Policy HS-P9.7***

~~Prioritize implementation of safety projects that reduce the risk of hazardous materials transportation accidents along hazardous material transportation corridors in Impacted Communities to address high-risk scenarios.~~

***Page 9-43/Policy HS-P9.8***

~~Require applicants for projects in Impacted Communities that involve hazardous materials or hazardous waste to provide clear information in plain language about potential hazards their projects pose to nearby residents communities at the beginning of the review process. Review and verify this information, make it available to residents, and encourage project applicants to host at least one community meeting to discuss potential hazards.~~

The following change is recommended in response to a joint comment letter received on March 25, 2024, from 350 Contra Costa Action, Sunflower Alliance, Grid Alternatives, Bike East Bay, Contra Costa County Climate Leaders, Greenbelt Alliance, Citizens Climate Lobby, 1000 Grandmothers for Future Generations, Interfaith Climate Action Network, Center for Human Development and East County Community Leaders Network, Climate Reality Bay Area, and Sierra Club.

***Page 9-43/Policy HS-P9.9***

~~Discourage~~ Deny entitlements for construction of new large-scale facilities that treat, store, or dispose of hazardous waste from off-site sources and negatively impact Impacted Communities.

The following changes are recommended by staff based on new information or to clarify content.

***Page 9-45/Policy HS-P10.3***

Require new, modified, or expanded industrial uses involving hazardous materials or wastes to provide sufficient funds, in the form of a ~~cash deposit, surety bond, or other~~ financial instrument acceptable to the County, to guarantee site remediation, including removal of facilities, equipment, and structures, and ensure community safety and site reusability.

The following changes are recommended by staff based on new information or to clarify content.

***Page 9-50/Policy HS-P11.1***

For projects in ~~areas of known or suspected seismic or other geologic hazards, such as Alquist-Priolo Earthquake Fault Zones or Seismic Hazard Zones (areas considered to be at risk of earthquake triggered liquefiable soils, liquefaction or landslides displacement); delineated by the California Geological Survey, and as well as any other areas of steep slopes, or areas of suspected ground failure known to the County,~~ require submittal of a appropriately detailed engineering geologic or geotechnical report investigations, and ensure effective mitigation measures are incorporated into the project design. The reports must be compliant with State Guidelines and include:

- (a) A map showing the outline of any geologic or potentially hazardous soil condition and areas subject to inundation.
- (b) Recommended means of mitigation of any adverse condition representing a hazard to improvements.
- (c) Recommendations to assure proper implementation of mitigation measures during construction.

***Page 9-50/Policy HS-P11.3***

Discourage construction of critical facilities and buildings intended for human occupancy in Alquist-Priolo Fault Zones, ~~and encourage earthquake retrofitting. Where such development already exists, encourage earthquake retrofitting.~~ If there is no feasible alternative to developing inside the Fault Zone siting critical facilities and buildings intended for human occupancy in the Fault Zones, buildings must be sited, designed, and constructed to withstand the anticipated seismic stresses.

***Page 9-50/Policy HS-P11.4***

Refer geotechnical and ~~soils engineering geologic~~ reports to the County Peer Review Geologist for review and approval whenever necessary evaluation of their adequacy, as required by State Law for projects in State-designated hazard zones. Reports deemed inadequate will require further engineering analysis and revision until the findings/opinions of the Peer Review Geologist have been addressed to the County's satisfaction.

The following change is recommended in response to a comment letter received on January 30, 2024, from Fennemore Wendel law firm and to clarify content.

***Page 9-50/Policy HS-P11.5***

Discourage development on slopes exceeding 15 percent, and prohibit development on slopes ~~exceeding of 265~~ percent or greater, to avoid slope instability, ~~extensive unnecessary~~ grading, and ~~unnecessary extensive~~ land



disturbance and facilitate long-term control of erosion and sedimentation. Exceptions may be considered for infrastructure projects and development on existing legal lots where no other feasible building sites exist.

**Page 9-50/Policy HS-P11.6**

New Policy: Require projects to form a Geologic Hazard Abatement District (GHAD) or join an existing GHAD whenever necessary to adequately mitigate anticipated or residual geologic hazards. Renummer the subsequent actions accordingly

The following changes are recommended by staff based on new information or to clarify content.

**Page 9-50/Policy HS-P11.6**

Do not accept public road dedications or allow construction of private roads on unstable hillsides or in landslide hazard areas unless potential hazards have been mitigated to the County’s satisfaction. All private roads constructed in such areas must be fully compliant with private road standards adopted by the County and fire protection district with jurisdiction.

**Page 9-50/Goal HS-11**

See the Land Use Element for additional policies and actions related to development in hazard areas.

The following changes are recommended in response to a comment letter received on January 4, 2024, from CALFIRE and follow-up CAL FIRE comments received on July 22, 2024.

**Page 9-50/Preparedness, Response, and Recovery**

Contra Costa County is committed to preservation of life, property, and the environment during emergencies. The County implements its Local Hazard Mitigation Plan, which assesses risks from natural and human-caused hazards, including risks to people and facilities, and identifies mitigation actions to reduce or eliminate hazard risks. The current Local Hazard Mitigation Plan, certified by FEMA, is incorporated into this Health and Safety Element by reference, as permitted by California Government Code Section 65302.6. The County prepared the most recent Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) in accordance with the federal Disaster Mitigation Act of 2000 and the Federal Emergency Management Agency’s (FEMA) LHMP policy guidance. The County collaborated with local agencies, including 16 incorporated cities and towns and 25 special districts in the Contra Costa County planning area, to prepare the LHMP. Contra Costa County’s LHMP process is one where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. Implementation of these mitigation actions, which include short- and long-term strategies, involves planning, policy changes, programs, projects, and other activities. Local governments are required to develop a hazard mitigation plan as a condition for receiving certain types of non-emergency disaster assistance.

The LHMP and Health and Safety Element address similar issues, but the Health and Safety Element provides a higher-level framework and set of policies that pertain to the long-term safety of the county, while the LHMP focuses on more specific mitigation actions to enable jurisdictions to better protect lives, property, and natural systems. The LHMP, certified by FEMA, is incorporated into the Health and Safety Element by reference, as permitted by California Government Code Section 65302.6, and can be accessed at [www.contracosta.ca.gov/4732/General-Plan](http://www.contracosta.ca.gov/4732/General-Plan).

The following changes are recommended by staff based on new information or to clarify content.

**Page 9-51/Policy HS-P12.1**

Continue implementing the *Contra Costa County Local Hazard Mitigation Plan*, which was adopted by the Board of Supervisors and certified by FEMA and is incorporated by reference into this Health and Safety Element.

**Page 9-58/Table HS-3**

Replace Table HS-3 with the following table, and change the name to “Maximum Allowable Noise Exposure by ~~Land~~ Use”

Land Use Type	NOISE LEVEL, DNL (DB)						
	0-55	56-60	61-65	66-70	71-75	75-80	>81
Residential <sup>a, b</sup>							
Urban Residential Infill							
Schools, Libraries, Hospitals, Religious Institutions, Extended Care Facilities							
Hotels, Motels							
Auditoriums, Concert Halls, Amphitheaters							
Playgrounds, Local Parks							
Sports Arenas, Outdoor Spectator Sports							
Golf Courses, Riding Stables, Water Recreation (e.g., water parks), Cemeteries							
Office, Commercial, and Professional Buildings (i.e., uses that are generally indoors and not noise sensitive)							
Industrial, Manufacturing, Mining, Utilities, Agriculture							

	<b>Normally Acceptable.</b> Specified land use is satisfactory based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.
	<b>Conditionally Acceptable.</b> New construction or development should be undertaken only after a detailed analysis of the noise-reduction requirements is made and needed <u>noise</u> insulation features have been included in the design.
	<b>Unacceptable.</b> New construction or development should not be undertaken.

<sup>a</sup> A DNL of 60 dB or less may not be achievable in all residential areas due to environmental, economic, or aesthetic constraints. One example is small balconies associated with multiple-family housing. In this case, second- and third-story balconies may be difficult to control to the standard. A common outdoor use area that meets the goal can be provided as an alternative.

<sup>b</sup> If the primary noise source is passing trains, the standard for outdoor noise levels in residential areas is a DNL of 70 dB.

Condition entitlements to limit noise-generating construction activities to the following:

- (a) Weekdays and non-holidays unless site-specific conditions warrant exceptions.
- (b) Within 1,000 feet of noise-sensitive uses: ~~7:30~~8:00 a.m. to 5:00 p.m.
- (c) Over 1,000 feet from noise-sensitive uses: 7:00 a.m. to 6:00 p.m.

## **GLOSSARY**

Red-lined staff-recommended changes to the glossary are presented in Attachment 1. The majority of these recommended changes are based on new information or to clarify content. The addition of “natural watercourse” to the glossary is based on a comment letter received on April 7, 2024, from the Walnut Creek Watershed Council and a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

## **APPENDIX A: SUMMARY OF POLICIES AND ACTIONS BY THEME**

Appendix A presents a summary of policies and actions by theme. The changes to policies and actions throughout the General Plan will also be updated in Appendix A once those changes are approved.

## **APPENDIX B: HEALTH AND SAFETY ELEMENT TECHNICAL APPENDIX**

The following changes are recommended in response to a comment letter received on January 4, 2024, from CALFIRE.

### ***Page B-2/Contra Costa County Local Hazard Mitigation Plan***

~~In collaboration with local agencies and special districts, Contra Costa County prepared the most recent LHMP in accordance with the federal Disaster Mitigation Act of 2000 and the Federal Emergency Management Agency’s (FEMA) LHMP guidance. Contra Costa County’s LHMP is a plan that assesses hazard vulnerabilities from natural and human caused hazards, including risk to people and facilities, and identifies mitigation actions to reduce or eliminate hazard risks in the county, including in incorporated cities. Local governments are required to develop a hazard mitigation plan as a condition for receiving certain types of non-emergency disaster assistance.~~

~~The LHMP and Health and Safety Element address similar issues, but the Health and Safety Element provides a higher level framework and set of policies that pertain to the safety of the county, while the LHMP focuses on more specific mitigation actions, which are often short term, to enable jurisdictions to better protect lives, property, and natural systems. The current LHMP, certified by FEMA, is incorporated into the Health and Safety Element by reference, as permitted by California Government Code Section 65302.6.~~

The County prepared the most recent Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) in accordance with the federal Disaster Mitigation Act of 2000 and the Federal Emergency Management Agency’s (FEMA) LHMP policy guidance. The County collaborated with local agencies, including 16 incorporated cities and towns and 25 special districts in the Contra Costa County planning area, to prepare the LHMP. Contra Costa County’s LHMP process is one where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. Implementation of these mitigation actions, which include short- and long-term strategies, involves planning, policy changes, programs, projects, and other activities. Local governments are required to develop a hazard mitigation plan as a condition for receiving certain types of non-emergency disaster assistance.

The LHMP and Health and Safety Element address similar issues, but the Health and Safety Element provides a higher-level framework and set of policies that pertain to the long-term safety of the county, while the LHMP focuses on more specific mitigation actions to enable jurisdictions to better protect lives, property, and natural systems. The LHMP, certified by FEMA, is incorporated into the Health and Safety Element by reference, as permitted by California Government Code Section 65302.6, and can be accessed at [www.contracosta.ca.gov/4732/General-Plan](http://www.contracosta.ca.gov/4732/General-Plan).

### ***Page B-13/Fire Protection***

Fire protection service is addressed in the Public Facilities and Services Element. ~~Fire protection in unincorporated Contra Costa County is provided by six individual fire protection districts: the Contra Costa Fire Protection District, San Ramon Valley Fire Protection District, Moraga-Orinda Fire Protection District, Rodeo-Hercules Fire Protection District, Crockett-Carquinez Fire Protection District, and Kensington Fire Protection District. The incorporated cities of El Cerrito, Pinole, and Richmond provide fire protection services within their boundaries. Six fire protection districts (the Contra Costa Fire Protection District, San Ramon Valley Fire Protection District, Moraga-Orinda Fire Protection District, Rodeo-Hercules Fire Protection District, Crockett-Carquinez Fire Protection District, and Kensington Fire Protection District) and three city fire departments provide fire prevention and protection services that adequately cover the entire county except for Jersey Island, Bradford Island, Quimby Island, Webb Tract, and the Marathon Refinery near Martinez.~~ Other service providers include CAL FIRE and the Federal Fire Department Concord-US Army.

### **MAP FIGURES**

Staff recommends that the map figures shown in Appendix 2 replace the map figures presented in the October 17, 2023, draft. The majority of these recommended figure edits are based on new information or to clarify content. The recommended update to Figure COS-6 (formerly Figure COS-5), showing watersheds, waterbodies, creeks, and rivers, is based on a comment letter received on April 7, 2024, from the Walnut Creek Watershed Council and a comment letter received on April 8, 2024, from Friends of Pleasant Hill Creeks.

## **Staff-Recommended Changes to the Climate Action and Adaptation Plan**

In response to comments submitted by community members and other stakeholders and regulatory changes since the release of the Public Review Draft Climate Action Plan 2024 Update, County staff have revised the Climate Action Plan (now called the Climate Action and Adaptation Plan, or CAAP [a suggestion of a public commenter]) to address this input and information. The red-lined CAAP (Public Review Draft #2) is included as Attachment 3 for reference. Staff revised text, figures, and tables throughout the CAAP, including its appendices.

The most significant change is that staff have revised Built Environment Strategies BE-1 and BE-2. These strategies previously reflected continued implementation of the County's all-electric reach code, which was suspended in February 2024. With this revision, these strategies now anticipate a reach code that would allow new buildings to be either all-electric or mixed fuel as long as they achieve a high level of energy performance, consistent with the Board of Supervisors' direction to County staff on June 4, 2024. Staff have changed the language of these strategies and their action items to reflect this new approach, and have revised the GHG reduction projections from these strategies to anticipate this new reach code coming into effect in January 2025. Staff have inserted language explaining the changes to the reach code and added a new action to reflect the benefits from the all-electric reach code while it was in effect.

Furthermore, staff have revised the GHG reduction projections for zero-emission vehicles and equipment to better reflect State projections, consistent with modeling in the 2022 Scoping Plan. These changes are reflected in the assumptions disclosed in Appendix B of the CAAP. Staff have also added or revised actions to ensure that CAAP implementation better supports these projections, and made other revisions to the implementing actions to reflect community comments. Such actions include additional education and resources to support implementation of the Bay Area Air Quality Management District's requirement that water heaters and space heaters be zero-NOx, improving coordinating with local and regional agencies to implement Complete Streets, prioritizing micromobility strategies for low-income residents, supporting reduced transit fares for some residents, continuing the County's requirements for increased electric vehicle charging infrastructure in new developments, and clarifying the County's role in commenting to permitting agencies on ways to reduce the impact of large industrial facilities on nearby communities. As appropriate, staff have also recommended revisions to the policy and action language in the Draft General Plan to reflect these changes to the CAAP strategies, as shown in the previous section.

Beyond the strategy quantification and language, staff edited existing text and added additional language to provide additional information, clarify or correct information, and correct minor grammar error. Staff added text to explain why large stationary sources have been excluded from the CAAP. As part of this work, staff have made revisions to how direct access electricity use from large stationary sources is reflected in the CAAP, ensuring that this usage is identified as an informational item separate from other nonresidential electricity use. Staff have added several definitions to the glossary and revised others to provide greater clarification. Similarly, staff have added clarifying language to the CAAP text and tables explaining particular terms and the methods used in some of the calculations, including clarifying language about carbon sequestration and why emissions from strategies that only decrease electricity use or increase renewable energy generation appear to have no GHG reduction benefit in 2045. Staff have revised descriptions of how the CAAP overlaps with and is distinct from the General Plan. Staff have also added a new appendix to the CAAP, Appendix D, which discusses the progress that the County has made in implementing the strategies in the 2015 Climate Action Plan.

These changes to the CAAP help to ensure that it remains feasible, technically accurate, and consistent with community goals and priorities. The CAAP continues to put the County on a path to achieving its 2030 and 2045 GHG reduction goals, maintaining the County's role as a leader on climate action issues and effectively integrating climate action planning with other long-term planning efforts.