

Appendix A: Notice of Preparation and Comments on
the Notice of Preparation



Notice of Preparation Brentwood General Plan Update Draft Program Environmental Impact Report

Date: February 26, 2014

To: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Organizations and Interested Persons

Lead Agency: City of Brentwood Community Development Department
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Summary

The City of Brentwood (City) will serve as Lead Agency in the preparation of a programmatic Environmental Impact Report (Program EIR) addressing the comprehensive update to the City's General Plan. This programmatic EIR will address the environmental impacts associated with the adoption and implementation of the 2014 Brentwood General Plan (Brentwood General Plan, or General Plan). Information regarding the project description, project location, public outreach process, and topics to be addressed in the Draft EIR is provided below. Additional information, including background documents and the preliminary Draft Brentwood General Plan, is available at: www.brentwood.generalplan.org

Submitting Comments

Public agencies and interested parties are invited to submit comments in writing as to the scope and content of the EIR. Public agencies submitting comments are encouraged to identify a contact person and any key agency concerns regarding the proposed project. The City needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection to the proposed project. Public and agency comments will be received over a 30-day period, **ending on March 28, 2014**. All comments must be received prior to 5:00 p.m. on March 28, 2014. In the event that no response or request for additional time is received by any Responsible or Trustee Agency

by the end of the review period, the Lead Agency may presume that the Responsible Agency has no response to make [CEQA Guidelines Section 15082(b)(2)].

Please send your responses to Erik Nolthenius, Planning Manager, at the address shown above.

Scoping Meeting

The City will conduct a scoping meeting to receive public input on the scope of the Brentwood General Plan EIR. At this meeting, individuals, agencies, and organizations are encouraged to provide the City with their input on the topics and analysis for the EIR.

The scoping meeting will be held on Tuesday, March 18, 2014 at 7:00 p.m. at the Brentwood City Council Chambers, located at 150 City Park Way, Brentwood, CA 94513.

Project Characteristics and Background

Project Location and Setting

Brentwood is located in eastern Contra Costa County on the eastern perimeter of the San Francisco Bay Area metropolitan area. Immediately beyond Brentwood to the south and east are rich farmlands and the famous Delta waterways. The City's location is approximately equidistant (50 miles) from San Francisco to the west and Sacramento to the northeast (see Figure 1). The Brentwood General Plan covers a 42 square mile Planning Area that includes the city of Brentwood and nearby lands in Contra Costa County. The County's General Plan and zoning designations regulate the land that is within Brentwood's planning area but outside of the city limits. However, State law requires the City to plan for areas outside of its immediate jurisdiction, if the areas have a direct relationship to its planning needs.

The City of Brentwood, incorporated in 1948, was among the fastest growing cities in California during the early and mid-2000's, and encompasses 14.8 square miles in eastern Contra Costa County on the rim of the San Francisco Bay Area. The city has a strong agricultural heritage, but has become more urbanized with the rapid population growth of the last several years. Brentwood is primarily a residential community due to its historically affordable housing supply, and has an estimated population of 53,278 as of January 1, 2013. Concurrent with the housing boom of the early and mid-2000's, the city experienced a substantial increase in retail and service uses, as well as moderate growth in the light industrial sector. Despite these increases, the city is still a popular community for commuters. Additionally, the Contra Costa County agricultural core is situated to the south and east of the community, and supports an agri-tourism industry, which has long been popular with residents from across the region.

The City's General Plan was last comprehensively updated in 1993 (a partial update involving the Growth Management, Land Use, and Circulation Elements was completed in 2001) and an update to the Housing Element was completed in 2012. In the summer of 2012 the City issued a request for proposals (RFP) inviting bids from qualified consulting firms to assist the City in the preparation of a comprehensive update to the General Plan. Work on the General Plan Update began in the fall of 2012.

Study Area

There are four key boundary lines addressed by the General Plan, which make up the study area for the General Plan EIR. These include the city limits, the Sphere of Influence (SOI), the Urban Limit Line (ULL), and the Planning Area, as shown on Figure 2 and described below.

City Limits: Includes the area within the City's corporate boundary, over which the City exercises land use authority and provides public services.

Sphere of Influence (SOI): The probable physical boundary and service area of the City, as adopted by the Local Agency Formation Commission (LAFCO). The SOI includes both incorporated and unincorporated areas within which Brentwood will have the primary responsibility for the provision of public facilities and services. Lands within the SOI but outside existing city limits may be considered for development after annexation. Until that time, the area within the SOI is under the jurisdiction of Contra Costa County and its General Plan; however, City policies will influence the County's considerations of development proposals for lands within the SOI.

Urban Limit Line (ULL): A countywide growth management tool used to ensure that each jurisdiction in the county regulates the geographic extent of urban growth and has a plan for future transportation improvements and urban services. The establishment of an urban limit line is a requirement of Measure J, which took effect on April 1, 2009. Compliance with Measure J is necessary for local jurisdictions to continue receiving their share of Local Transportation Maintenance and Improvement funds generated by the Measure J transportation sales tax, and to be eligible for Contra Costa Transportation for Livable Communities funds. All jurisdictions in the county (including Brentwood) had the option of either adopting the Measure L County voter-approved urban limit line or their own local voter-approved urban limit line. In January 2008, the Brentwood City Council adopted a resolution adopting the Measure L County voter-approved urban limit line. The ULL is depicted on Figure LU-3.

Planning Area: For the purposes of the General Plan, the Planning Area is defined as the area surrounding the city limits and SOI that is included in the analysis and planning for the 20-year horizon of the General Plan.

Project Description

The City of Brentwood is preparing a comprehensive update to its existing General Plan, which was last comprehensively updated in 1993 (a partial update involving the Growth Management, Land Use, and Circulation Elements was completed in 2001). The General Plan Update is expected to be complete in the summer of 2014.

The overall purpose of the Brentwood General Plan is to create a policy framework that articulates a vision for the city's long-term physical form and development, while preserving and enhancing the quality of life for Brentwood residents, and increasing opportunities for high-quality local job growth. The key components of the General Plan will include broad goals for the future of Brentwood, and specific policies and actions that will help implement the stated goals.

General Plan Elements

The Brentwood General Plan will include a comprehensive set of goals, policies, and actions (implementation measures), as well as a revised Land Use Map (Figure 3). The State requires that the General Plan contain seven mandatory elements: Land Use, Circulation, Housing, Open Space, Noise, Safety, and Conservation. The Brentwood General Plan will include all of the State-mandated elements, as well as several optional elements, including: Community Services and Facilities, Economic Development, Fiscal Sustainability, Growth Management, and Infrastructure.

- The **Circulation Element** correlates closely with the Land Use Element, and identifies the general locations and extent of existing and proposed major thoroughfares, transportation routes, and alternative transportation facilities necessary to support a multi-modal transportation system. This element is intended to facilitate mobility of people and goods throughout Brentwood by a variety of transportation modes, including bicycle, pedestrian, and transit.
- The **Community Services and Facilities Element** includes goals, policies, and actions that address public services and facilities, including: parks, trails, and recreation facilities; police services; fire protection services; schools; and civic, library, medical, and other community facilities. While not specifically required by State law for inclusion in the General Plan, the Community Services and Facilities Element is a critical component in meeting the infrastructure and public services needs of businesses and residents.
- The **Conservation and Open Space Element** addresses the conservation, development, and use of natural resources, riparian environments, native plant and animal species, soils, mineral deposits, cultural/historical resources, air quality, and alternative energy. It also details plans and measures for preserving open space for natural resources and the managed production of resources.
- The **Economic Development Element** seeks to sustain and diversify the city's economy, recognizing the importance of supporting existing and local businesses while broadening and expanding the employment base and economic opportunities within the city. Long-term fiscal sustainability will be supported by economic growth from increasing the range of business, commercial services, and high-quality jobs in the city. Providing a broader economic base is intended to improve the city's economic vitality while increasing access for residents to local goods and services and local employment opportunities.
- The **Fiscal Sustainability Element** presents goals, policies, and actions relating to the City's long-term financial health and prosperity. The ability of the City to provide services such as police protection, parks, recreation, code enforcement, planning, and public works is dependent on the City collecting adequate revenues. Brentwood's economic development and fiscal vitality are inter-dependent. A vital local economy ensures that private investment is taking place in the community while generating

needed tax revenues to support public services and facilities. When local government is adequately financed, it can in turn provide the infrastructure, planning, and services essential for maintaining a high quality of life and environment where businesses can prosper.

- The **Growth Management Element** is part of the General Plan because the City wants to ensure orderly and fiscally sustainable growth, while maintaining high levels of public services and infrastructure, and because Contra Costa County voters approved a 0.5% sales tax increase in November 1988, commonly known as “Measure C,” that includes both Transportation Improvement and Growth Management Programs (GMP). Growth management systems promote a variety of environmental, social, and economic goals, including balancing the service costs and revenues associated with development; protecting environmental and aesthetic qualities; encouraging the efficient use of land, water, and energy resources; preserving community identity; and protecting the economic base of the community.
- The **Infrastructure Element** includes goals, policies, and actions that address the following infrastructure services and facilities: water supplies, sewer services, storm drainage infrastructure, and solid waste disposal. While not specifically required by State law for inclusion in the General Plan, the Infrastructure Element is a critical component in meeting the infrastructure and utility services needs of businesses and residents.
- The **Land Use Element** designates the general distribution and intensity of residential, commercial, industrial, open space, public/semi-public, and other categories of public and private land uses. The Land Use Element includes the Land Use Map, which identifies land use designations for each parcel in the city limits and planning area (Figure 3).
- The **Noise Element** establishes standards and policies to protect the community from the harmful and annoying effects of exposure to excessive noise levels. This element includes strategies to reduce land use conflicts that may result in exposure to unacceptable noise levels.
- The **Safety Element** establishes policies and programs to protect the community from risk associated with geologic, flood, and fire hazards, as well as setting standards for emergency preparedness.

Goals, Policies, and Actions

Each element of the Brentwood General Plan contains a series of goals, policies, and actions. The goals, policies, and actions provide guidance to the City on how to direct change, manage growth, and manage resources over the 20-year life of the General Plan. The following provides a description of each and explains the relationship of each:

- A **goal** is a description of the general desired result that the City seeks to create through the implementation of the General Plan.
- A **policy** is a specific statement that guides decision-making as the City works to achieve its goals and objectives. Once adopted, policies represent statements of City regulations. The General Plan's policies set out the standards that will be used by City staff, the Planning Commission, and the City Council in their review of land development projects, resource protection activities, infrastructure improvements, and other City actions. Policies are on-going and require no specific action on behalf of the City.
- An **action** is an implementation measure, procedure, technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy. The City must take additional steps to implement each action item in the General Plan. An action item is something that can and will be completed.

General Plan Land Use Map

The General Plan Land Use Map identifies land use designations for each parcel within the city of Brentwood and the City's planning area. The Brentwood General Plan Land Use Map is attached as Figure 3.

General Plan Land Use Designations

The Land Use Element of the Brentwood General Plan defines various land use designations by their allowable uses, minimum parcel sizes, and maximum development densities. The following describes the proposed land use designations for the General Plan. Table 1 shows the total acreage for each land use designation shown on the proposed Land Use Map.

Residential Land Use Designations

Ranchette Estate (RE) – The RE designation is intended to maintain and/or provide for large residential lots of one acre or more in size, where residents want the proximity and amenities of urban life and yet are able to enjoy some of the benefits of a more rural environment. This designation is intended to maintain some of the small town flavor and/or agricultural character of Brentwood's past. The maximum density for this designation is 1.0 unit per gross acre.

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

and be provided with urban public facilities and services. The permitted density range is 1.1 to 3.0 units per gross acre, with a mid-range of 2.0 units per gross acre.

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

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

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

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

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

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

General Commercial (GC) – The GC designation allows for concentrations of a variety of mixed commercial uses and service type businesses to serve specific areas of the city and neighborhoods that are related to State Route 4 and some arterial intersections, on parcels generally ranging from one to 20 acres. Such uses do not lend themselves to being located in regional commercial centers, but are encouraged in orderly clusters in suitable locations proximate to State Route 4 and adjacent to major arterials. Depending upon the size of the development, a single major tenant (e.g. supermarket or small department store) or a single small tenant (e.g. convenience store) should provide the

anchor. As a secondary use, independent small businesses (e.g. hair salons, shoe repair, offices, and restaurants) are also allowed.

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

Mixed Use Pedestrian Transit (MUPT) – The MUPT designation identifies an area which, because of its strategic location, access, and visibility to SR 4, shall be developed predominately with jobs-generating and commercial uses. This designation is intended to provide high-quality jobs in office, professional, research and technology, and light industry sectors, and to allow commercial uses with a regional focus. This area is envisioned to be served by mass transit (i.e., eBART) or located at or near a destination point with a regular bus route. Other uses may include integrated medium to very high density residential development and amenities, including services, restaurants, and recreation opportunities, in a pedestrian-friendly environment. Multi-family housing units will be allowed at a density of 5.1 to 30.0 units per acre, in accordance with the policy direction provided by Priority Area 1 (there is no applicable mid-range density for this designation).

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

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

Specific Plan and Planned Development Land Use Designations

Downtown Specific Plan (DSP) – The DSP designation provides for the current and future uses of the Downtown area of Brentwood, in accordance with the Downtown Specific Plan. Its purpose is to create a pedestrian-oriented, economically-viable town center. A variety of uses are allowed in this designation, including entertainment, retail, commercial, residential, civic, cultural, and transit in a compact, walkable, and unique setting that only the Downtown can offer. All new development occurring within the

DSP designations required to adhere to the development standards and guidelines established in the Downtown Specific Plan.

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

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

Public, Semi-Public, and Conservation Land Use Designations

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

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

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

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

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

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

Agricultural Conservation (AC) – The AC designation encompasses lands with continuing commercial agricultural potential. The intent of this designation is to retain primary agricultural use to the greatest extent possible. This is done by focusing public and private efforts to protect such land from the impacts and pressures of the nearby urban

area as well as to enhance the income potential from agricultural use. In order to protect the Urban Limit Line, no annexations or urban-type development will be allowed in this area. Examples of allowed uses include orchards, row crops, nurseries, grazing lands, open space, packing and shipping facilities, wineries, bed and breakfast inns, u-pick stands, farm equipment repair and services, and parks.

Urban Reserve (UR) – The UR designation serves as a placeholder for future urban development. The land designated as Urban Reserve is located beyond the existing Sphere of Influence (SOI) and outside the Urban Limit Line. Lands designated Urban Reserve shall not be extensively subdivided or developed until it is appropriate to develop the lands with urban levels of residential, commercial, parks and recreation, and public/semi-public uses. It is expected that more specific planning and feasibility studies will be required prior to the development of these areas. Development of these areas will require separate environmental review, General Plan amendments, Sphere of Influence amendments, annexations, and other entitlements. In order to avoid "leapfrog" style development, provide for the logical extension of City services, and allow for appropriate planning of Brentwood, the Urban Reserve areas could only develop when:

1. Urban development is occurring immediately adjacent to the Urban Reserve parcel which intends to develop.
2. Urban services (i.e., water, wastewater, storm drainage, utilities, and roads) have been extended or are planned to be extended to the majority of adjacent lands designated for urban uses.
3. The new development improves the jobs/housing balance or maintains an approximately 1.5:1 jobs/housing balance, or there is substantial justification why this ratio cannot be met. The City may determine that the above findings are not required if the development offers substantial amenities or benefits to the community that are beyond current levels. Prior to the submittal of an application for any entitlements within the Urban Reserve area, a market feasibility study shall be prepared by an independent consultant contracted by the City and paid for by the developer. The results of this study shall be used by the City Council to determine if it is appropriate for the property to develop.

Special Planning Areas and Priority Areas

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

1. To facilitate comprehensive planning of large strategic areas utilizing progressive planning techniques to ensure high quality development and integrate development with the provision of infrastructure.
2. They are located in strategic locations that will be impacted by land use decisions not totally within the control of the City of Brentwood.

3. A mix of land uses in the area is desirable and the City desires to maintain the flexibility to adjust to changing market conditions.
4. Effective land use controls are needed to preserve the integrity of existing adjacent development while enabling the property owners to adjust to changing market conditions.

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

Table 1: Comparative Growth Projections, Existing General Plan Land Use Map and Proposed Land Use Map

Land Use Designation	Total Acres	
	City Limits	Planning Area
<i>Residential Land Uses</i>		
Ranchette Estate	159.2	433.5
Residential- Very Low Density	1,128.2	311.9
Residential- Low Density	2,693.5	318.8
Residential- Medium Density	1,118.1	0
Residential- High Density	97.8	0
Residential- Very High Density	37.5	0
<i>Commercial, Office, and Industrial Land Uses</i>		
Business Park	151.7	50.4
Professional Office	53.5	0
General Commercial	206.8	4.8
Regional Commercial	195.2	61.4
Industrial	27.8	0
<i>Specific Plan and Mixed Use Land Uses</i>		
Mixed Use Pedestrian Transit	255.4	0
Brentwood Boulevard Specific Plan	260.7	15.7
Downtown Specific Plan	62.9	0
Planned Development	126.4	0
<i>Public and Semi-Public Land Uses</i>		
Public Facilities	254.5	339.3
Semi-Public Facility	665.6	0.3
Park	357.1	3,331.2
Schools	273.9	38.2
Community College	17.0	0
<i>Future Development Areas</i>		
SPA 1	0	378.2
SPA 2	0	815.2
Urban Reserve	0	79.5
<i>Conservation Land Uses and Lands with No Designation</i>		
Agricultural Conservation	3.6	12,077.4
Permanent Open Space	92.5	383.1
No Designation (right-of-way, etc.)	183.0	68.6
Totals	8,422.0	18,707.6

Growth Projections

While no specific development projects are proposed as part of the General Plan Update, the General Plan will accommodate future growth in Brentwood, including new businesses, expansion of existing businesses, and new residential uses. Table 2 includes a comparison of the existing General Plan Land Use Map and the proposed General Plan Land Use Map in terms of population, housing units, jobs, and the jobs-to-housing ratio. As shown in Table 2, full buildout of the proposed General Plan Land Use Map within the city limits would result in a total population of 80,917, which is lower than the population projection of the existing General Plan Land Use Map.

Table 2: Comparative Growth Projections, Existing General Plan Land Use Map and Proposed Land Use Map				
	Population	Housing Units	Jobs	Jobs per Housing Unit
<i>Existing Conditions</i>				
City	53,278	17,877	12,516	0.70
SOI/Planning Area	2,333	790	458	0.58
<i>New Growth: City Limits</i>				
Existing General Plan	35,944	13,955	19,655	1.41
Draft Land Use Map	27,639	9,972	21,232	2.13
<i>New Growth: SOI/Planning Area</i>				
Existing General Plan	28,208	10,665	17,189	1.61
Draft Land Use Map	11,419	3,642	6,276	1.72
<i>Total New Growth: City Limits plus SOI/Planning Area</i>				
Existing General Plan	64,152	24,620	36,844	1.50
Draft Land Use Map	39,058	13,614	27,508	2.02
<i>Buildout Conditions: City</i>				
Existing General Plan	89,222	31,832	32,171	1.01
Draft Land Use Map	80,917	27,849	33,748	1.21
<i>Buildout Conditions: City/SOI/Planning Area</i>				
Existing General Plan	119,763	43,287	49,818	1.15
Draft Land Use Map	92,336	31,491	40,024	1.27

General Plan Outreach and Public Input

Visioning Workshops

In November and December 2012, the General Plan Update team held four public visioning workshops to help kickoff the General Plan Update process. City residents and stakeholders attended workshops at the Brentwood Community Center and the Brentwood Senior Activity Center. The workshops provided an opportunity for the public to offer their thoughts on what they value about their community and the city, and what important issues should be addressed in updating the General Plan.

Each workshop included a presentation by the consultant team that explained the role of the General Plan, an overview of the General Plan Update process, and an opportunity for the workshop participants to ask questions and seek clarification on the process and the role of the community. Workshop participants were asked to complete activities and exercises in order to provide information to the General Plan Update team. Each workshop focused on different themes and topics to be addressed in the General Plan. A summary of the four visioning workshops is provided in Chapter 2.0 of the Opportunities and Constraints Report, which is available for review online at: www.brentwood.generalplan.org.

Online Surveys and Polls

City staff and the consultant team developed two online surveys to gather additional information from the public related to the General Plan Update. The online surveys were available through the General Plan Update website, and were developed to pose similar questions to those posed at the visioning workshops, and to gather additional details regarding City service levels, residential homeownership, employment locations, and economic development priorities. The first survey included 25 specific questions, and was completed or partially completed by approximately 50 people. The second survey requested information regarding the community's vision, assets, and challenges, and was completed by approximately 20 people. Detailed survey results and responses are contained in Appendix B of the Opportunities and Constraints Report, which is available for review online at: www.brentwood.generalplan.org.

General Plan Update Working Group

The 12-member General Plan Update Working Group, which consisted of members from the City Council, Planning Commission, Parks and Recreation Commission, and the community at-large, collaborated with City staff and the General Plan Update consultant team throughout the development of the General Plan. The Working Group met approximately 15 times between March 2013 and February 2014, to identify key issues and challenges that Brentwood faces over the next 20-30 years, and to develop the comprehensive set of goals, policies, and actions contained in the General Plan. Each Working Group meeting was open to the public, and numerous members of the public and other local interested agencies attended the meetings and provided detailed input to the Working Group.

City Council and Planning Commission Workshops

The City Council and Planning Commission held approximately 10 public workshops and hearings to review and consider the goals and policies of the existing General Plan, review input from the Visioning Workshops, receive information relevant to the specific topics addressed at the Working Group meetings, and provide specific direction and guidance to staff and the consultant team regarding how goals should be achieved and how to address current issues in the General Plan Update.

Program EIR Analysis

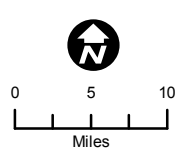
The City, as the Lead Agency under the California Environmental Quality Act (CEQA), will prepare a Program Environmental Impact Report for the 2014 Brentwood General Plan. The City's 2014 General Plan will be comprehensive in scope. The EIR will be prepared in accordance with CEQA, implementing the CEQA Guidelines (Guidelines), relevant case law, and City procedures. The Brentwood General Plan is considered a "project" under CEQA, and is therefore subject to CEQA review. As a policy document, the General Plan provides guidance and sets standards for several areas of mandatory environmental review for later "projects" that would be undertaken by local government and the private sector.

The EIR will analyze potentially significant impacts associated with adoption and implementation of the Brentwood General Plan. In particular, the EIR will focus on areas of planned land use changes in the city. Figure 3 shows the Draft Land Use Map for the Brentwood General Plan.

Pursuant to Section 15063(a) of the CEQA Guidelines, no Initial Study will be prepared for the proposed project. The EIR will evaluate the full range of environmental issues contemplated under CEQA and the CEQA Guidelines. At this time, the City anticipates that EIR sections will be organized in the following manner:

- Aesthetics and Visual Resources
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Mineral Resources
- Greenhouse Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Population
- Noise
- Public Services and Recreation
- Transportation and Circulation
- Utilities
- Mandatory Findings of Significance/Cumulative Impacts

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February 19, 2014

BRENTWOOD GENERAL PLAN UPDATE





Figure 1: Regional Location Map

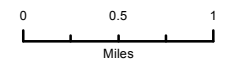
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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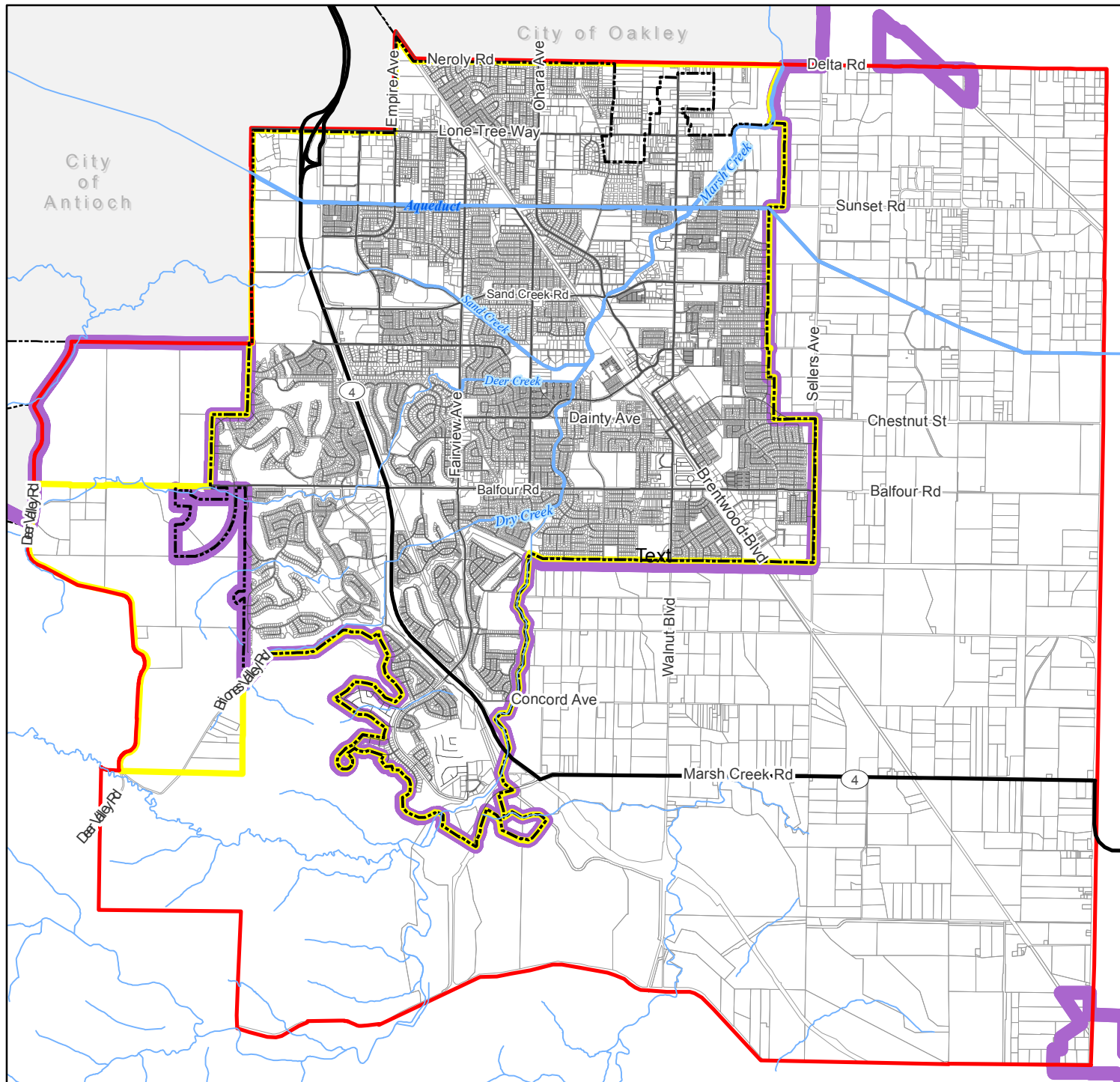
**BRENTWOOD
GENERAL PLAN UPDATE**

**Figure 2:
Planning Boundaries**

-  Brentwood City Limits
-  Brentwood Sphere of Influence
-  Urban Limit Line
-  Brentwood Planning Area

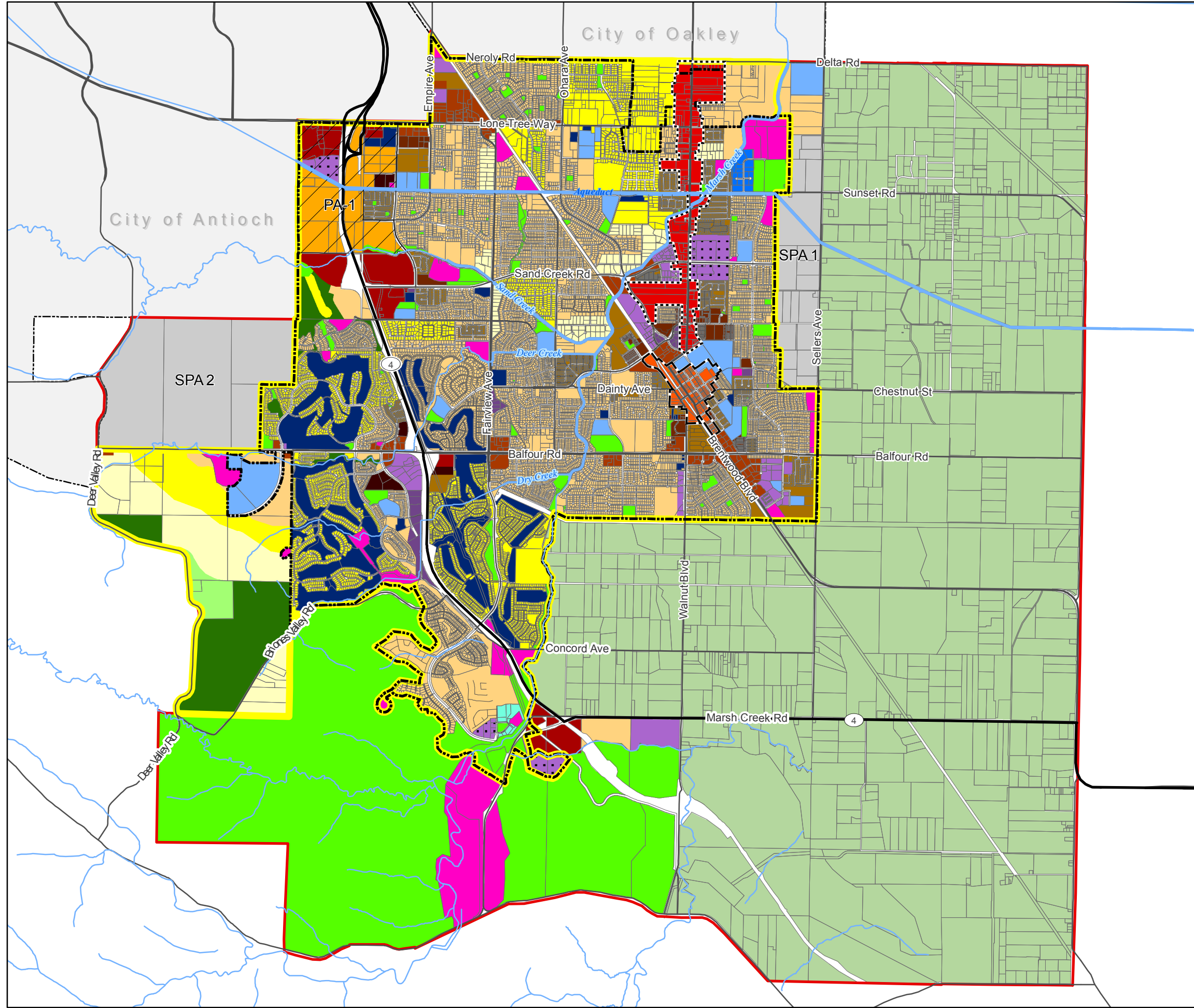


Data sources: City of Brentwood GIS,
Contra Costa County GIS.
Map date: February 19, 2014.



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Figure 3:
Draft Land Use Map

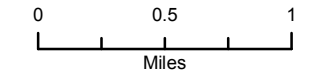


Land Use Designations

- DSP - Downtown Specific Plan
- BBSP - Brentwood Blvd Specific Plan
- CC - Community College
- I - Industrial
- UR - Urban Reserve
- AGCON - Agricultural Conservation
- P - Park
- P-OS - Permanent Open Space
- GC - General Commercial
- RC - Regional Commercial
- BP - Business Park
- PO - Professional Office
- PD - Planned Development
- PF - Public Facility
- SPF - Semi-Public Facility
- RE - Ranchette Estate
- R-VLD - Residential-Very Low Density
- R-LD - Residential-Low Density
- R-MD - Residential-Medium Density
- R-HD - Residential-High Density
- R-VHD - Residential-Very High Density
- MUPT - Mixed Use Pedestrian Transit
- SCH - School
- SPA - Special Planning Area

Planning Areas

- Brentwood City Limits
- Brentwood Sphere of Influence
- Brentwood Planning Area
- Brentwood Blvd. Specific Plan Area
- Downtown Specific Plan Area
- Priority Area (PA)



Data sources: City of Brentwood GIS, Contra Costa County GIS, ESRI StreetMap North America. Map date: December 11, 2013. Revised January 24, 2014.



March 27, 2014

Mr. Erik Nolthenius
City of Brentwood
150 City Park Way
Brentwood, CA 94513

Re: Notice of Preparation – Brentwood General Plan Update EIR

Dear Erik:

Thank you for the opportunity to comment on the Notice of Preparation for the Brentwood General Plan Update EIR. The City of Antioch requests that the traffic analysis examine project impacts to regional transportation systems within Antioch, including but not limited to State Route 4, Sand Creek Road, Lone Tree Way, Heidorn Ranch Road, Empire Avenue and Deer Valley Road.

The City of Antioch has also previously commented on the area identified as SPA 2 in the draft General Plan and respectfully requests that the Brentwood General Plan be amended to comply with the MOU currently in effect by not taking action regarding the area within Antioch's boundaries as specified in the MOU.

Sincerely,

A handwritten signature in blue ink that reads 'T. Wehrmeister'.

Tina Wehrmeister
Community Development Director

Walnut Creek Office
1601 N. Main St., Suite 105
Walnut Creek, CA 94596
(925) 932-7776

March 28, 2014

Erik Nolthenius
Community Development Department
City of Brentwood
150 City Park Way
Brentwood, California 94513

Dear Mr. Nolthenius,

RE: Notice of Preparation for the Brentwood General Plan Update

Thank you for providing the opportunity for Greenbelt Alliance to comment on the Notice of Preparation for the Brentwood General Plan Update (Plan). Please notify us of any future developments of this Plan. We encourage the City of Brentwood to conduct a thorough review of all potential impacts of proposed future planning and development, especially on prime farmland and open space outside of the voter-approved urban limit line (ULL). We are concerned about many impacts of the Plan, including significant impacts to county prime farmland and open space, growth inducement, traffic, air quality, disturbance of scenic viewshed, immediate and cumulative impacts on County General Plan and growth management policies from the adjustment of the Contra Costa County's voter-approved Urban Limit Line (ULL). Several items deserve particularly close attention in the DEIR:

Introduction

As it currently stands, the Plan encourages sprawl-type development of open space at the gateway to the Mount Diablo range and prime farmland considered Agricultural Core by Contra Costa County. Over the last decade, the City of Brentwood invested \$12 million in agriculture and farm enterprise in the county's agricultural gem. We are very concerned that future planned development, especially in the form of Special Planning Areas (SPA), contribute to speculative sprawl development, thereby significantly impacting traffic, congestion, air quality, and devastating effects on farmland, open space, and scenic viewsheds. Moreover, the DEIR should consider the Brentwood fiscal impact of developing farmland and open space, considering both the existing investment and the considerable costs of conducting specific plans for multiple areas outside of the ULL.

DEIR must specify that development in SPA 1& 2 will require additional fiscal resources and require a vote to move the voter-approved ULL set by the people of Contra Costa County

All of the land in SPA 1 & 2 is outside of the voter-approved ULL for the City of Brentwood. If development in SPA 1 & 2 moves forward, Brentwood will be required to annex the land from

Contra Costa County, incurring significant costs of conducting a specific plan, and significantly impacting the economic vitality of prime farmland and rangeland. As it currently stands, the NOP does not specifically state that these two SPAs would require a vote of the people to allow development and would break the ULL of the City of Brentwood. It is imperative, with respect to Brentwood fiscal resources and to scope the entirety of impacts, that the DEIR specify that development in SPA 1 & 2 will move the ULL and significantly impact the environment.

DEIR should include an alternative without the inclusion of SPA 1 & 2

The proposed General Plan Update and NOP state that “full build out of the proposed General Plan Land Use Map within the city limits would result in a total population of 80,917, which is lower than the population projection of the existing General Plan Land Use Map” (NOP, 13). As stated, it is clear that development planned outside of Brentwood’s ULL might not be necessary to accommodate growth well into the future. Therefore, the DEIR must study an alternative that would not include SPA 1 & 2 and instead focus on infill development within existing city boundaries similar to the direction of the proposed Planning Area-1.

Development of SPA 1 & 2 would also cause irreparable harm to prime farmland, rangeland, and scenic viewsheds. An alternative that removes these SPAs from the General Plan Update should study the potential for enhanced infill growth, accommodating housing and commercial growth near the potential E-BART station to reduce traffic, air pollution, GHGs and the reduction of impacts on farmland, rangeland, and scenic viewsheds.

Plan Need and Effectiveness

We believe that the benefit from infill development lays a solid foundation of growth and economic stability for Brentwood. On the other hand, it is unclear how SPA 1 & 2 would improve the lives of Contra Costa residents. The Plan will extend urban services beyond the voter-approved ULL and it appears likely to create further development nearby. The Plan objectives for the DEIR should be defined broadly enough so that Plan alternatives can be examined that offer choices for living within established ULL and municipal city limits.

Growth Inducement

This Plan appears likely to induce auto-oriented suburban-style growth outside of Brentwood’s ULL. The DEIR should evaluate the full range of impacts that may result from this type of growth inducement, including the irreversible loss of prime farmland and the economic threat to the County’s Agricultural Core when converting prime farmland into sprawl development. Likewise, the DEIR should include a detailed analysis of how future growth could be incorporated with infill development to suit the region’s housing needs.

Air Pollution, Greenhouse Gas Emissions, and Vehicle Miles Traveled

How will the Plan impact the ability to reduce greenhouse gas emissions and air pollution and meet local, regional, and state climate change goals? For example, how does the Plan negatively impact Contra Costa County’s ability to achieve its own Climate Action Plan goals?

This Plan appears likely to significantly increase levels of air pollution, greenhouse gases, and vehicle miles traveled if the full build out includes SPA 1 & 2. Traffic will also increase significantly. All of the related impacts of future development in these special planning areas must be considered in the DEIR as part of a full review of the environmental impacts.

Likewise the DEIR should investigate how the project will impact attainment of the goals and policies outlined in *Plan Bay Area*, the region's recently-adopted Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). *Plan Bay Area's* calls for accommodating the next generation of development entirely within existing ULLs and shifts regional funding priorities to support development near the region's transit resources. The DEIR must examine how the Tassajara Parks proposal to develop land outside the existing voter-approved ULL will impact *Plan Bay Area* implementation in Contra Costa County and throughout the nine-county Bay Area region.

Conclusion

Thank you again for this opportunity to comment on the Notice of Preparation for the City of Brentwood General Plan Update. By protecting the area's natural resources and guiding growth and investment into the existing neighborhoods of Brentwood, we can make this great city a more desirable, attractive place to live. We look forward to continued collaboration to improve the quality of life for all Brentwood residents.

Sincerely,



Joel Devalcourt
Regional Representative
Greenbelt Alliance
(510) 306-4203
jdevalcourt@greenbelt.org

DELTA PROTECTION COMMISSION

2101 Stone Blvd., Suite 210
 West Sacramento, CA 95691
 Phone (916) 375-4800 / FAX (916) 376-3962
 Home Page: www.delta.ca.gov



Contra Costa County Board of
 Supervisors

Sacramento County Board of
 Supervisors

San Joaquin County Board of
 Supervisors

Solano County Board of
 Supervisors

Yolo County Board of
 Supervisors

Cities of Contra Costa and
 Solano Counties

Cities of Sacramento and
 Yolo Counties

Cities of San Joaquin County

Central Delta Reclamation
 Districts

North Delta Reclamation Districts

South Delta Reclamation Districts

CA State Transportation Agency

CA Department of Food and
 Agriculture

CA Natural Resources Agency

CA State Lands Commission

March 28, 2014

Erik Nolthenius
 City of Brentwood
 150 City Park Way
 Brentwood, CA 94513-1396

Subject: Brentwood General Plan Update

Dear Mr. Nolthenius:

Delta Protection Commission (Commission) staff have reviewed the *Notice of Preparation (NOP) for the Brentwood General Plan Update Draft Program Environmental Impact Report (EIR)*.

As depicted in Figure 2 of the *NOP*, Brentwood's City Limits, Sphere of Influence, and Urban Limit Line, do not fall within the Primary Zone of the Sacramento-San Joaquin Delta. Therefore land uses within these boundaries are not subject to consistency requirements with the Commission's *Land Use and Resource Management Plan for the Primary Zone of the Delta (LURMP)*.

However, Figure 2 also depicts the Brentwood Planning Area, which does overlap with the Delta's Primary Zone, and therefore is subject to consistency requirements with the Commission's *LURMP*. Commission staff requests more explanation on the definition of the Brentwood Planning Area, and the relationship of land uses within this boundary to the Brentwood General Plan Update. If this project will update/change land uses within the Brentwood Planning Area which falls within the Primary Zone, then consideration should be made of the Commission's *LURMP* to ensure consistency. Commission staff is available to consult on the *LURMP*'s goals and policies as necessary.

Please call Associate Environmental Planner Alex Westhoff at (916) 375-4237 or me at the number above if you have any questions. Thank you for this opportunity to provide input.

Sincerely,

Erik Vink
 Executive Director

cc: Mary Piepho, Contra Costa County Board of Supervisors and Commission Vice-Chair

RECEIVED

MAR 31 2014

CITY OF BRENTWOOD
 COMMUNITY DEVELOPMENT DEPT.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr. Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
OAKLAND, CA 94612
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 771

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MAR 17 2014

CITY OF BRENTWOOD
COMMUNITY DEVELOPMENT DEPT.



*Flex your power!
Be energy efficient!*

March 14, 2014

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CC-4-VAR
SCH# 2014022058

Mr. Erik Nolthenius
City of Brentwood
150 City Park Way
Brentwood, Ca 94513-1396

Dear Mr. Nolthenius:

Brentwood General Plan Update – Notice of Preparation

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the environmental document and have the following comments to offer.

Lead Agency

As the lead agency, the City of Brentwood (City) is responsible for all project mitigation, including any needed improvements to State Highway System (SHS). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Traffic Impact Study

The environmental document should include an analysis of the impacts of the proposed plan on the SHS in the City. Please ensure your analysis includes the State Route (SR) 4 corridor. Please ensure that a Traffic Impact Study (TIS) is prepared providing the information detailed below:

1. Information on the plan's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed. The study should clearly show the percentage of project trips assigned to State facilities.
2. Current Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets, highway segments and intersections.
3. Schematic illustration and level of service (LOS) analysis for various duration and buildout scenarios.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway System (SHS) being evaluated.

Mr. Erik Nolthenius, City of Brentwood

March 14, 2014

Page 2

5. The procedures contained in the 2010 update of the Highway Capacity Manual should be used as a guide for the analysis. We also recommend using Caltrans' *Guide for the Preparation of Traffic Impact Studies*; it is available on the following web site:

www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

6. Mitigation measures should be identified where plan implementation is expected to have a significant impact. Mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We look forward to reviewing the TIS, including Technical Appendices, and environmental document for this project. Please send two copies to the address at the top of this letterhead, marked ATTN: Keith Wayne, Mail Stop #10D.

Early Consultation

As the owner and operator of the SHS, Caltrans' top priority is to ensure safety for the traveling public. Caltrans would like to coordinate and meet with the City to coordinate to ensure transportation impacts are adequately addressed in the Draft Environmental Impact Report. Specifically, the general plan update will potentially increase a significant number of residential unit, commercial and office square footage and significantly impact state facilities that are already operating at poor levels of service. As a result, we encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work.

Corridor Operations

Caltrans recommends the General Plan include a policy to work with Caltrans to optimize the operational efficiency of existing State Route 4 through the City.

Traffic Impact Fees

To ensure the SHS can facilitate and fund improvements necessary from the increased demand, we recommend the City work with the TRANSPLAN committee, the Contra Costa Transportation Authority (CCTA) and Caltrans to help mitigate any impacts resulting from the proposed plan. In addition to and mitigation projects or programs, please identify traffic impact fees to be used for plan mitigation. Development plans should require traffic impact fees based on projected traffic and / or based on associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on the State right-of-way (ROW) should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

Vehicle Trip Reduction

Caltrans encourages you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the State highways.

We also encourage you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for

Mr. Erik Nolthenius, City of Brentwood

March 14, 2014

Page 3

employees, and providing transit passes to residents and employees, among others. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

Should you have any questions regarding this letter, please contact Keith Wayne of my staff by telephone at (510) 286-5737, or by email at Keith.Wayne@dot.ca.gov.

Sincerely,



ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

c: Scott Morgan, State Clearinghouse

WEST COAST HOME BUILDERS, INC.
4021 Port Chicago Highway • P.O. Box 4113 • Concord, CA 94524-4113
(925) 671-7711 • Fax (925) 689-5979

March 26, 2014

via U. S. Mail and email to:

Erik Nolthenius; enolthenius@brentwoodca.gov

Erik Nolthenius, Planning Manager
City of Brentwood
150 City Park Drive
Brentwood, CA 94513

**Re: General Plan Update
Notice of Preparation of Draft Program Environmental Impact Report**

Mr. Nolthenius:

I am responding to the above Notice of Preparation:

West Coast Home Builders owns the property which abuts the west side of the Highway 4 Sand Creek Interchange, which we refer to as the Bridle Gate Project. This property is referred to as Special Planning Area E (SPA E) in the current General Plan. We have submitted applications which the City is processing for a project which will consist of Land Use designations for residential, commercial and business park. Our development concept was presented to the City's Land Use and Development Sub-Committee on May 7, 2012 and we received their direction and concurrence to proceed.

Subsequently, we submitted Applications for a General Plan Amendment, Rezoning and Tentative Map in November 2012. In conformance with the May 7, 2012 direction from the Land Use Sub-Committee, the preparation of the CEQA document for our project was prepared over the past year and the project should be ready for Public Hearings and approval in the next few months.

The currently proposed General Plan Land Use Map as part of the General Plan Update (shown in Figure 3) that applies to the Bridle Gate property is not consistent with our proposed project.

The proposed Land Use Map update shows our site changed from a SPA to very specific land use designations which are inconsistent with our pending applications. I have attached Exhibit A, which is an enlargement of our site from Figure 3, as well as Exhibit B which is our proposed Land Use Map.

We do not think it makes sense to analyze the Bridle Gate Property in the new General Plan EIR for Land Use designations which are inconsistent with our pending applications and its detailed CEQA analysis. We request that the Bridle Gate property be left as a SPA in the General Plan Update or that our proposed Land Uses, as concurred with by the City's Land Use Sub-Committee, be included in Figure 3 and evaluated in the EIR as such.

We would appreciate consideration of this request to avoid a conflict between our pending General Plan Amendment Application and this General Plan Update.

Sincerely,


Richard D. Sestero
Project Manager

RDS:ldj

Enclosures

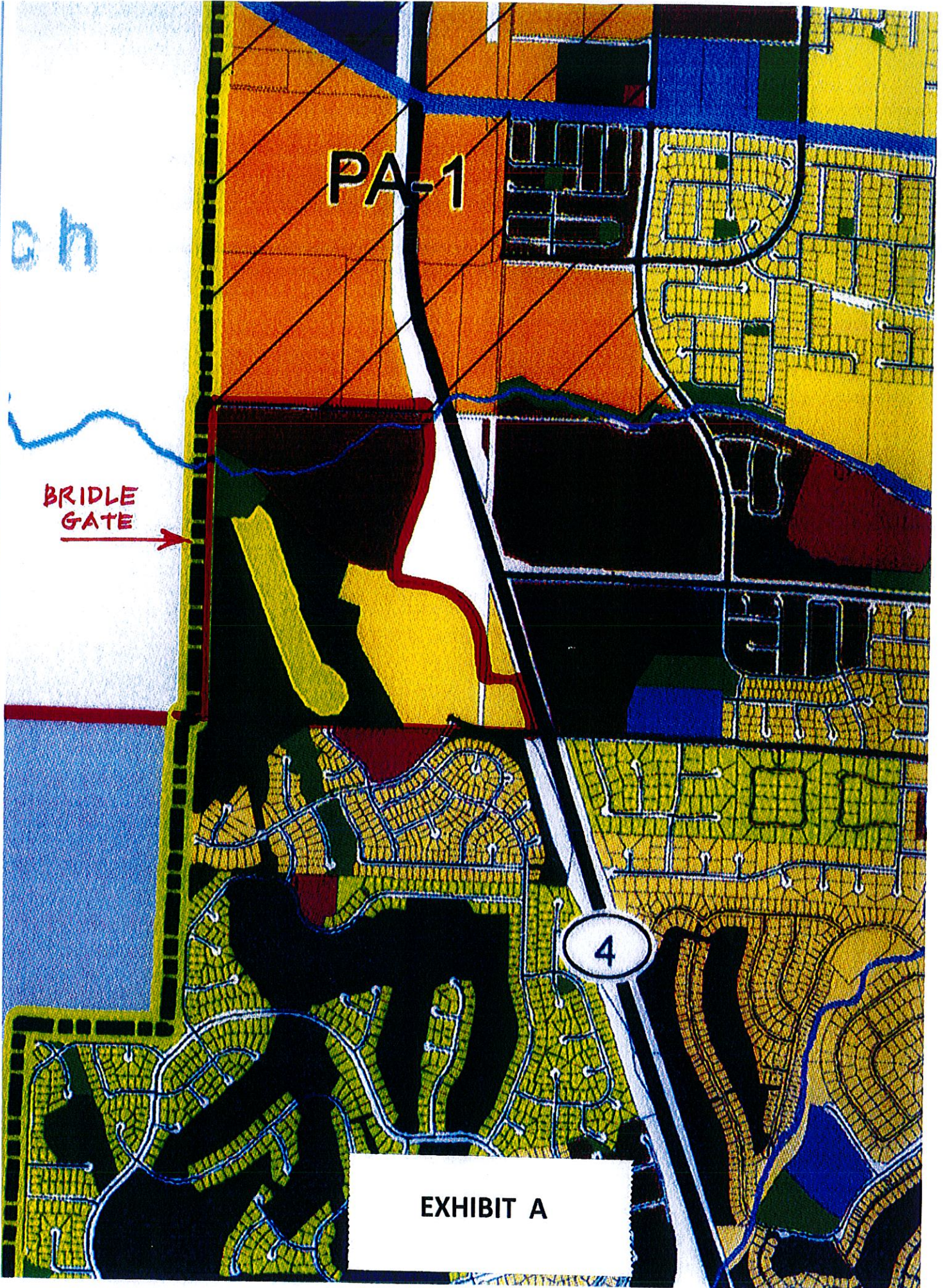
PA-1

BRIDLE
GATE



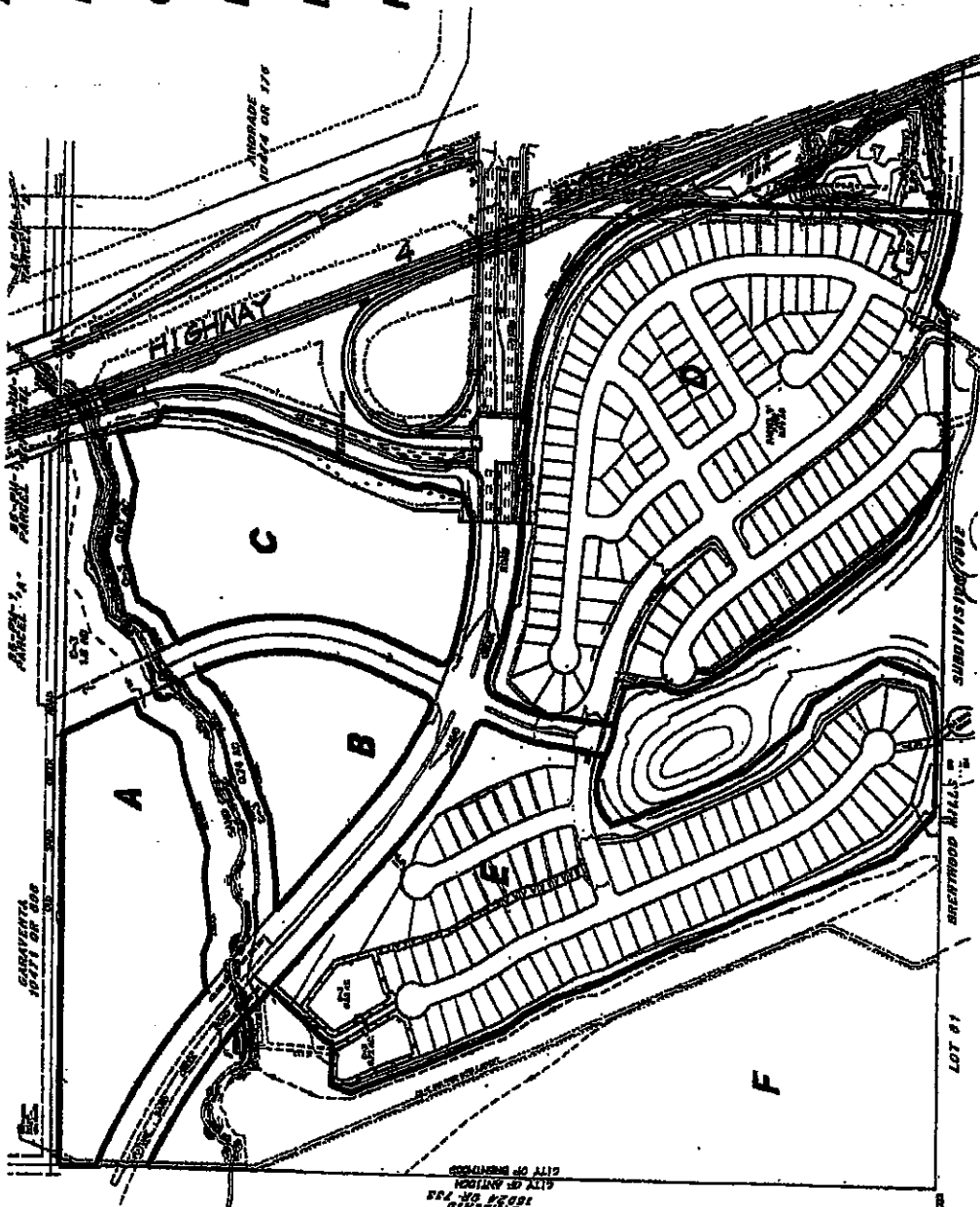
4

EXHIBIT A



- A MU-BP / R-MD
- B RC / R-MD
- C RC
- D R-MD
- E R-LD
- F P & P-OS

SPA E



BRIDGE CENTER
 City of Antonio, Texas
 Planning Department
 1000 North Loop West, Suite 1000
 Antonio, Texas 78401
 Phone: (512) 381-1234
 Fax: (512) 381-1235
 Website: www.cityofantonio.com

EXHIBIT B



Lou Ann Teixeira
Executive Officer

MEMBERS

Donald A. Blubaugh
Public Member

Federal Glover
County Member

Michael R. McGill
Special District Member

Don Tatzin
City Member

Dwight Meadows
Special District Member

Mary N. Piepho
County Member

Rob Schroder
City Member

ALTERNATE MEMBERS

Candace Andersen
County Member

Sharon Burke
Public Member

Tom Butt
City Member

George H. Schmidt
Special District Member

March 27, 2014

Erik Nolthenius
Planning Manager
150 City Park Way
Brentwood, CA 94513

Subject: Brentwood General Plan Update Environmental Impact Report (EIR)

Dear Erik:

Thank you for including the Contra Costa Local Agency Formation Commission (LAFCO) in the environmental review process for the City of Brentwood's General Plan Update.

We understand that the Draft General Plan of February 2014 is an update of the City's 2001 General Plan and that while it carries forward some of the major goals and policy framework of the current General Plan, the new document reflects and incorporates current local conditions, community priorities, and goals.

With respect to the draft General Plan and its EIR, we offer general and specific comments below.

General Comments

As a Responsible Agency pursuant to the CEQA, LAFCO may need to rely on the City's environmental document in consideration of any future boundary change applications [e.g., annexations, sphere of influence (SOI) amendments] resulting from new policies or provisions in the City's updated General Plan.

LAFCO is an independent, regulatory agency with discretion to disapprove or approve, with or without amendment, wholly, partially or conditionally, changes of organization or reorganizations. In accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act), LAFCO is required to consider a variety of factors when evaluating a proposal, including, but not limited to the proposal's potential impacts on agricultural land and open space, provision of municipal services and infrastructure to the project site, timely and available supply of water, providing a fair share of regional housing needs, and other factors.

The factors relating to boundary and SOI changes are contained in Government Code §56668 and §56425, respectively. We encourage the City to include an assessment of these factors as appropriate, in its environmental review of all proposed projects, pursuant to CEQA. In addition, LAFCO is now subject to the provisions of SB 375. As such, LAFCO encourages local agencies to utilize the most current standards and thresholds of significance with respect to air quality and greenhouse gas emissions analyses and to consider the local agency's conformity with regional Sustainable Community Strategies or related plans relevant to the local agency. Addressing these factors will help facilitate the LAFCO application process. *Failure to do so may result in additional CEQA compliance work.*

We note that the Draft General Plan Update includes a discussion of - but does not specifically call for - the filing of any applications with LAFCO for changes to the City's SOI and current municipal boundaries. Therefore, there is no "project" at this time that would require review and consideration by LAFCO. However, at such time that the City comes forward with an application for an SOI amendment, and/or annexation, each such action is considered a "Project" under CEQA, requiring the City to prepare and submit an appropriate environmental document regarding the potential environmental effects of the proposed LAFCO action(s). Please be advised that any such environmental document should specifically:

- 1) reference the LAFCO action(s) in the Project Description (i.e., SOI amendment, annexation);
- 2) list LAFCO as Other Public Agencies Whose Approval is Required; and, most importantly,
- 3) Include an assessment of the environmental effects of the proposed LAFCO action(s), of the relevant factors LAFCO is required to consider pursuant to CKH, and whether and to what extent the Project would result in the loss or conversion of agricultural lands or open space.

Specific Comments

Coordination with LAFCO - We are pleased to note the proposed Policy COS 2-5 in the Draft General Plan Update which calls for the City to:

Work with the Local Agency Formation Commission (LAFCO) on issues of mutual concern including the conservation of agricultural land through consistent use of LAFCO policies, particularly those related to conversion of agricultural lands and establishment of adequate buffers between agricultural and non-agricultural uses, and the designation of a reasonable and logical Sphere of Influence (SOI) boundary for the City.

Disadvantaged Unincorporated Community (DUC) – One of the new factors LAFCO must consider in its review of a boundary change (i.e., SOI amendment, annexation) is the effect on Disadvantaged Unincorporated Communities (DUCs). This term is defined in the CKH Act (Gov. Code §56033.5) and generally means an inhabited area where the

median household income is below 80 percent of the statewide household median. The City should be aware that in accordance with the provisions of the CKH Act (Gov. Code §56425 and §56375.5), changes to the City's SOI and annexations require the Commission to make determinations as to the effect of the proposed action on DUCs. To this end, we suggest that the City's General Plan identify the presence of any DUCs within the City's Planning Area.

Agricultural Resources – The Draft General Plan includes policies to guide consideration of future planning and potential development of two Special Planning Areas (SPA-1 and SPA-2). Both of these areas are outside the City's current municipal boundaries, outside of its SOI, and outside of the voter-approved Urban Limit Line (ULL). If and when the City takes action in the future with regard to either or both of these areas LAFCO approval for boundary changes will be required.

With regard to these two areas, the Draft General Plan states that, whereas "...the vast majority of lands outside of the City limits are intended to remain as agricultural lands...some lands immediately adjacent to the City limits...may be suitable for annexation in the future..." Both of these areas are where agriculture, including cattle grazing and crop production, has been the dominant land use. Preservation of agriculture as a viable land use is an important goal of CKH and LAFCO. Thus, we encourage the City's General Plan EIR to specifically reference and analyze impacts to agricultural lands in a manner consistent with the criteria set forth in the CKH Act using the definitions of *agricultural lands* (Gov. Code §56016) and *prime agricultural land* (Gov. Code §56064). We also encourage the City to include in the General Plan Update specific policies that support and promote actions to improve the long-term economic viability of agriculture in the Brentwood area.

SOI Amendments and Municipal Service Reviews (MSRs) - The last MSR prepared for the City of Brentwood was in 2008. Should there be a proposal to expand the City's SOI to include SPA-1 and/or SPA-2, or other such areas, LAFCO will most likely require the preparation of a new MSR (Gov. Code §56430) and the appropriate environmental review document for compliance with CEQA. Information to be presented in such documents would enable the LAFCO to make the determinations required by the CKH Act for such actions.

Urban Limit Line - The fact that SPA-1 and SPA-2 are both outside the current Urban Limit Line (ULL) raises additional issues in the event the City ultimately seeks approval of an expansion to its SOI in these areas and their ultimate annexation to the City. LAFCO is not bound by the ULL in its consideration of proposed boundary changes but, absent modifications to the ULL that are approved by the voters, the Commission is sensitive to any changes that would affect its status quo, as evidenced by its decisions on recent applications.

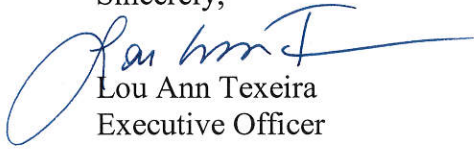
Public Services - Other topics of interest and concern to LAFCO include Public Services (particularly police and fire protection services) and Utilities (particularly the timely

availability of and capacity to meet water supply and wastewater service needs in areas that would be affected by a LAFCO boundary changes).

Thank you for the opportunity to comment. We look forward to receiving a copy of the City's Final EIR and the final version of the City's updated General Plan, when available.

Please contact the LAFCO office if you have any questions

Sincerely,



Lou Ann Teixeira
Executive Officer

c: LAFCO Planner