

**RESOLUTION NO. 12-2009**

**RESOLUTION OF THE COUNTY ZONING ADMINISTRATOR OF THE COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, INCORPORATING FINDINGS FOR THE CERTIFICATION OF EIR PREPARED FOR THE REQUESTED GENERAL PLAN AMENDMENT (GP03-0009) BY THE CONTRA COSTA COUNTY REDEVELOPMENT AGENCY (Applicant) AND VARIOUS (Owners), LOCATED IN THE UNINCORPORATED BAY POINT AREA OF SAID COUNTY.**

WHEREAS, a request by The Contra Costa County Redevelopment Agency (Applicant) for a General Plan Amendment for the Bay Point Waterfront Area initiated December 16, 2003; and

WHEREAS, a Notice of Preparation of an Environmental Impact Report was sent on August 30, 2004 by the Community Development Department; and

WHEREAS, for purposes of compliance with the provisions of the California Environmental Quality Act and the State and County CEQA Guidelines, a Draft EIR was prepared and circulated for review and comments between March 30, 2007 and May 17, 2007 and the Zoning Administrator held a public hearing on May 17, 2007 to provide further opportunity for public comments on the DEIR; and

WHEREAS, following the close of comment period on the Draft EIR, the County prepared written responses to the comments received. On December 31, 2008, the County published the Final EIR, including the Response to Comments Document, which provides a reasoned response to all comments received during the comment period that raised significant environmental issues.

WHEREAS, the Final EIR was distributed as required by the California Environmental Quality Act and the State and County CEQA Guidelines;

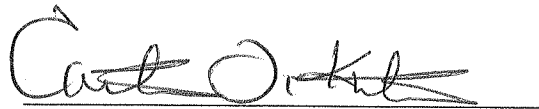
NOW, THEREFORE, BE IT RESOLVED, that the County Zoning Administrator recommends to the County Planning Commission:

1. Find that the Final Environmental Impact Report is adequate and complete and it has been prepared in compliance with the California Environmental Quality Act, and with the State and County CEQA Guidelines;
2. Find that the Final EIR reflects the County's independent judgment and analysis;

3. Recommend to the County Planning Commission the certification of the Final EIR, subject to additional information, to further clarify the responses to comments and modifications to the Draft EIR, as shown in Exhibit A.

WHEREAS, the instructions by the County Zoning Administrator to prepare this resolution were given on Monday, March 9, 2009.

ATTEST:



Catherine O. Kutsuris  
Zoning Administrator  
County of Contra Costa  
State of California

## Exhibit A

The County Zoning Administrator reviewed the Final EIR on Monday, March 9, 2009 and recommended adoption of the document subject to modifications. The changes are below. New text is shown in bold (and in most cases underlined) and text to be deleted is highlighted in yellow and strike-out.

Page references throughout the document were checked and corrected if necessary.

Page 2-12 of the FEIR:

The following text is added on page 4.7-912 before "Impacts":

As of the date of this analysis neither the BAAQMD, nor the CARB nor any federal agency has implemented an emission rate criterion for GHG emissions for the purposes of identifying a significant contribution to global climate change. In the interim, the California Air Pollution Control Officers Association (CAPCOA) has prepared a white paper that considers options for evaluating and addressing greenhouse gas emissions under CEQA (CAPCOA, 2008). CAPCOA identifies 11 different significance threshold possibilities that could be used to assess the significance of impacts relative to GHG emissions. The analysis that follows applies Threshold 2.3 of the CAPCOA white paper, titled the CARB Reporting Threshold, as well as other considerations pertinent to compliance with AB32. This threshold was selected out of the 11 separate possibilities because it is quantifiable; **and** is directly connected to AB32 requirements ~~and is at neither of the extremes of possible significance thresholds (i.e., any increase as substantial or GHG emissions assessment as speculative impact).~~ **Threshold 2.3 incorporates the same calculations to determine GHG emissions for larger projects. In other words, the emission of 25,000 tons/year by 1,400 du in Threshold 2.3 is proportional to 50 du emitting 900 tons/year in Threshold 2.2.** If a project complies with the State's strategies to reduce greenhouse gases to the level proposed by the governor, it follows that the project would have a less than significant cumulative impact to global climate change. If a project does not or cannot comply with reduction strategies, the applicant can alternatively reduce its cumulative contribution to GHG emissions to less than significant levels by contributing to available regional, state, national, or international mitigation programs, such as reforestation, tree planting, or carbon trading.

**Our quantitative analysis calculated GHG emissions using more sophisticated modeling programs such as CARB's URBEMIS, EMFAC, and OFFROAD computer models in order to give a more accurate, detailed inventory for the specific Bay Point project. This methodology allowed input of project-specific details such as VMT and emissions from marine vehicles, and includes model settings for Contra Costa County.**

**The quantitative analysis makes no corrections for or comparisons to housing provided in another part of the County or in a different form – detached SFR. This means the quantitative analysis likely overstates the impact of providing housing at Bay Point rather than in the East County, for example. This is partly due to VMT built into the County traffic model.**

**Because the quantitative measures do not measure all of the impact, non-quantitative considerations were also included in order to assist the County in determining the significance of the environmental impact of the project. These non-quantitative considerations include GHG Reduction Strategies inherent in the Bay Point Waterfront Strategic Plan, further Mitigation Measures added by the DEIR, and conditions of approval that would be imposed by the County when development is proposed. All would serve to limit GHG emissions from the project, bringing it farther below the quantitative significance criterion.**

**Impact 4.7-7: The proposed project would result in emissions of greenhouse gases that would interfere with the State's GHG reduction goals as set forth in AB32. This impact would be less than significant.**

Page 2-14, 15 or 16 (add the following from the GHG Reduction Strategies / Mitigation Measures Section where it would fit best):

**The California Air Pollution Control Officers Association, the Governor's Office of Planning & Research, and the Office of the Attorney General all describe GHG reduction strategies that can be applied as mitigation measures and/or incorporated into a planning document itself—General Plans are frequently designed to be “self-mitigating” through the inclusion of goals, policies and objectives that reduce potential impacts:**

- 1) California Air Pollution Control Officers Association (CAPCOA), *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, pp.68-70, January 2008.
- 2) Governor's Office of Planning & Research (OPR), *Technical Advisory, CEQA & Climate Change: Addressing Climate Change Through CEQA Review*, pp.18-20, June 19, 2008.
- 3) Office of the Attorney General (OAG), *The California Environmental Quality Act, Addressing Global Warming Impacts at the Local Agency Level*, pp.2-10, September 26, 2008.

**The Bay Point Waterfront Strategic Plan includes many of the design and planning-related GHG reduction strategies listed in these sources. The added Mitigation Measures included in the EIR would further reduce GHG emissions.**

Page 2-15 or 16 (add the following table where it would fit best), note this is the table minus the letters:

GHG Reduction Strategy	Bay Point Program	Source
<p><i>1) Land Use and Transportation</i></p> <p>Implement land use strategies to promote transit-oriented development, and encourage high density development along transit corridors. Encourage compact, mixed-use projects, forming urban villages designed to maximize affordable housing and encourage walking, bicycling and the use of public transit systems. (OPR)</p> <p>Encourage infill, redevelopment, and higher density development, whether in incorporated or unincorporated settings. (OPR)</p> <p>Encourage new developments to integrate housing, civic and retail amenities (jobs, schools, parks, shopping opportunities) to help reduce VMT resulting from discretionary automobile trips. (OPR)</p> <p>Include mixed-use, infill, and higher density in development projects to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods. (OAG)</p> <p>Compact development, by its nature, can increase the efficiency of infrastructure provision and enable travel modes other than the car. If communities can place the same level of activity in a smaller space, GHG emissions would be reduced concurrently with VMT and avoid unnecessary conversion of open space. (CAPCOA)</p> <p>Multiple land use types mixed in proximity around central “nodes” of higher-activity land uses can accommodate travel through means other than a car. (CAPCOA)</p>	<p>Mix of land uses, including higher density residential (20 units per acre), commercial, recreation and open space</p> <p>East Bay Regional Park District – Bay Point Regional Shoreline is just west of site</p> <p>Recreational opportunities in proposed parks, trails, and preserved open space, and Marina</p> <p>Located adjacent to existing services and facilities in the community of Bay Point</p> <p>Within 1/4-mile from existing neighborhood serving retail uses</p> <p>Proximity to Bay Area Rapid Transit (BART) – 2.5 miles</p> <p>Located along SR 4 – major freeway linking to SF, east to Pittsburg/Antioch, &amp; easy connection to I-680 &amp; Concord/Walnut Creek, etc.</p> <p>Less than 1/2-mile from bus routes</p> <p>Alignment of the future Great California Delta Trail through site</p> <p>55. All residential projects with six (6) or more units are required to include a minimum of 15% affordable housing units.</p> <p>57. Design of residential projects should incorporate features of neo-traditional design, consistent with the Design</p>	<p>Plan</p> <p>Conditions</p>

GHG Reduction Strategy	Bay Point Program	Source
<p>A finely-connected transportation network shortens trip lengths and creates the framework for a community where homes and destinations can be placed close in proximity and along direct routes. (CAPCOA)</p>	<p>Guidelines.</p>	
<p>Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking. (OAG)</p> <p>Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments. (OAG)</p> <p>Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points. (OAG)</p> <p>To get a more GHG-efficient mode share, safe and convenient bicycle lanes, pedestrian pathways, transit shelters, and other facilities are required to be planned along with the vehicular travel network. (CAPCOA)</p>	<p>Mitigation Measure 4.7.2: The final site plan shall be developed to include the following to provide adequate pedestrian and bicycle connectivity to existing facilities:</p> <ul style="list-style-type: none"> <li>• Adequate on-site pedestrian facilities including sidewalks (minimum four-foot width) to connect all on-site uses and along both sides of access roads</li> <li>• Sidewalks on at least one side of McAvoy Road and the proposed Alves Lane and Pacifica Avenue extensions</li> <li>• Bicycle lanes (minimum four-foot width) on either McAvoy Road or the proposed Alves Lane extension</li> <li>• Bicycle parking for residents, marina users, and recreational facility users.</li> </ul>	<p>EIR</p>
	<p>45. Provisions are to be made for an efficient, direct and convenient system of pedestrian circulation, together with landscaping and appropriate treatment of any public areas or lobbies.</p> <p>49. Trails and public access corridors should be clearly delineated. Provide fencing or barriers to natural areas where necessary to protect habitat areas and public safety. All trails shall be accessible to the handicapped and disabled.</p> <p>84. Convenient bicycle parking areas shall be provided.</p>	<p>Conditions</p>

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	<p>103. Projects with will have 100 or more employees or 13 or more dwelling units shall submit, at least 30 days prior to the issuance of a building permit, a Transportation Demand Management (TDM) information program in accordance with the requirements of Article 532-2.606 for review and approval of the Zoning Administrator.</p>	<p>Conditions</p>
<p>Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio. (OAG)</p> <p>Preserve or replace onsite trees (that are removed due to development) as a means of providing carbon storage. (OPR)</p>	<p>52. All native trees with a trunk circumference of 72" or more, as measured 4 feet above the ground, shall be protected. Prior to the removal of a tree, the applicant shall demonstrate why the removal of such tree(s) is unavoidable. Compliance with the Tree Protection Ordinance (Chapter 816-6 of the County Code) is required.</p>	<p>Conditions</p>

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<p><b>3) Jobs-Housing Balance</b></p> <p>Implement land use strategies to encourage jobs/housing proximity. (OPR)</p> <p>Encourage the coalescence of a labor force with locally available and appropriate job opportunities. This concept is best known as “jobs-housing balance.” (CAPCOA)</p>	43. New businesses and construction projects shall make best efforts to hire employees, workers and subcontractor components at the job from the Bay Point community.	Conditions
<p><b>4) Energy Efficiency/Solid Waste Reduction/Water Conservation</b></p> <p>Create incentives to increase recycling and reduce generation of solid waste by residential users. (OPR)</p> <p>Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. (OAG)</p>	Future business park which will serve as a job center—location? Other nearby employment centers?	Plan
	Mitigation Measure 4.4.3a: Suitable storage locations and containers for recyclable materials shall be provided for the residential and commercial recreation development. Future owner(s) of the building(s) that would be located on the project site shall maintain these locations during project operations. The future developer(s) of the residential and commercial recreation development, in consultation with	EIR



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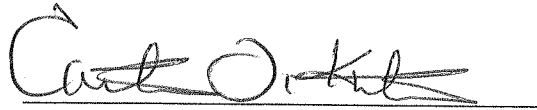
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<p>Encourage the coalescence of a labor force with locally available and appropriate job opportunities. This concept is best known as “jobs-housing balance.” (CAPCOA)</p>	Future business park which will serve as a job center— location? Other nearby employment centers?	Plan
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GHG Reduction Strategy	Bay Point Program	Source
<p>Provide education and publicity about reducing waste and available recycling services. (OAG)</p>	<p>the Contra Costa County Community Development Department, shall provide information regarding acceptable materials to be recycled to future owners and/or occupants of the buildings.</p> <p>Mitigation Measure 4.4.3b: For each trash can that is provided along the view pier and in the parking lots, the future owner(s) of the marina shall also provide (an) equivalent-sized recycling receptacle(s). Each recycling receptacle shall clearly inform users within which containers to place each material (i.e., aluminum cans, glass, plastic bottles, etc.).</p>	
<p>Recognize and promote energy saving measures beyond Title 24 requirements for residential and commercial projects. (OPR)</p> <p>Purchase Energy Star equipment and appliances for public agency use. (OPR)</p>	<p>Mitigation Measure 4.4.4a: In addition to energy conservation measures required by California Code of Regulations Title 24, future developer(s) of the Strategic Plan Area shall implement the following measures:</p> <ul style="list-style-type: none"> <li>• Equip all showers, faucets, and toilets installed in the Strategic Plan Area with lowflow fixtures to reduce water consumption and energy consumption associated with water heating.</li> <li>• Include in the design of the project the use of ENERGY STAR qualified compact fluorescent light bulbs (CFLs) for use in the marina support buildings (ENERGY STAR qualified CFLs use 66 percent less energy than a standard incandescent bulb and last up to 10 times longer).</li> <li>• Insulate all hot and cold water pipes within the residential and marina support buildings to reduce energy consumption.</li> <li>• Install shades, awnings, or sunscreens on all windows of the residential and marina support use buildings that face south and/or west to block summer light. In winter, shades can be opened on sunny days to help warm rooms.</li> </ul>	EIR

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<p>Implement a Construction and Demolition Waste Recycling Ordinance to reduce the solid waste created by new development. (OPR)</p> <p>Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). (OAG)</p>	<ul style="list-style-type: none"> <li>• Install programmable thermostats in each residential unit to automatically change thermostat settings at certain times of the day (5 – 20 percent savings on space heating costs).</li> <li>• Install energy-efficient ceiling installation and insulate walls, floors, and heating ducts (up to 25 percent savings on space heating costs).</li> <li>• Use exterior shading devices or deciduous plants to shade residential buildings from the sun (up to 8 percent savings on cooling costs).</li> <li>• Install thermal windows in residential units. Thermal windows give the benefit of dual pane glass, keeping air trapped between the two panes while they act as a thermal insulator.</li> </ul> <p>Mitigation Measure 4.4.3c: Future developer(s) shall prepare, submit, and implement construction and demolition debris management plans. The debris management plan shall address major materials generated by a construction project of this size and type and opportunities to recycle and/or reuse such materials. The different materials shall be source-separated onsite and then transported to appropriate recyclers (or picked up onsite); direct hauled to a transfer station for separation by the operator; and/or hauled away by salvagers. The future developer(s) shall divert at least 50 percent by weight of all demolition waste from landfill disposal, and shall provide a summary report of the diversion to the Contra Costa County Community Development Department.</p>	<p>EIR</p>

GHG Reduction Strategy	Bay Point Program	Source
<p>Create water efficient landscapes. (OAG)</p> <p>Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. (OAG)</p> <p>Use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water. (OAG)</p>	<p>Mitigation Measure 4.4.1a: Water conservation measures shall be incorporated as a standard feature in the design and construction of the proposed project. Water conservation measures shall include the use of equipment, devices, and methodologies for plumbing fixtures and irrigation that furthers water conservation and will provide for long-term efficient water use. In addition, the use of drought-resistant plants and inert materials, and minimal use of turf in landscaped areas shall be required.</p> <p>Mitigation Measure 4.4.1b: To allow the project to better achieve water conservation, the project applicant shall also submit landscaping documents that show how water use efficiency will be achieved through design for review and comment at the time of request for new service connections.</p> <p>Mitigation Measure 4.4.1c: The project applicant shall coordinate with CCWD, the GSWC and the DDSW water recycling programs before construction begins in order to maximize the use of recycled water for the project. The project applicant shall plan for the future use of recycled water by installing dual plumbing systems wherever appropriate as determined by CCWD and GSWC. Uses of recycled water at the project site could include landscape irrigation.</p>	<p>EIR</p>

The following tables (as presented by ESA) are added to the response to comments O-3:

<b>A. Reduced land consumption impacts</b>
<b>B. Reduced automobile dependence</b>
<b>C. Encouragement of pedestrian activity</b>
<b>D. Improved air quality</b>
<b>E. Efficient use of energy</b>
<b>F. Efficient use of water</b>
<b>G. Decreased stormwater runoff</b>
<b>H. Minimization of waste production</b>
<b>I. Optimization of waste utilization</b>
<b>J. Maximized use of materials that are local, non-toxic, recycled, renewable and have low embodied energy</b>

GHG Reduction Strategy	Bay Point Program	Source
<p><i>1) Land Use and Transportation</i></p> <p>Implement land use strategies to promote transit-oriented development, and encourage high density development along transit corridors. Encourage compact, mixed-use projects, forming urban villages designed to maximize affordable housing and encourage walking, bicycling and the use of public transit systems. (OPR)</p> <p>Encourage infill, redevelopment, and higher density development, whether in incorporated or unincorporated settings. (OPR)</p> <p>Encourage new developments to integrate housing, civic and retail amenities (jobs, schools, parks, shopping opportunities) to help reduce VMT resulting from discretionary automobile trips. (OPR)</p> <p>Include mixed-use, infill, and higher density in development projects to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods. (OAG)</p> <p>Compact development, by its nature, can increase the efficiency of infrastructure provision and enable travel modes other than the car. If communities can place the same level of activity in a smaller space, GHG emissions would be reduced concurrently with VMT and avoid unnecessary conversion of open space. (CAPCOA)</p> <p>Multiple land use types mixed in proximity around central</p>	<p>Mix of land uses, including higher density residential (20 units per acre), commercial, recreation and open space (A) (B)</p> <p>East Bay Regional Park District – Bay Point Regional Shoreline is just west of site (A) (B)</p> <p>Recreational opportunities in proposed parks, trails, and preserved open space, and Marina (A) (B)</p> <p>Located adjacent to existing services and facilities in the community of Bay Point (A) (B)</p> <p>Within 1/4-mile from existing neighborhood serving retail uses (A) (B)</p> <p>Proximity to Bay Area Rapid Transit (BART) – 2.5 miles (B) (D)</p> <p>Located along SR 4 – major freeway linking to SF, east to Pittsburg/Antioch, &amp; easy connection to I-680 &amp; Concord/Walnut Creek, etc.</p> <p>Less than 1/2-mile from bus routes (B) (D)</p> <p>Alignment of the future Great California Delta Trail through site (B) (C) (D)</p> <p>55. All residential projects with six (6) or more units are</p>	<p>Plan</p> <p>Condition</p>

GHG Reduction Strategy	Bay Point Program	Source
<p>“nodes” of higher-activity land uses can accommodate travel through means other than a car. (CAPCOA)</p> <p>A finely-connected transportation network shortens trip lengths and creates the framework for a community where homes and destinations can be placed close in proximity and along direct routes. (CAPCOA)</p>	<p>required to include a minimum of 15% affordable housing units.</p> <p>57. Design of residential projects should incorporate features of neo-traditional design, consistent with the Design Guidelines. (A) (B) (C)</p>	<p>s</p>
<p>Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking. (OAG)</p> <p>Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments. (OAG)</p> <p>Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points. (OAG)</p> <p>To get a more GHG-efficient mode share, safe and convenient bicycle lanes, pedestrian pathways, transit shelters, and other facilities are required to be planned along with the vehicular travel network. (CAPCOA)</p>	<p>Mitigation Measure 4.7.2: The final site plan shall be developed to include the following to provide adequate pedestrian and bicycle connectivity to existing facilities: (B) (C) (D)</p> <ul style="list-style-type: none"> <li>• Adequate on-site pedestrian facilities including sidewalks (minimum four-foot width) to connect all on-site uses and along both sides of access roads</li> <li>• Sidewalks on at least one side of McAvoy Road and the proposed Alves Lane and Pacifica Avenue extensions</li> <li>• Bicycle lanes (minimum four-foot width) on either McAvoy Road or the proposed Alves Lane extension</li> <li>• Bicycle parking for residents, marina users, and recreational facility users. (B) (C) (D)</li> </ul>	<p>EIR</p>
	<p>45. Provisions are to be made for an efficient, direct and convenient system of pedestrian circulation, together with landscaping and appropriate treatment of any public areas or lobbies. (B) (C) (D)</p> <p>49. Trails and public access corridors should be clearly delineated. Provide fencing or barriers to natural areas</p>	<p>Condition s</p>

GHG Reduction Strategy	Bay Point Program	Source
	<p>where necessary to protect habitat areas and public safety. All trails shall be accessible to the handicapped and disabled. (B) (C) (D)</p> <p>84. Convenient bicycle parking areas shall be provided. (B) (C) (D)</p>	
	<p>Provide convenient and attractive pedestrian linkages to all building entries. (B) (C) (D)</p> <p>Consolidate vehicular entries. (C)</p> <p>Avoid parking areas that are continuations of the paving of adjacent public streets and sidewalks (C)</p> <p>Provide secured parking for motorcycles and bicycles. (B) (D)</p>	Guidelines
<p>Create car sharing programs. Accommodations for such programs include providing parking spaces for the car share vehicles at convenient locations accessible by public transportation. (OAG)</p>	<p>Mitigation Measure 4.7.2: The final site plan shall be developed to include the following to provide adequate pedestrian and bicycle connectivity to existing facilities:</p> <ul style="list-style-type: none"> <li>• Implement a carpool/vanpool program (i.e., ride matching) for residents of the proposed housing development to reduce trips (i.e., to BART or San Francisco). (B) (D) (E)</li> <li>• Provide preferential parking for alternatively fueled and hybrid vehicles. (D) (E)</li> </ul>	EIR
	<p>103. Projects with will have 100 or more employees or 13 or</p>	Condition

GHG Reduction Strategy	Bay Point Program	Source
<p>Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio. (OAG)</p> <p>Preserve or replace onsite trees (that are removed due to development) as a means of providing carbon storage. (OPR)</p>	<p>more dwelling units shall submit, at least 30 days prior to the issuance of a building permit, a Transportation Demand Management (TDM) information program in accordance with the requirements of Article 532-2.606 for review and approval of the Zoning Administrator. (B) (D) (E)</p> <p>52. All native trees with a trunk circumference of 72" or more, as measured 4 feet above the ground, shall be protected. Prior to the removal of a tree, the applicant shall demonstrate why the removal of such tree(s) is unavoidable. Compliance with the Tree Protection Ordinance (Chapter 816-6 of the County Code) is required. (D) (G)</p> <p>91. No trees shall be removed without the prior written approval of the Zoning Administrator. (D) (G)</p>	<p>s</p> <p>s</p>
	<p>Locate buildings and paving to preserve mature trees (D) (G)</p>	<p>Guidelines</p>
<p><i>2) Redevelopment</i></p>		
<p>One way to avoid GHG emissions is to facilitate more efficient and economic use of the lands in already developed portions of a community. Reinvestment in existing neighborhoods and retrofit of existing buildings is appreciably more GHG efficient than greenfield development. (CAPCOA)</p>	<p>Partially located with the Bay Point Redevelopment Area (A)</p>	<p>Plan</p>
<p><i>3) Jobs-Housing Balance</i></p>		



GHG Reduction Strategy	Bay Point Program	Source
<p>Implement land use strategies to encourage jobs/housing proximity. (OPR)</p>	<p>43. New businesses and construction projects shall make best efforts to hire employees, workers and subcontractor components at the job from the Bay Point community.</p>	<p>Conditions</p>
<p>Encourage the coalescence of a labor force with locally available and appropriate job opportunities. This concept is best known as “jobs-housing balance.” (CAPCOA)</p>	<p>Future business park which will serve as a job center— location? Other nearby employment centers?</p>	<p>Plan</p>
<p>4) <i>Energy Efficiency/Solid Waste Reduction/Water Conservation</i></p>		
<p>Create incentives to increase recycling and reduce generation of solid waste by residential users. (OPR)</p> <p>Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. (OAG)</p> <p>Provide education and publicity about reducing waste and available recycling services. (OAG)</p>	<p>Mitigation Measure 4.4.3a: Suitable storage locations and containers for recyclable materials shall be provided for the residential and commercial recreation development. Future owner(s) of the building(s) that would be located on the project site shall maintain these locations during project operations. The future developer(s) of the residential and commercial recreation development, in consultation with the Contra Costa County Community Development Department, shall provide information regarding acceptable materials to be recycled to future owners and/or occupants of the buildings. (E) (H) (I)</p> <p>Mitigation Measure 4.4.3b: For each trash can that is provided along the view pier and in the parking lots, the future owner(s) of the marina shall also provide (an) equivalent-sized recycling receptacle(s). Each recycling receptacle shall clearly inform users within which containers to place each material (i.e., aluminum cans, glass, plastic bottles, etc.). (E) (H) (I)</p>	<p>EIR</p>
<p>Recognize and promote energy saving measures beyond Title 24 requirements for residential and commercial</p>	<p>Mitigation Measure 4.4.4a: In addition to energy conservation measures required by California Code of</p>	<p>EIR</p>

GHG Reduction Strategy	Bay Point Program	Source
<p>projects. (OPR)</p> <p>Purchase Energy Star equipment and appliances for public agency use. (OPR)</p>	<p>Regulations Title 24, future developer(s) of the Strategic Plan Area shall implement the following measures: (D) (E) (F) (H) (I)</p> <ul style="list-style-type: none"> <li>• Equip all showers, faucets, and toilets installed in the Strategic Plan Area with lowflow fixtures to reduce water consumption and energy consumption associated with water heating.</li> <li>• Include in the design of the project the use of ENERGY STAR qualified compact fluorescent light bulbs (CFLs) for use in the marina support buildings (ENERGY STAR qualified CFLs use 66 percent less energy than a standard incandescent bulb and last up to 10 times longer).</li> <li>• Insulate all hot and cold water pipes within the residential and marina support buildings to reduce energy consumption.</li> <li>• Install shades, awnings, or sunscreens on all windows of the residential and marina support use buildings that face south and/or west to block summer light. In winter, shades can be opened on sunny days to help warm rooms.</li> <li>• Install programmable thermostats in each residential unit to automatically change thermostat settings at certain times of the day (5 – 20 percent savings on space heating costs).</li> <li>• Install energy-efficient ceiling installation and insulate walls, floors, and heating ducts (up to 25 percent savings on space heating costs).</li> <li>• Use exterior shading devices or deciduous plants to shade residential buildings from the sun (up to 8 percent savings on cooling costs).</li> <li>• Install thermal windows in residential units. Thermal windows give the benefit of dual pane glass, keeping air</li> </ul>	

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